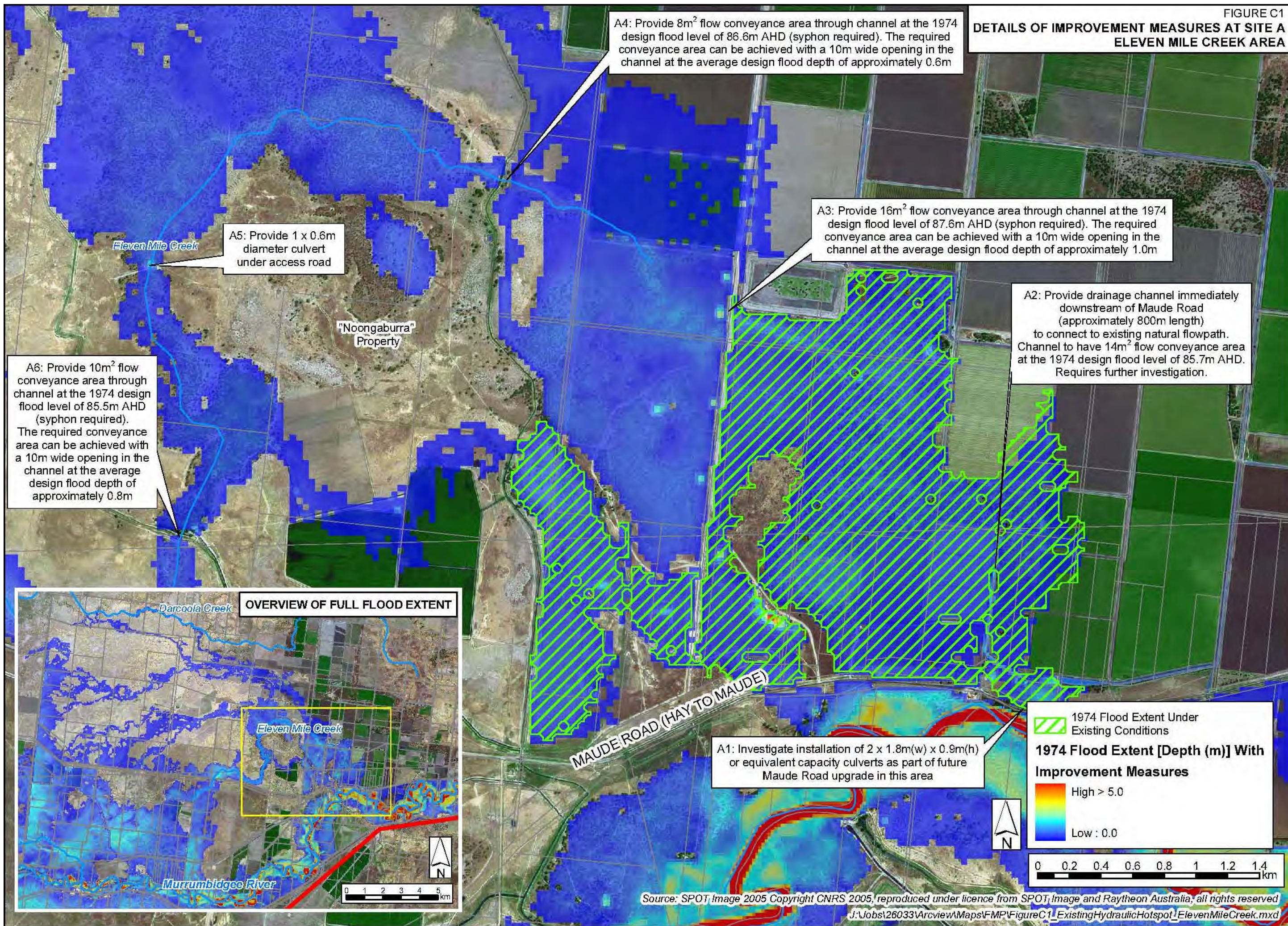


DETAILS OF IMPROVEMENT MEASURES AT SITE A ELEVEN MILE CREEK AREA



A4: Provide 8m² flow conveyance area through channel at the 1974 design flood level of 86.6m AHD (syphon required). The required conveyance area can be achieved with a 10m wide opening in the channel at the average design flood depth of approximately 0.6m

