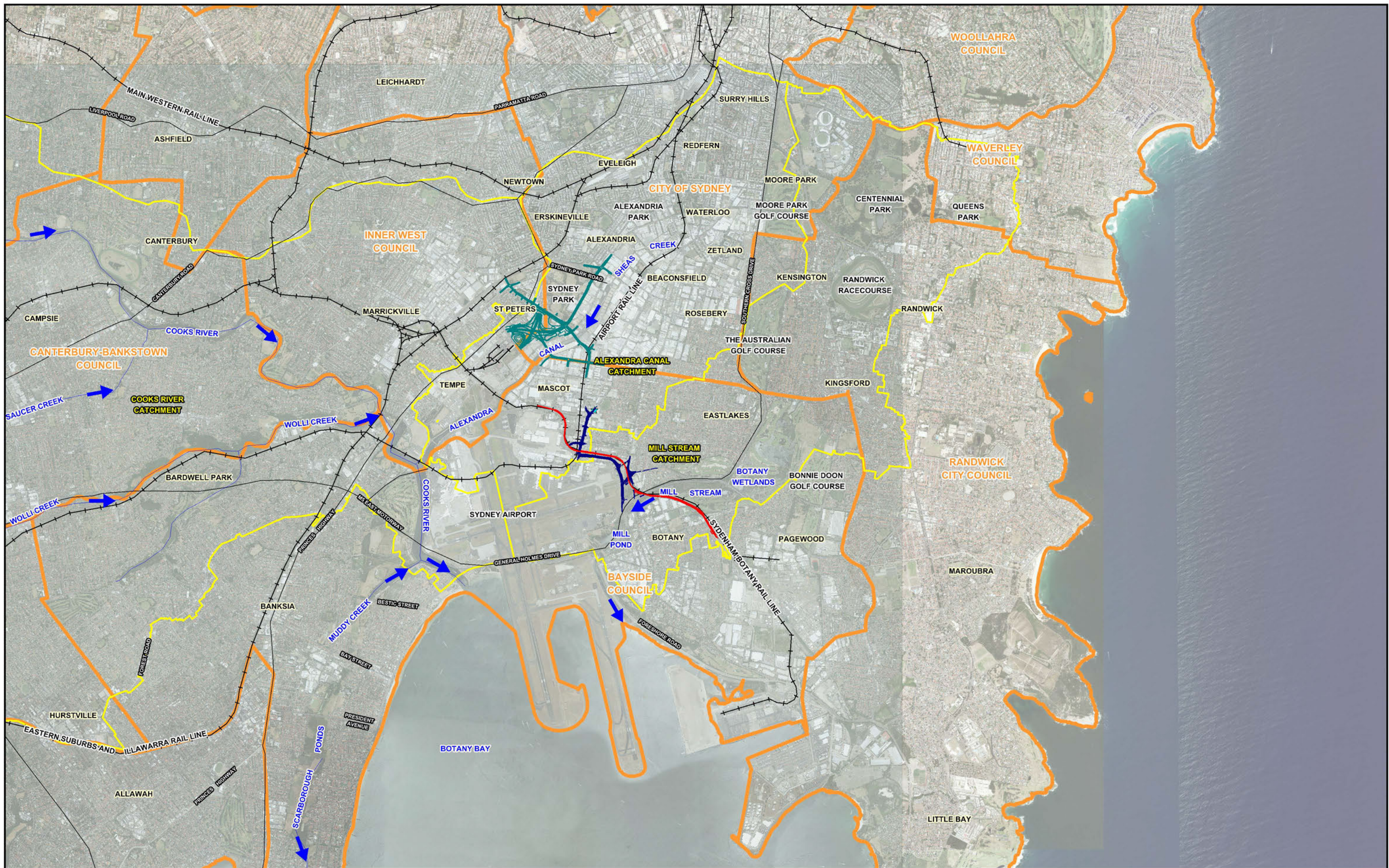
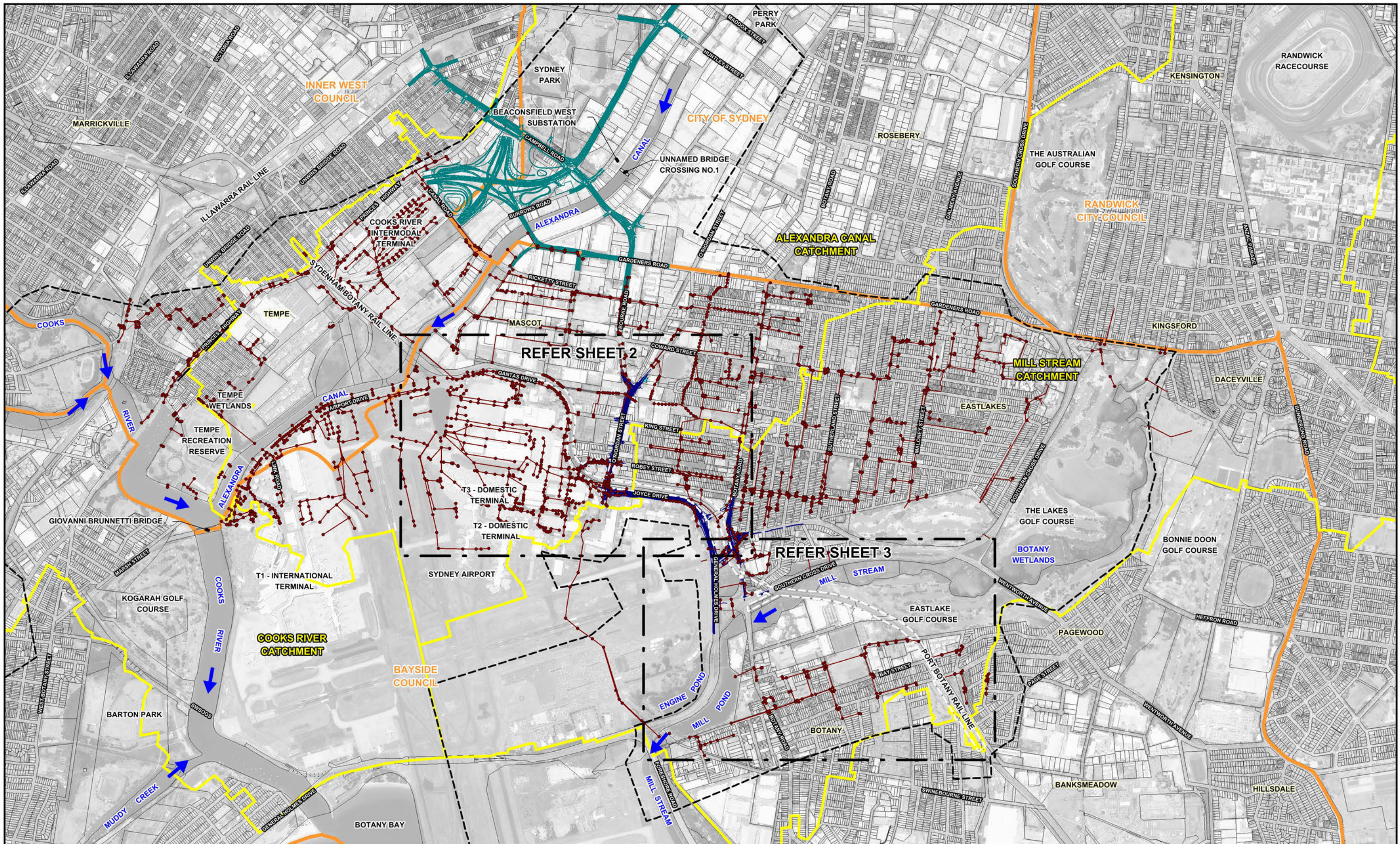


