



XAVIER
KNIGHT

28th January 2025

Attn: Oscar Brady
c/o: Billbergia
Locked Bag 1400
Meadowbank NSW 2114
Australia

SSDA Rail Engineering Stormwater RFI
2-8 Wilson Street & 849-859 Pacific Highway, Chatswood
NSW 2067

Dear Oscar,

Please see response to the below RFI from Rail Consultant regarding the stormwater strategy for the proposed development in Chatswood.

RFI

"The catch drains along the top of the retaining wall, shown on the retaining wall as-built drawings, would require capacity to convey a 2% AEP safely to the track drainage at the bottom of the retaining wall. The proponent's preliminary stormwater management plans do not direct any stormwater runoff towards the rail corridor. It is noted that the plans do propose to remove the existing retaining wall catch drains (drawing C300). It is recommended to retain this as part of the wall structure with further assessment required during the next phase of the project. If it is not possible, the design must demonstrate no impacts to the rail corridors drainage performance for up to a 1% AEP."

RFI Response

Drawing C100 shows that the overland flows through the site are conveyed to the above ground On-Site Detention (OSD) Basin. In minor storm events, these flows are conveyed to the OSD using stormwater pit and pipe network proposed for the development. In larger storm events, these flows are conveyed to the OSD using 150mm high kerb. The remaining area draining to the dish drain is pervious landscaping and as such will collect reduced runoff compared to the pre-development scenario. The existing dish drain will be retained and protected during construction. It has been incorporated into the design with the landscaping levels to match flush into the existing edge of the dish drain.

The discharge point for all flows generated from the development including upstream catchments are at the existing sag pit in O'Brien Street. Refer to Appendix A for drawing C100.

If you need any further clarification on the above, please do not hesitate to contact me.

Kind regards,

Duncan Marshall
Civil Group Leader & Associate

Appendix A – Drawing C100