A3: Provide 16m² flow conveyance area through channel at the 1974 design flood level of 87.6m AHD (syphon required). The required conveyance area can be achieved with a 10m wide opening in the channel at the average design flood depth of approximately 1.0m

A2: Provide drainage channel immediately downstream of Maude Road (approximately 800m length) to connect to existing natural flowpath. Channel to have 14m² flow conveyance area at the 1974 design flood level of 85.7m AHD. Requires further investigation.

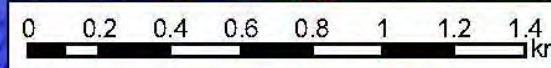
A5: Provide 1 x 0.6m diameter culvert under access road

A6: Provide 10m² flow conveyance area through channel at the 1974 design flood level of 85.5m AHD (syphon required). The required conveyance area can be achieved with a 10m wide opening in the channel at the average design flood depth of approximately 0.8m

A1: Investigate installation of 2 x 1.8m(w) x 0.9m(h) or equivalent capacity culverts as part of future Maude Road upgrade in this area

OVERVIEW OF FULL FLOOD EXTENT

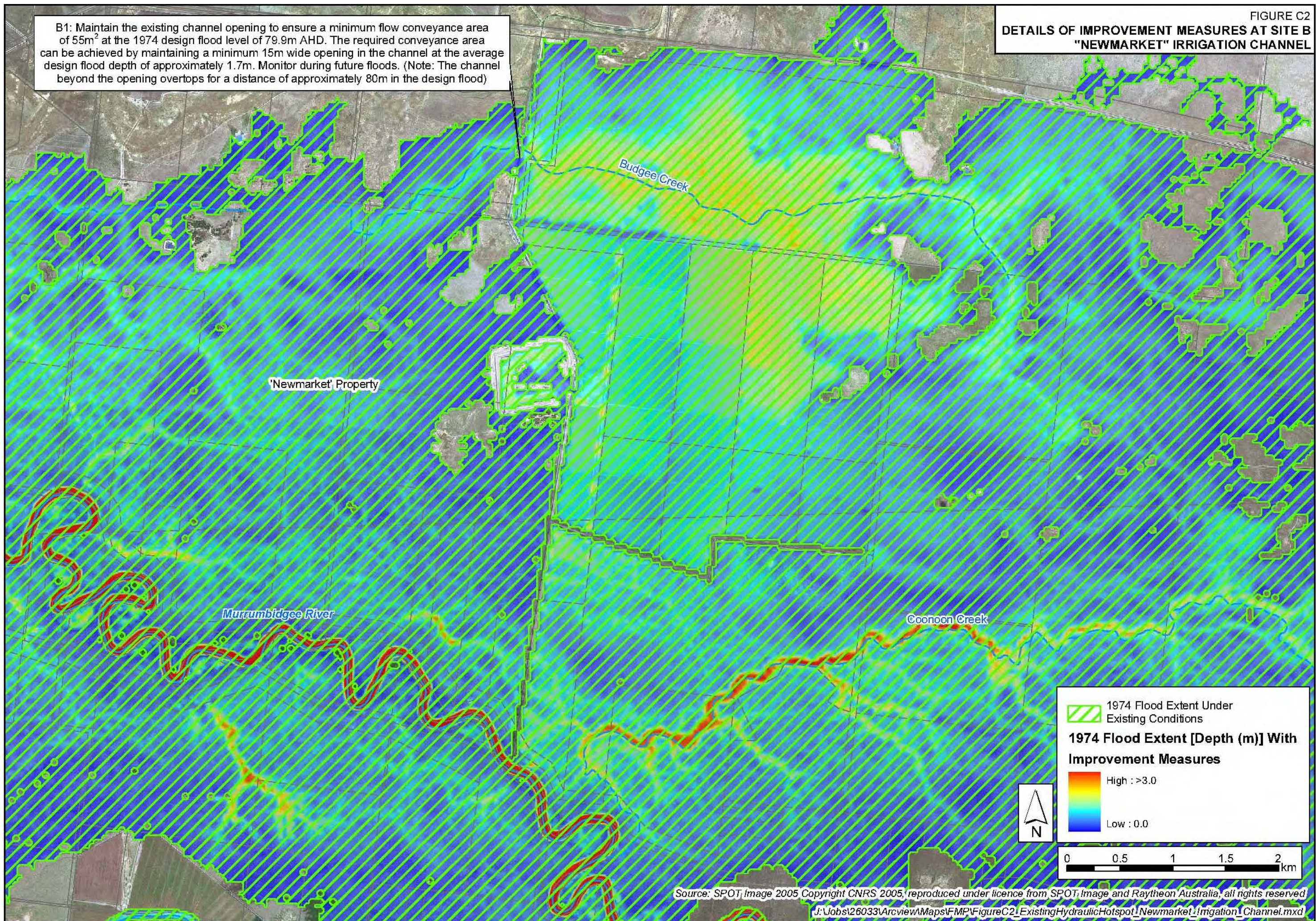
1974 Flood Extent Under Existing Conditions
1974 Flood Extent [Depth (m)] With Improvement Measures
 High > 5.0
 Low : 0.0