## FIGURES









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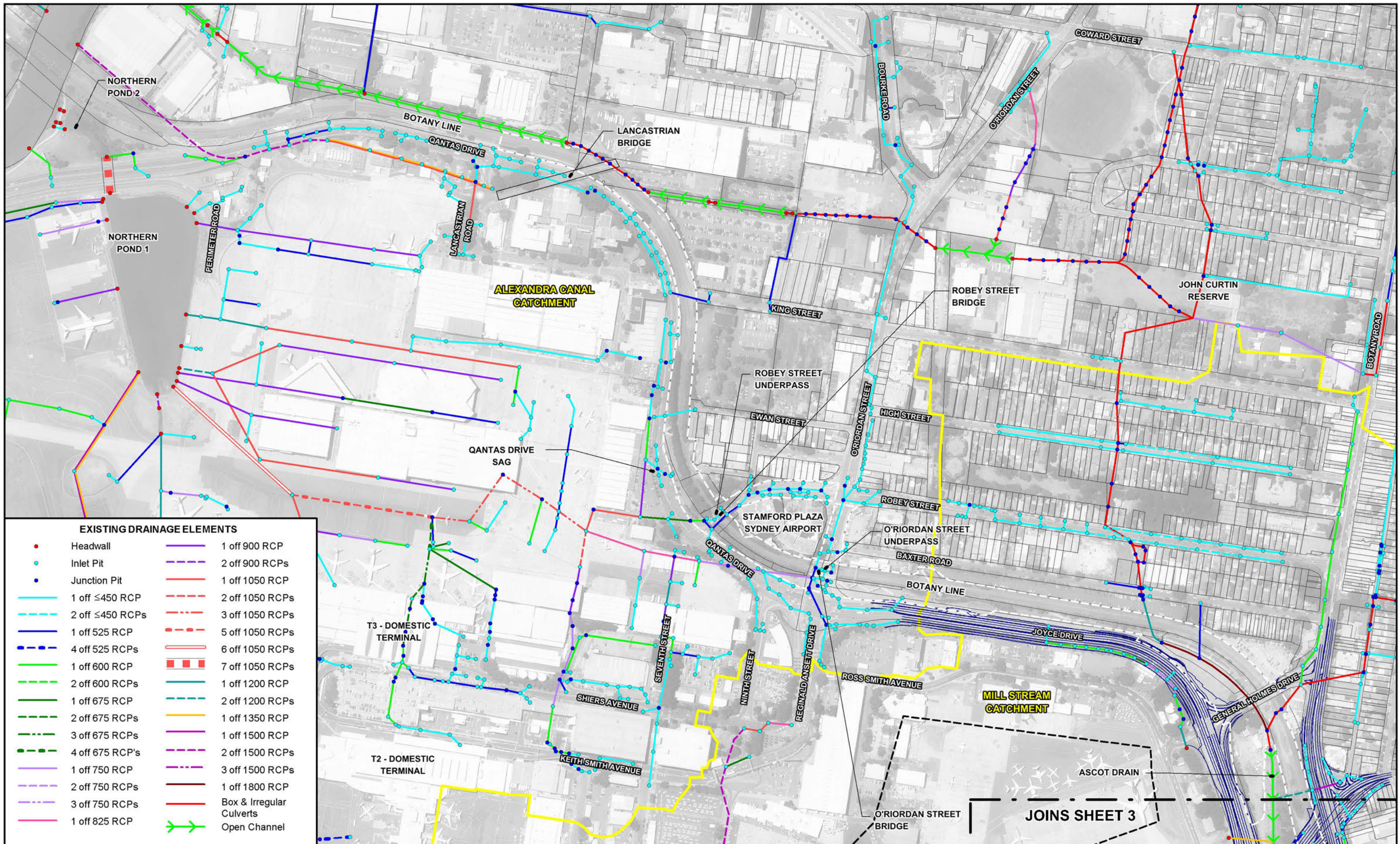
- LEGEND**
- Two-Dimensional Model Boundary
  - LGA Boundary
  - Catchment Boundary
  - Existing Drainage System
  - Project Footprint
  - Airport North and Airport East Road Works
  - New M5 Surface Road Works

# **BOTANY RAIL DUPLICATION EIS** **TECHNICAL WORKING PAPER: FLOODING**

Figure 4.2  
(Sheet 1 of 3)

