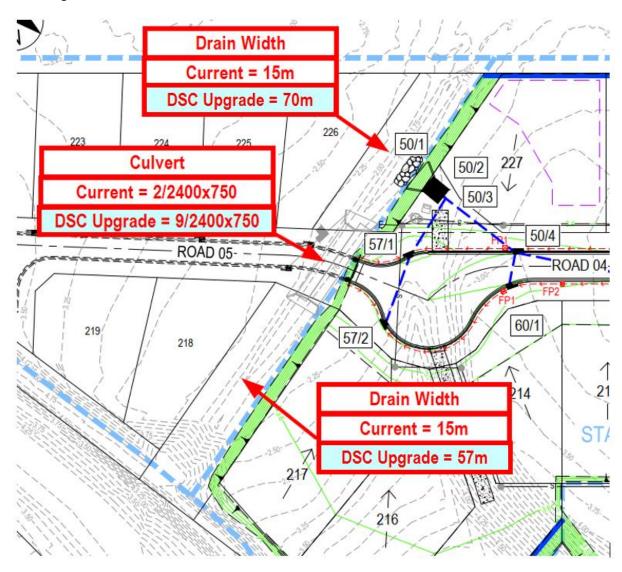
Please refer below Jacobs response to DSC Information Requested dated 1/07/19.

- 1. The calculations submitted with the OWA for Stage 5C&D demonstrate that:
- Q_{100} flows are detained on the western side of Bonnie Doon Rd without encroaching or overtopping Bonnie Doon Rd, ie, Bonnie Doon Road has Q_{100} immunity. QUDM requires a road of that classification to have at least Q_{50} immunity.
- The current drainage regime results in the Stage 5C&D development needing to cater for no more than 6.8m3/s for the minor/major rainfall events.
- Overtopping of Bonnie Doon Rd occurs in a blocked culvert (severe) scenario only.
- Further overtopping of the 'railway bund' occurs in a blocked culvert (severe) scenario only. In this scenario the overland flow path is north west of the subject site. The low point in the 'railway bund' was noted within the calculations.

If Council was to upgrade both the Bonnie Doon Rd & Cane Rail culverts to remove any detention, and thus increase peak flows through the Stage 5 drain, then the drainage corridor would require widening of the order noted below:



- 2. Refer to the attached sketch showing existing and proposed drain invert levels which demonstrates that a free draining solution is achieved:
 - The levels noted in green are from lidar survey.
 - The levels noted in blue are from detailed survey.
 - The longitudinal grade of the ultimate drain is 0.5% with levels noted in magenta.
- 3. An additional 100 Ø crossing is provided to the western end of this stage. Refer to the revised drawings DRG-0519_B & DRG-0523_B.
- 4. An additional hydrant is provided as requested. Refer to the revised drawings DRG-0519_B & DRG-0523_B.