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 J:\Jobst26033\Arcview\Maps\FMP\FigureC1_ExistingHydraulicHotspot_ElevenMileCreek.mxd

DETAILS OF IMPROVEMENT MEASURES AT SITE B
"NEWMARKET" IRRIGATION CHANNEL

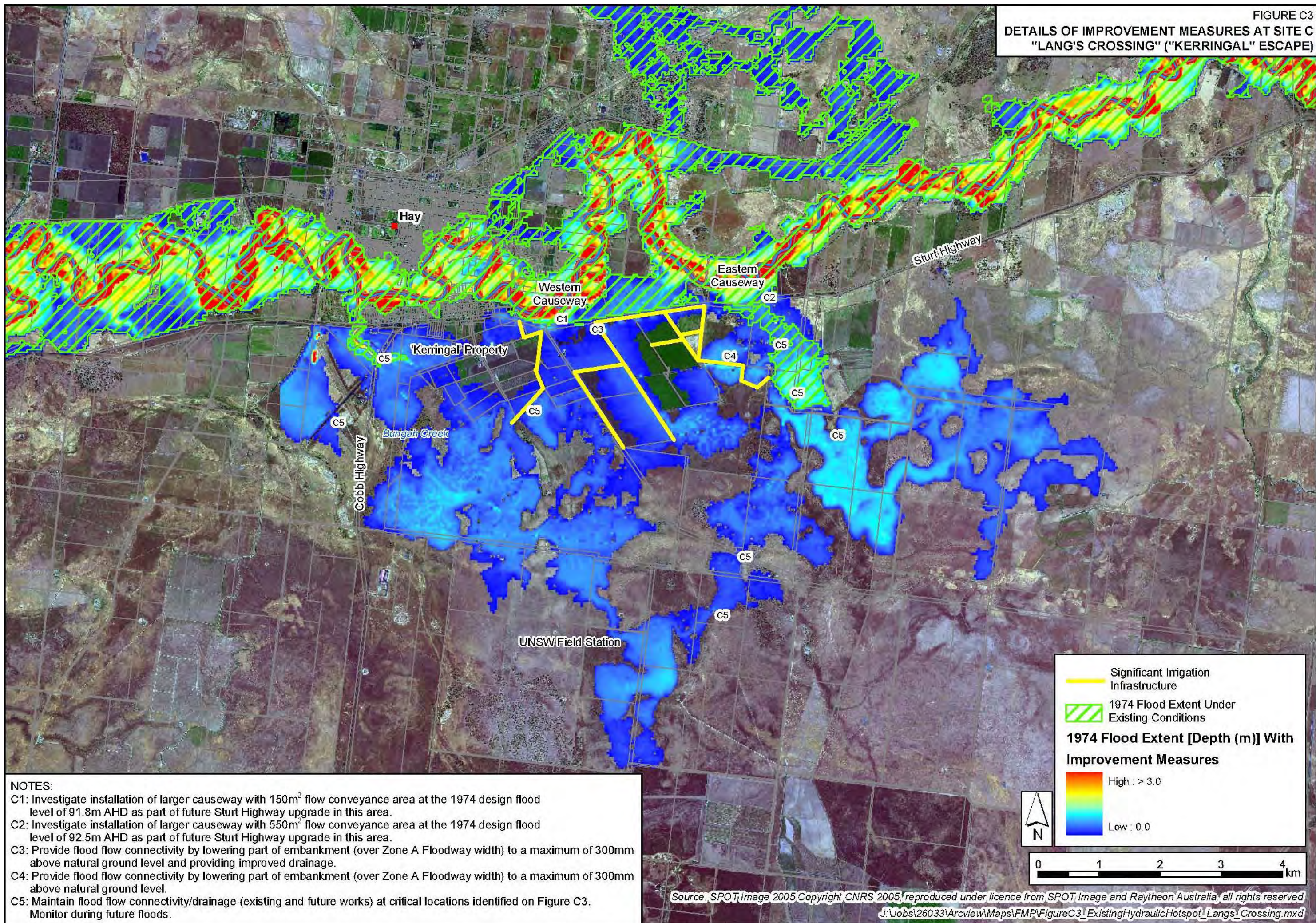
B1: Maintain the existing channel opening to ensure a minimum flow conveyance area of 55m² at the 1974 design flood level of 79.9m AHD. The required conveyance area can be achieved by maintaining a minimum 15m wide opening in the channel at the average design flood depth of approximately 1.7m. Monitor during future floods. (Note: The channel beyond the opening overtops for a distance of approximately 80m in the design flood)



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FIGURE C3
 DETAILS OF IMPROVEMENT MEASURES AT SITE C
 "LANG'S CROSSING" ("KERRINGAL" ESCAPE)