EXISTING DRAINAGE LAYOUT



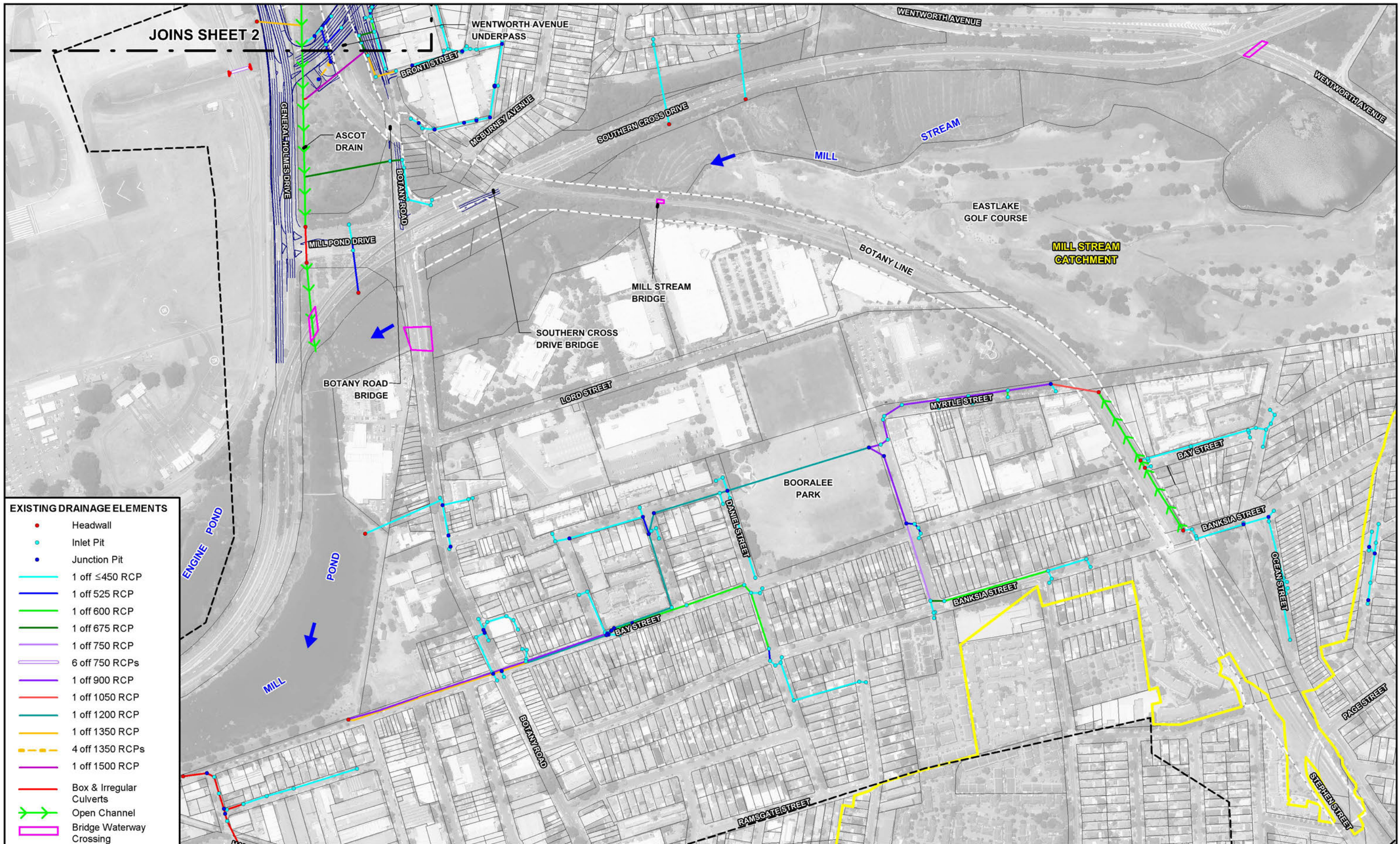


**BOTANY RAIL DUPLICATION EIS  
TECHNICAL WORKING PAPER: FLOODING**

Figure 4.2  
(Sheet 2 of 3)

EXISTING DRAINAGE LAYOUT



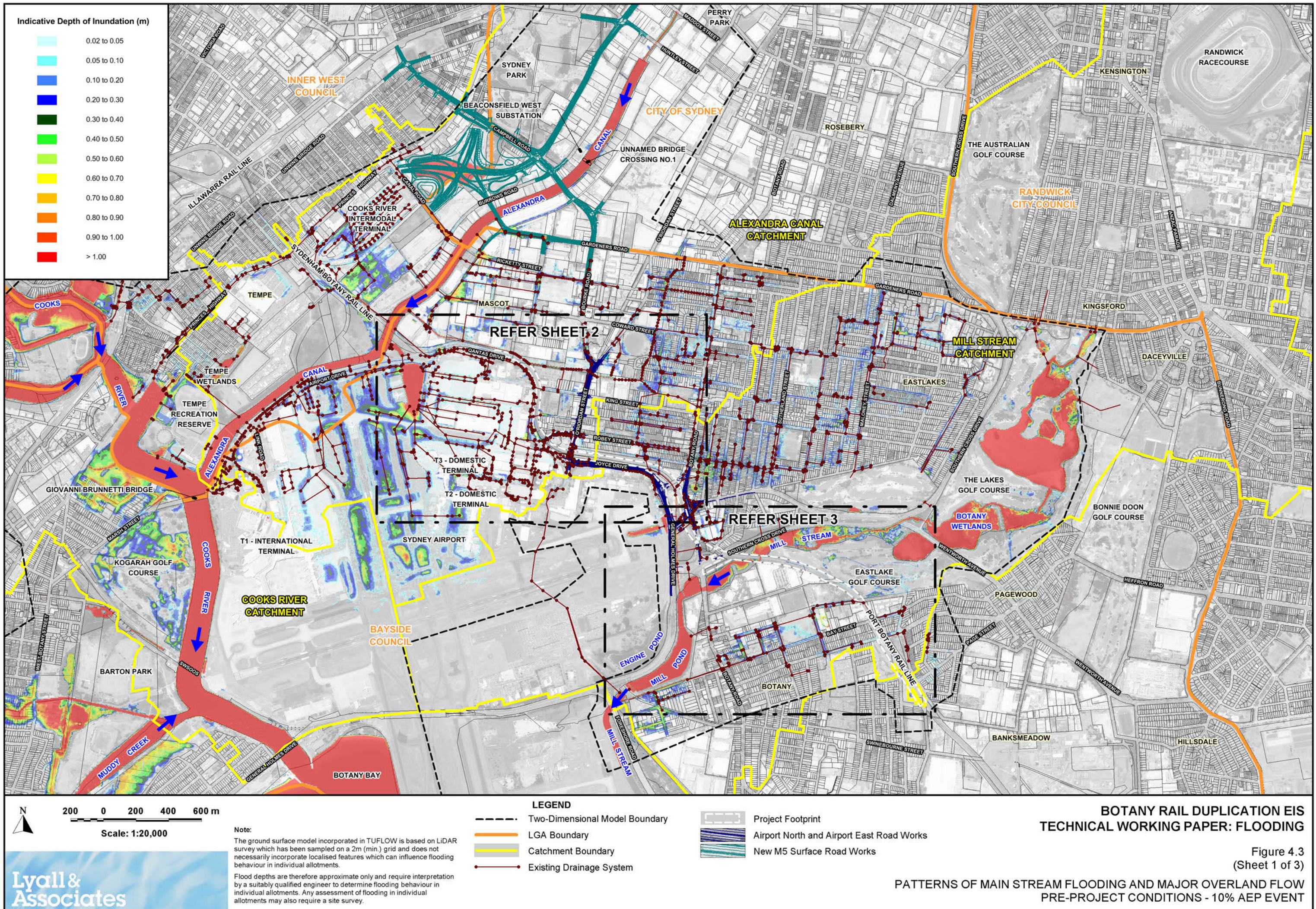


**BOTANY RAIL DUPLICATION EIS  
TECHNICAL WORKING PAPER: FLOODING**

Figure 4.2  
(Sheet 3 of 3)

EXISTING DRAINAGE LAYOUT









50 0 50 100 150 m  
Scale: 1:5,000

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**Note:**  
The ground surface model incorporated in TUFLOW is based on LiDAR survey which has been sampled on a 2m (min.) grid and does not necessarily incorporate localised features which can influence flooding behaviour in individual allotments.  
Flood depths are therefore approximate only and require interpretation by a suitably qualified engineer to determine flooding behaviour in individual allotments. Any assessment of flooding in individual allotments may also require a site survey.

**LEGEND**  
--- Two-Dimensional Model Boundary  
--- Catchment Boundary  
--- Existing Drainage System

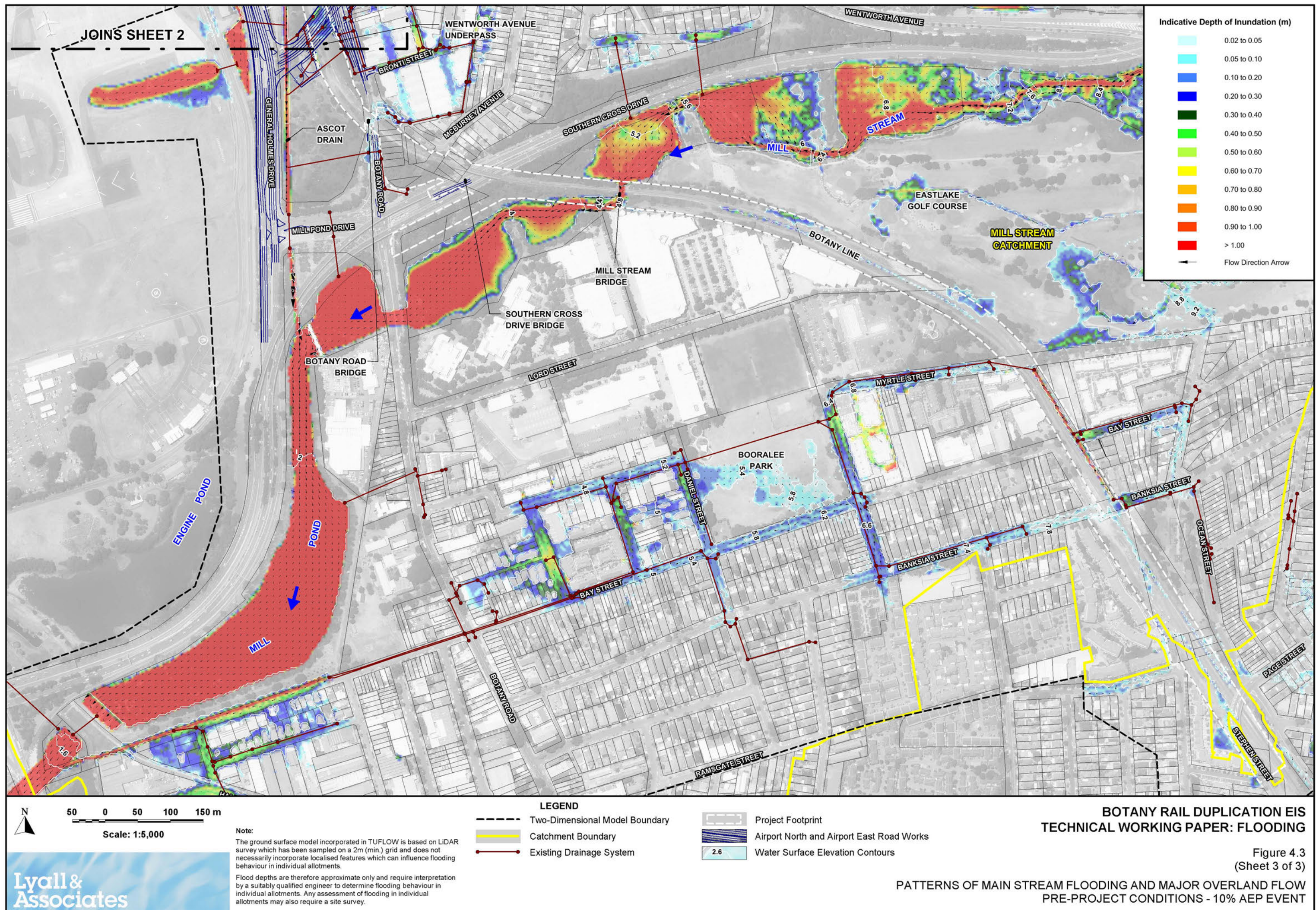
Project Footprint  
Airport North and Airport East Road Works  
2.6 Water Surface Elevation Contours

## BOTANY RAIL DUPLICATION EIS TECHNICAL WORKING PAPER: FLOODING

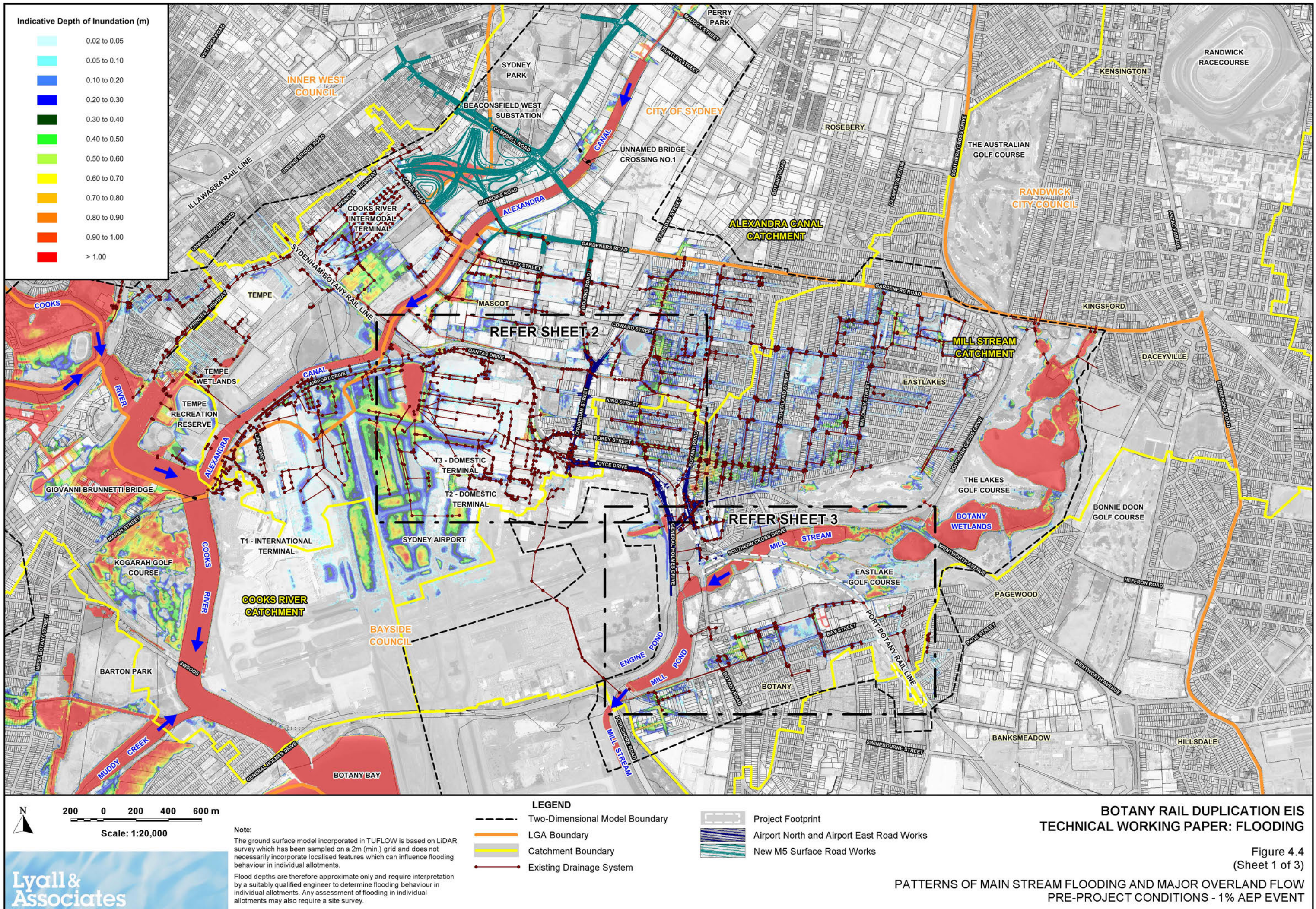
Figure 4.3  
(Sheet 2 of 3)