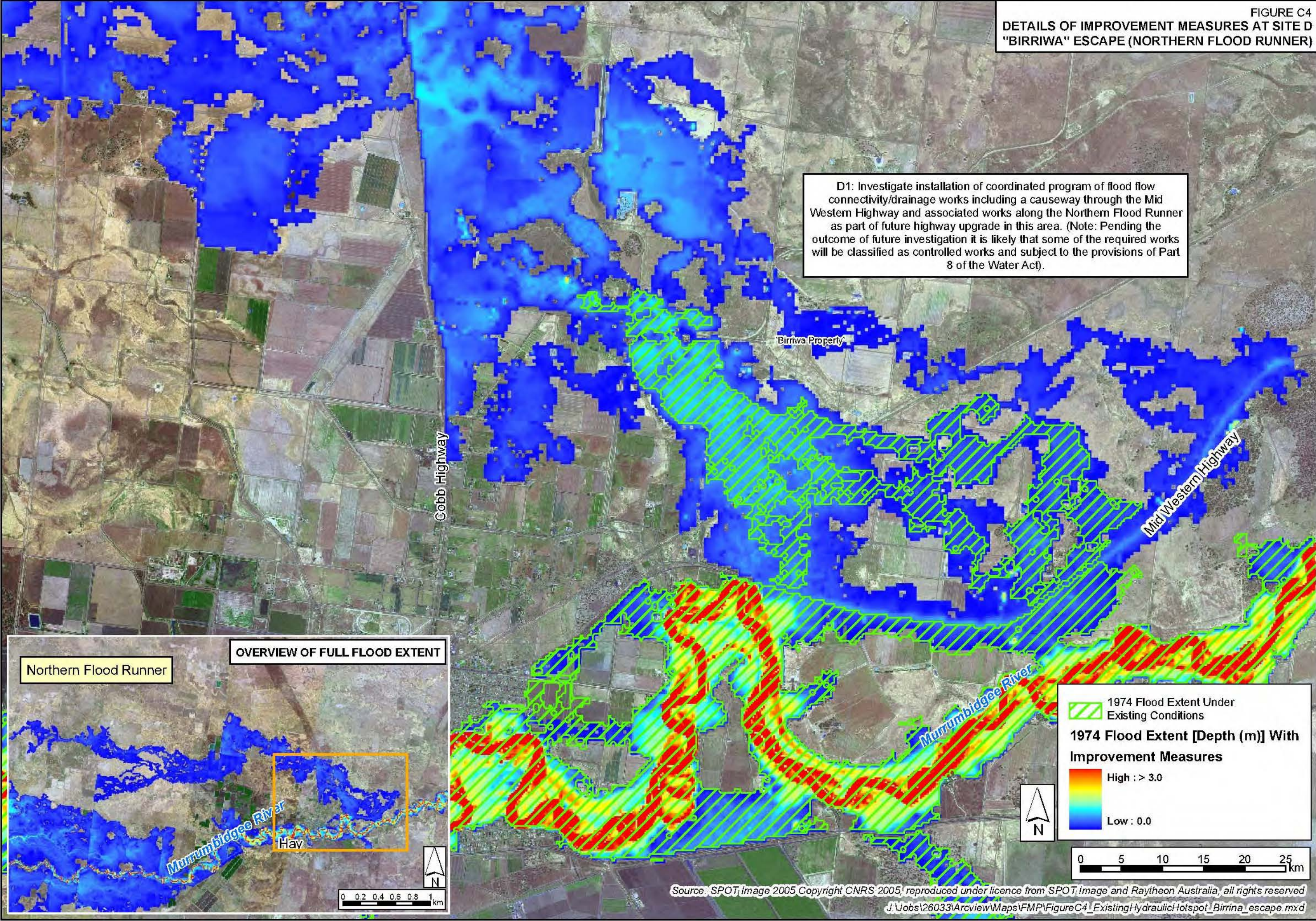


NOTES:
 C1: Investigate installation of larger causeway with 150m² flow conveyance area at the 1974 design flood level of 91.8m AHD as part of future Sturt Highway upgrade in this area.
 C2: Investigate installation of larger causeway with 550m² flow conveyance area at the 1974 design flood level of 92.5m AHD as part of future Sturt Highway upgrade in this area.
 C3: Provide flood flow connectivity by lowering part of embankment (over Zone A Floodway width) to a maximum of 300mm above natural ground level and providing improved drainage.
 C4: Provide flood flow connectivity by lowering part of embankment (over Zone A Floodway width) to a maximum of 300mm above natural ground level.
 C5: Maintain flood flow connectivity/drainage (existing and future works) at critical locations identified on Figure C3. Monitor during future floods.

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FIGURE C4
 DETAILS OF IMPROVEMENT MEASURES AT SITE D
 "BIRRIWA" ESCAPE (NORTHERN FLOOD RUNNER)