PATTERNS OF MAIN STREAM FLOODING AND MAJOR OVERLAND FLOW  
PRE-PROJECT CONDITIONS - 10% AEP EVENT

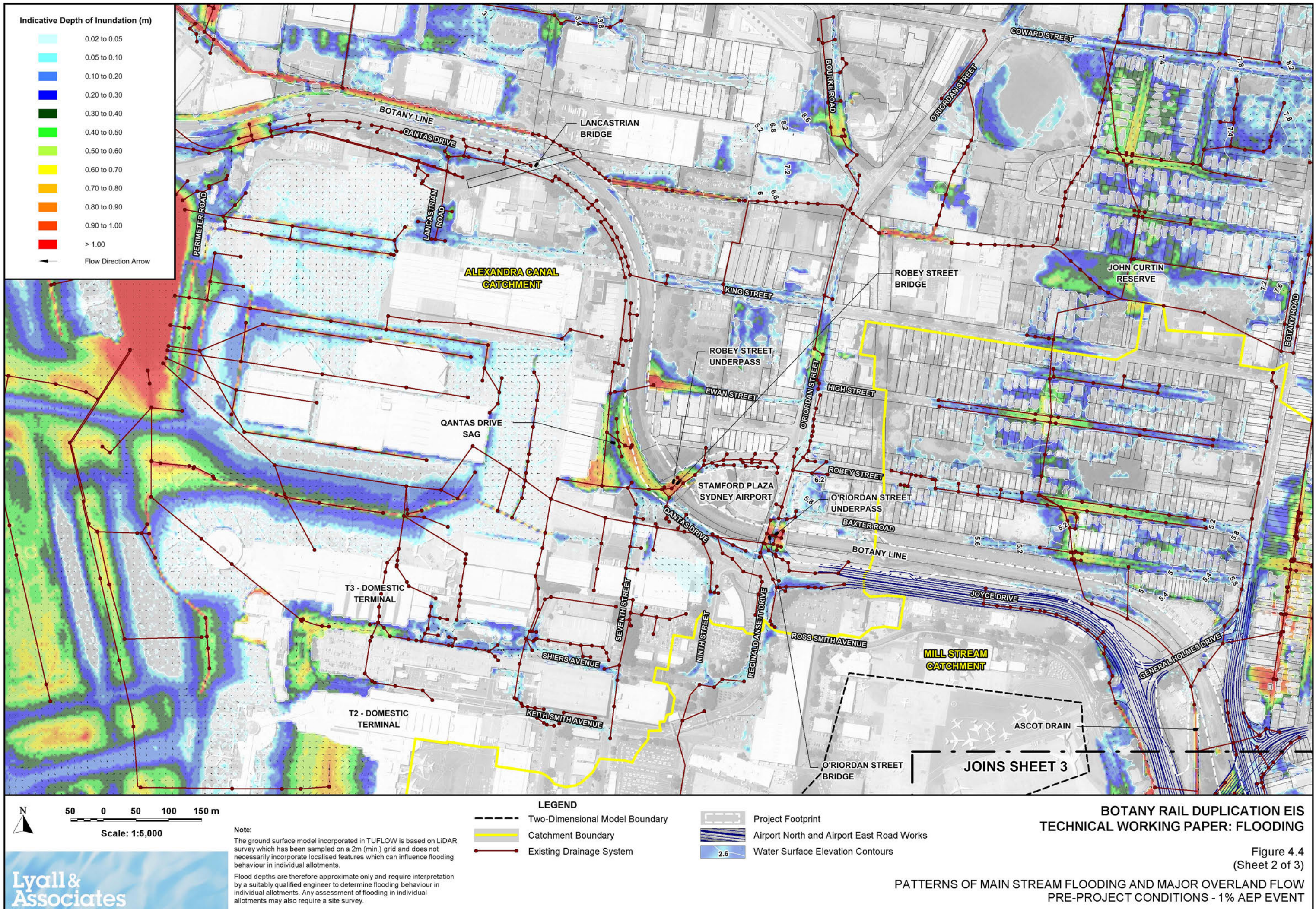




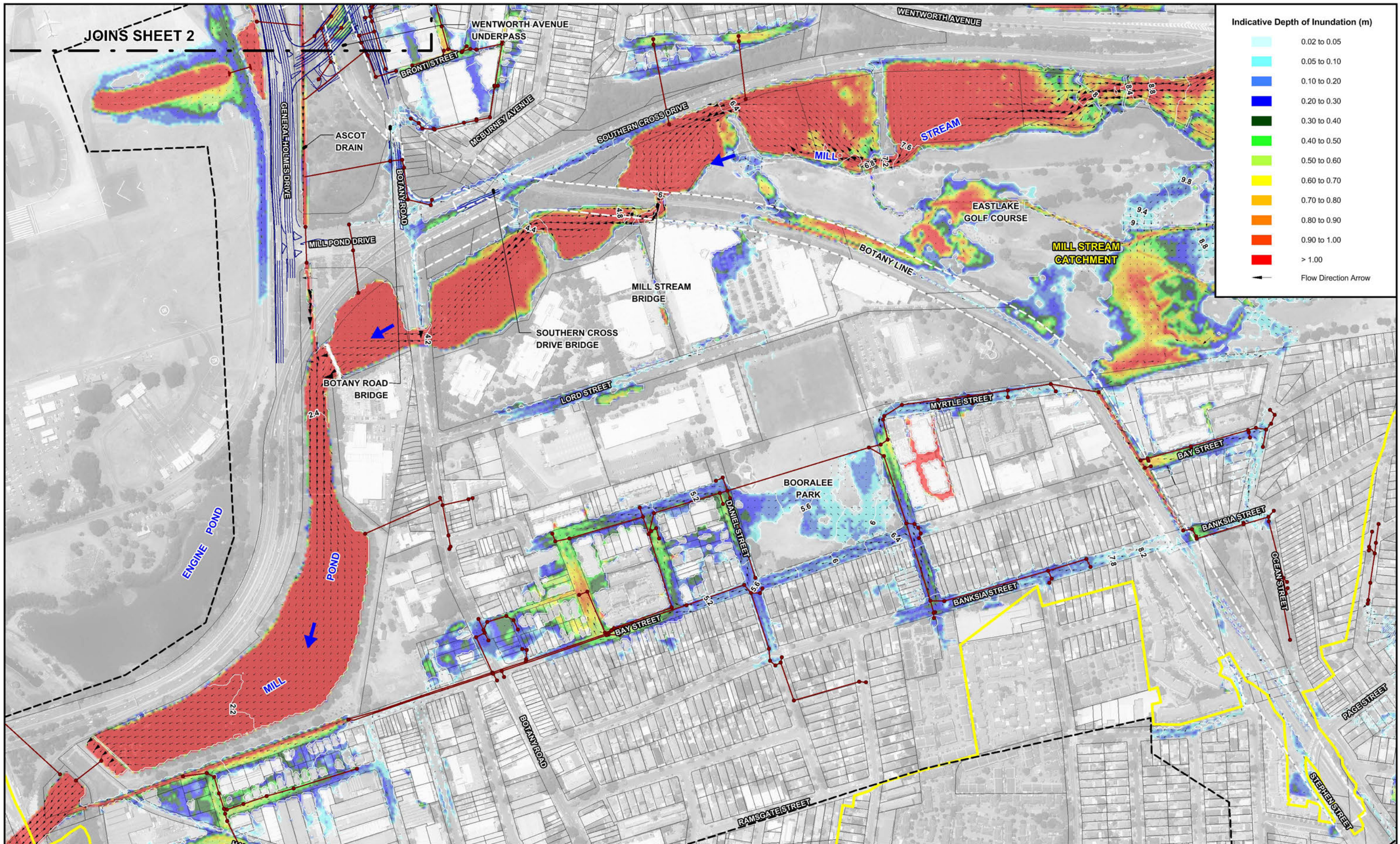










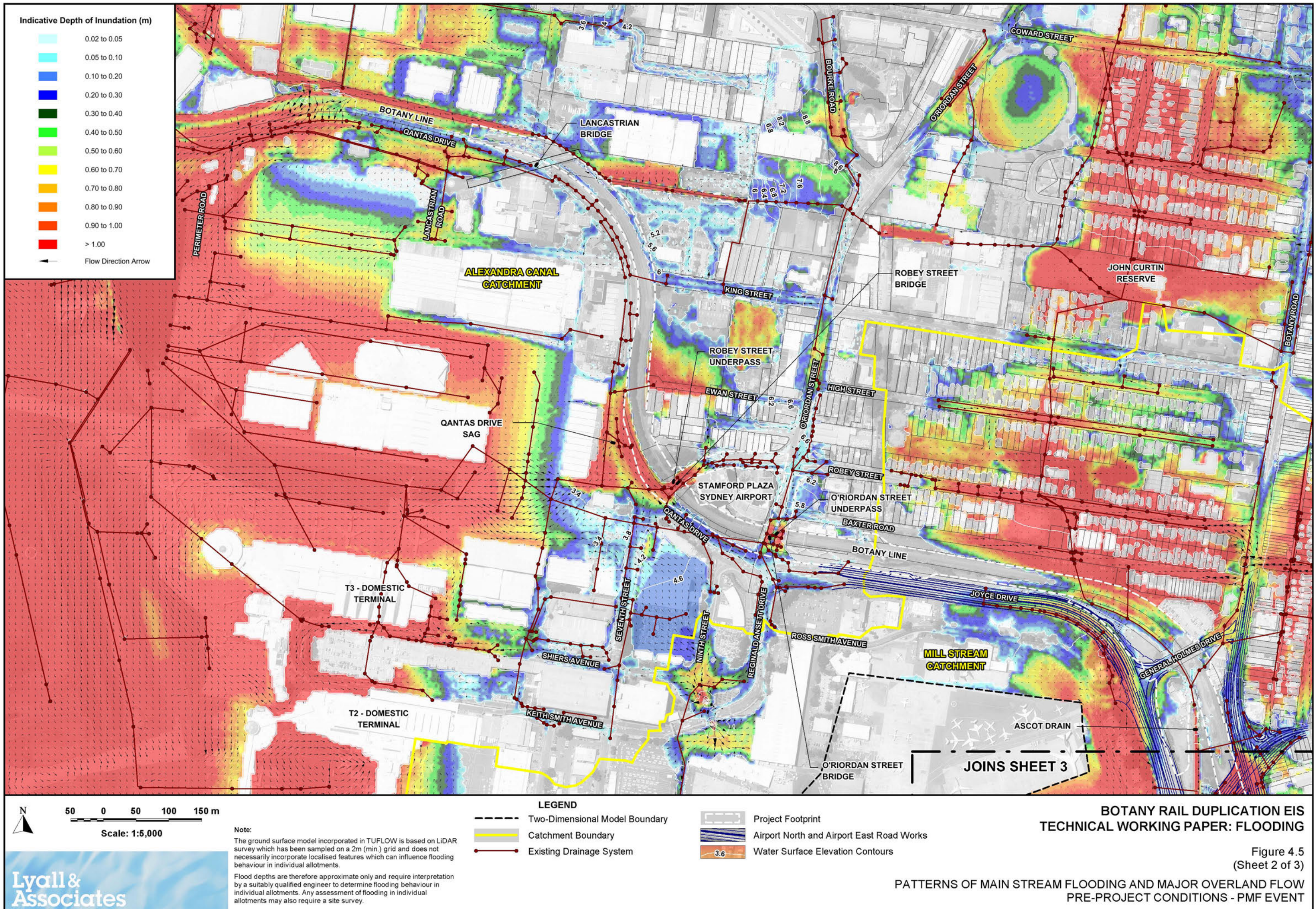


**Note:**  
The ground surface model incorporated in TUFLOW is based on LiDAR survey which has been sampled on a 2m (min.) grid and does not necessarily incorporate localised features which can influence flooding behaviour in individual allotments.  
Flood depths are therefore approximate only and require interpretation by a suitably qualified engineer to determine flooding behaviour in individual allotments. Any assessment of flooding in individual allotments may also require a site survey.

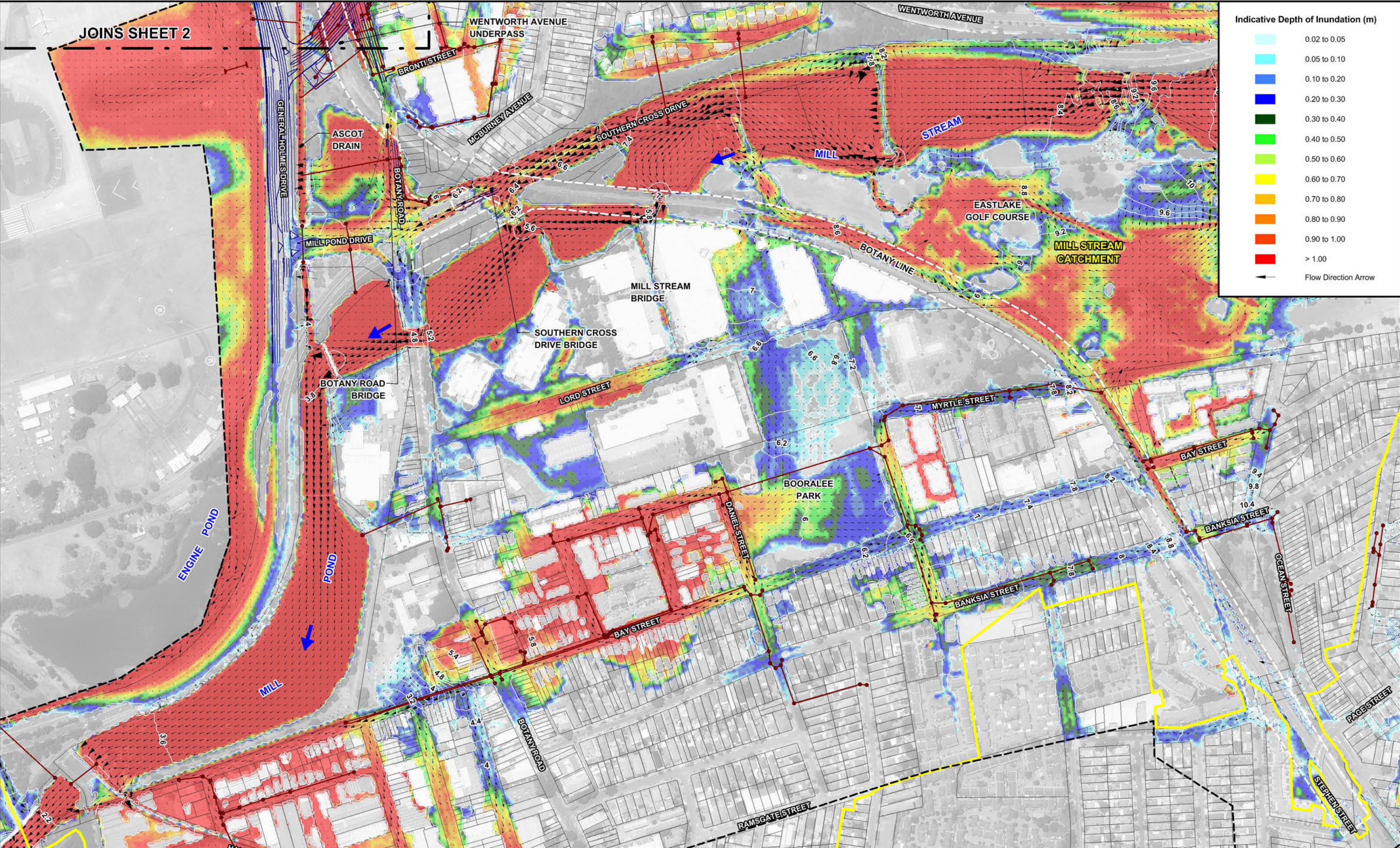












Indicative Depth of Inundation (m)	
0.02 to 0.05	
0.05 to 0.10	
0.10 to 0.20	
0.20 to 0.30	
0.30 to 0.40	
0.40 to 0.50	
0.50 to 0.60	
0.60 to 0.70	
0.70 to 0.80	
0.80 to 0.90	
0.90 to 1.00	
> 1.00	
Flow Direction Arrow	