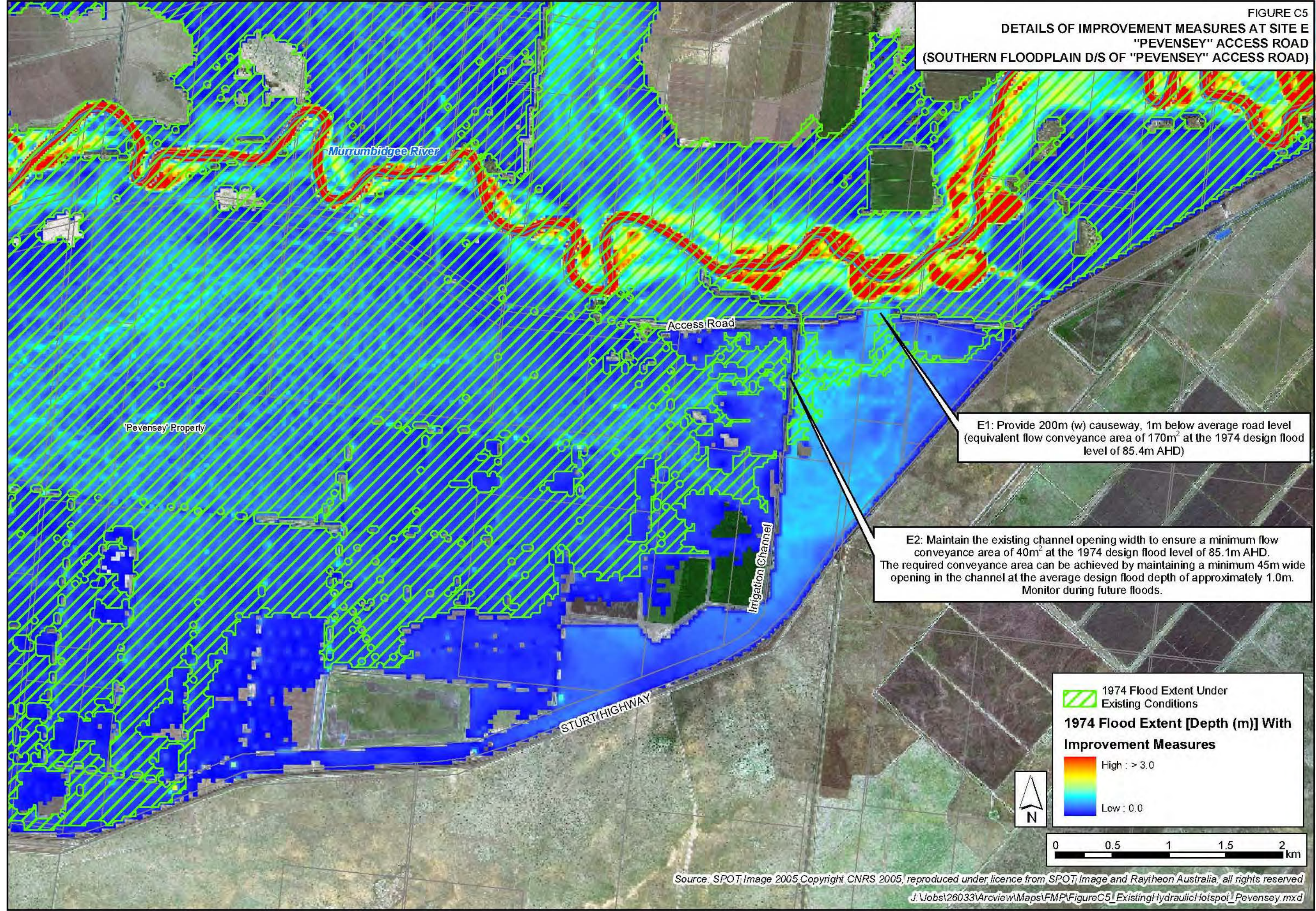
D1: Investigate installation of coordinated program of flood flow connectivity/drainage works including a causeway through the Mid Western Highway and associated works along the Northern Flood Runner as part of future highway upgrade in this area. (Note: Pending the outcome of future investigation it is likely that some of the required works will be classified as controlled works and subject to the provisions of Part 8 of the Water Act).



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FIGURE C5

DETAILS OF IMPROVEMENT MEASURES AT SITE E
"PEVENSEY" ACCESS ROAD
(SOUTHERN FLOODPLAIN D/S OF "PEVENSEY" ACCESS ROAD)



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