Scale: 1:5,000

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Note:  
The ground surface model incorporated in TUFLOW is based on LiDAR survey which has been sampled on a 2m (min.) grid and does not necessarily incorporate localised features which can influence flooding behaviour in individual allotments.  
Flood depths are therefore approximate only and require interpretation by a suitably qualified engineer to determine flooding behaviour in individual allotments. Any assessment of flooding in individual allotments may also require a site survey.

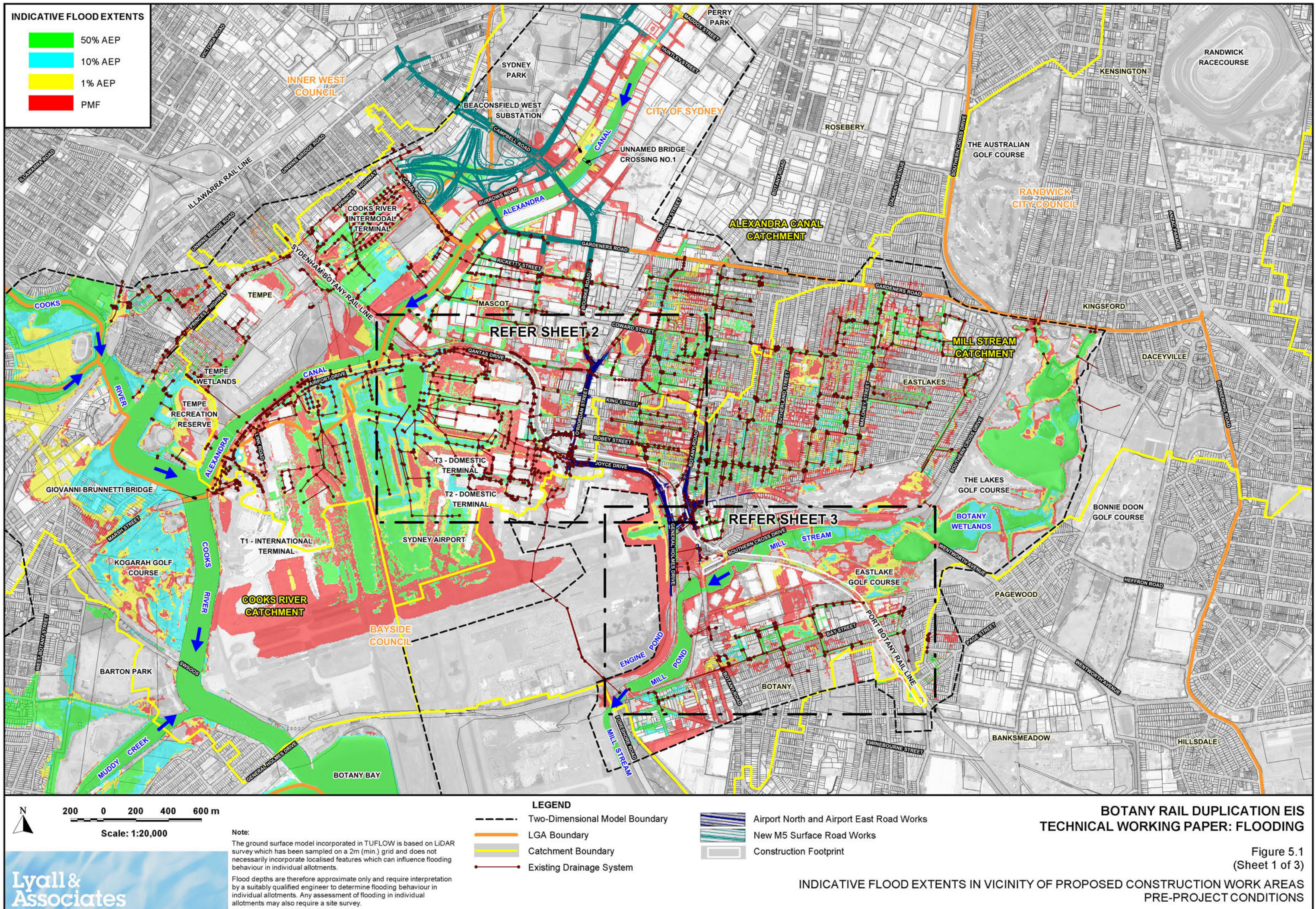
- LEGEND**
- Two-Dimensional Model Boundary
  - Catchment Boundary
  - Existing Drainage System
  - Project Footprint
  - Airport North and Airport East Road Works
  - Water Surface Elevation Contours

**BOTANY RAIL DUPLICATION EIS  
TECHNICAL WORKING PAPER: FLOODING**

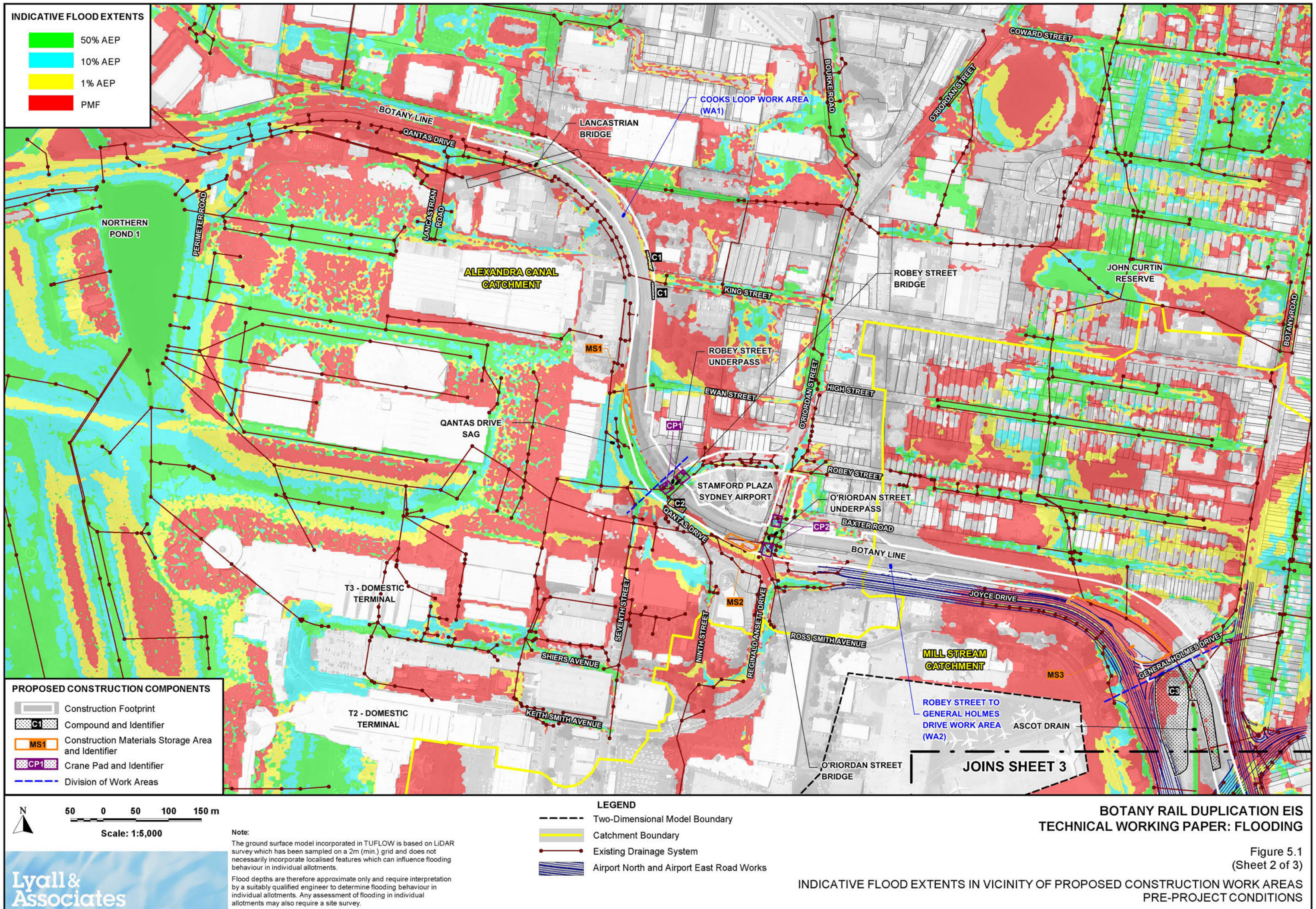
Figure 4.5  
(Sheet 3 of 3)

PATTERNS OF MAIN STREAM FLOODING AND MAJOR OVERLAND FLOW  
PRE-PROJECT CONDITIONS - PMF EVENT

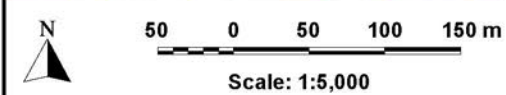
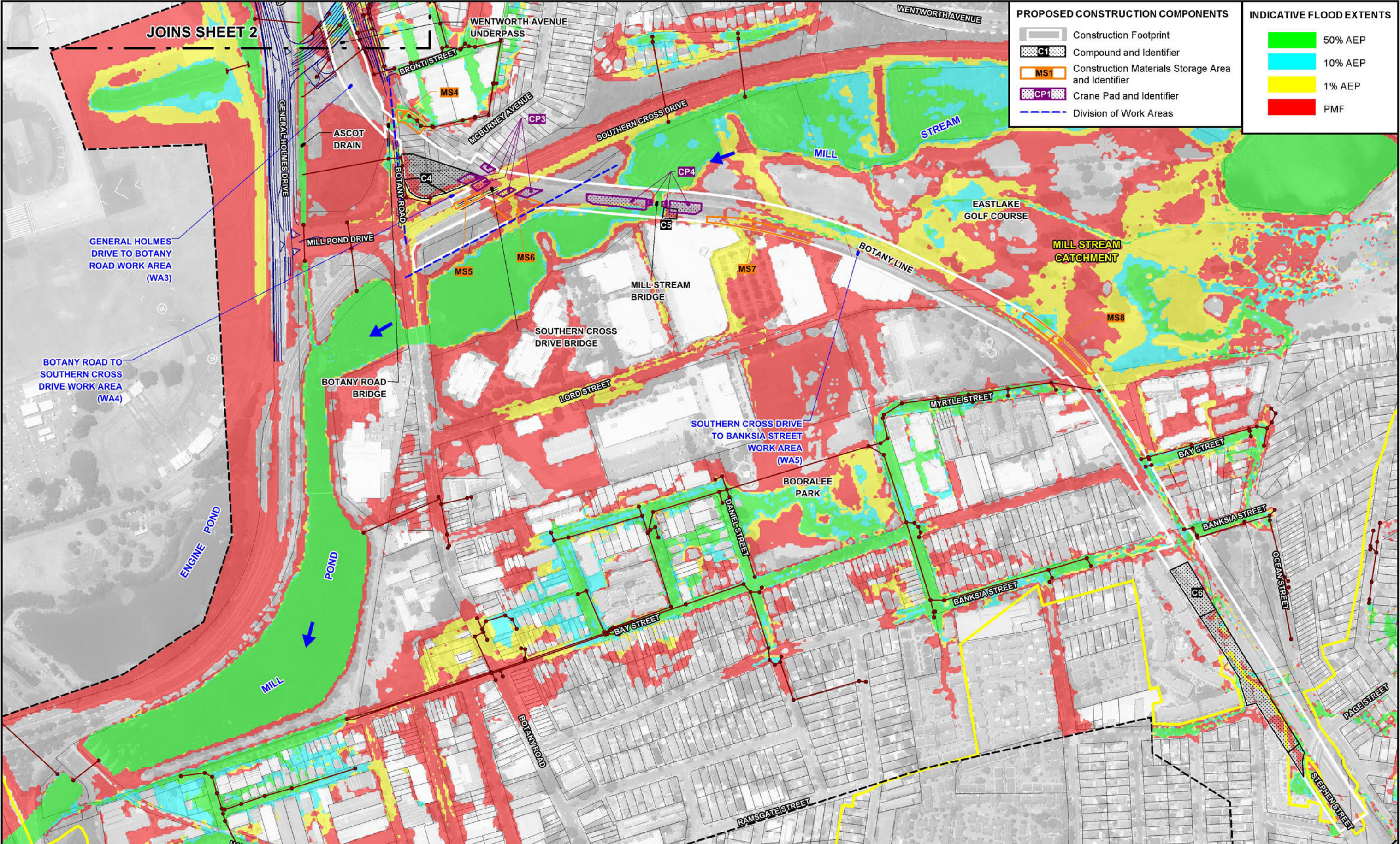












Note:  
The ground surface model incorporated in TUFLOW is based on LiDAR survey which has been sampled on a 2m (min.) grid and does not necessarily incorporate localised features which can influence flooding behaviour in individual allotments.  
Flood depths are therefore approximate only and require interpretation by a suitably qualified engineer to determine flooding behaviour in individual allotments. Any assessment of flooding in individual allotments may also require a site survey.

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- LEGEND**
- Two-Dimensional Model Boundary
  - Catchment Boundary
  - Existing Drainage System
  - Airport North and Airport East Road Works

**BOTANY RAIL DUPLICATION EIS  
TECHNICAL WORKING PAPER: FLOODING**

Figure 5.1  
(Sheet 3 of 3)

INDICATIVE FLOOD EXTENTS IN VICINITY OF PROPOSED CONSTRUCTION WORK AREAS  
PRE-PROJECT CONDITIONS



