

From: [REDACTED]
To: [Strategic Planning](#)
Cc: [REDACTED]
Subject: Planning Scheme Amendment C217ball - [REDACTED]
Date: Friday, 29 May 2026 3:56:19 PM
Attachments: [bwlogonotextpx110w_92f6b8e8-8275-4746-b05e-683bd84f8661.png](#)
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[Instagram_4131d787-fa5a-40e6-8794-b9c2eb1c95b5.png](#)
[REDACTED] - [Letter C217ball objection.pdf](#)

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Good afternoon,

Please find attached our submission on behalf of the landowner at [REDACTED]

Regards

BW | [REDACTED]
A Suite 3, 180 Eleanor Drive, Lucas, VIC 3350
W beveridgewilliams.com.au
P [REDACTED] | [REDACTED]



Proudly certified in Victoria and NSW for Quality ISO 9001, Safety ISO 45001 and Environment ISO 14001



Beveridge Williams acknowledges the Traditional Custodians of the land it works on and pays respect to their Elders, past and present

28 May 2026

City of Ballarat – Strategic Planning
PO Box 655
Ballarat VIC 3353strategicplanning@ballarat.vic.gov.au

To: City of Ballarat Strategic Planning

RE: Submission to Amendment C217ball – [REDACTED] – Proposed Flood Overlay Application

I write on behalf of the landowner of [REDACTED], known as the [REDACTED] (the Subject Land), to object to the proposed application of flood-related overlays under Ballarat Planning Scheme Amendment C217ball (the Amendment) as derived from the *Bonshaw Creek Flood Mapping Project Hydrology and Hydraulics Technical Report* dated 20 December 2023 (the Technical Report). This submission is lodged pursuant to section 23 of the *Planning and Environment Act 1987*. We object to both the application of the overlay to the Subject Land and to the exhibited extent of the overlay as mapped.

Our primary concern is the incomplete representation of drainage infrastructure in the hydraulic modelling underpinning the Amendment. Figure 4-4 of the Technical Report, which depicts the modelled pit and pipe network, shows a drainage system that is notably devoid of infrastructure within [REDACTED] and across its upstream catchment. The absence of this infrastructure from the model means that stormwater flows that are in reality intercepted, conveyed, and discharged through a constructed pipe network are instead represented in the model as remaining on the surface – producing flood extents and depths that overstate the actual inundation risk affecting the Subject Land.

Of particular relevance is the recent construction of [REDACTED] which formalises the road cross-section south of [REDACTED], including kerb and channel and associated drainage pit and pipe infrastructure. This infrastructure has been specifically designed to intercept and convey surface flows away from the residential lots in the surrounding catchment. Its omission from the modelled drainage network is not a minor gap – it directly affects the flow paths and surface flood extents that the model predicts for land in the vicinity of the Subject Land.

These concerns are compounded by the reliance on LiDAR data captured in October 2019 and the apparent exclusion of drainage and infrastructure works delivered within the surrounding catchment beyond the study's stated cutoff of late 2023. The Bonshaw growth corridor has undergone substantial urban development in recent years, altering terrain, impervious fractions, and drainage patterns across the catchment. Where new road and subdivision infrastructure has been constructed since the LiDAR was captured, the hydraulic model cannot reflect the drainage conditions that now exist on the ground. The modelled terrain and network therefore represent a catchment that is near 3-years superseded, no longer corresponding to current physical conditions, and the overlay boundaries derived from that modelling should not be applied as long-term statutory controls without an updated assessment.

A further concern is the reliance on the RCP 8.5 climate change scenario as the sole basis for the exhibited overlay boundaries. The exhibited mapping appears to be based on the 1% AEP flood event incorporating a worst-case climate projection to 2100 under RCP 8.5. This climate scenario is an extreme upper-bound outcome that was developed to represent conditions in the absence of any climate policy action. It is not a

central projection of likely future conditions, and adopting it as the exclusive basis for a statutory planning control produces overlay outcomes that are not considered proportionate to the level of risk affecting the Subject Land.

While climate change considerations are an important part of strategic flood planning, adopting this extreme upper-bound scenario may unnecessarily impact constructed residential lots fronting [REDACTED] in a time where affordability is at a critical junction across the State. The Technical Report confirms that three scenarios were modelled – RCP 4.5, RCP 6.0, and RCP 8.5 – but only the RCP 8.5 outputs have been published and used for overlay generation. The landowner has been unable to assess whether the Subject Land would remain within the overlay boundary under a more moderate and proportionate scenario. That information is directly relevant to the defensibility and proportionality of the proposed controls.

The overlay therefore has direct implications for the future development of the Subject Land, including building envelopes, and finished floor levels, notwithstanding economic burden. Given these strategic and statutory consequences, the exhibited mapping must be founded on modelling that is current, robust, balanced, and transparent. The exhibited overlay should not proceed in its current form without further assessment of the adopted climate scenario, updated terrain inputs, and incorporation of current infrastructure conditions – including the drainage works delivered as part of the [REDACTED] construction and the [REDACTED] development.

For the reasons set out above, we formally object to the proposed application of the flood overlay and to its exhibited extent over the Subject Land, and request that the overlay not be applied to the Subject Land unless and until the modelling deficiencies identified in this submission have been resolved.

Should you wish to discuss any aspect of this submission, please do not hesitate to contact the undersigned.

Yours sincerely

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

BEVERIDGE WILLIAMS

Encl.

- Images of [REDACTED]
- [REDACTED]

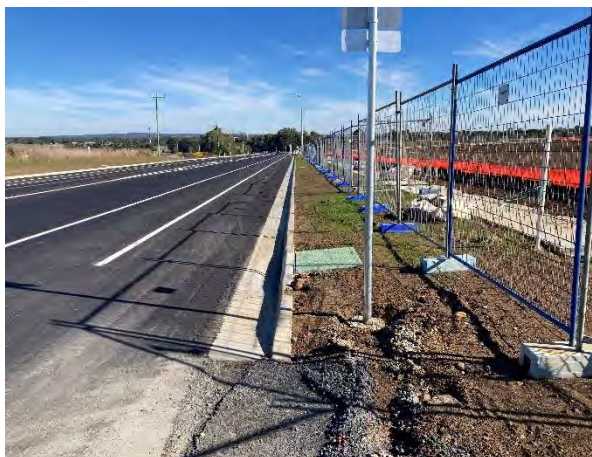


Figure 1: Looking south along [REDACTED] fronting subject site. 27/5/2026



Figure 2: Looking south along [REDACTED], [REDACTED] reserve boundary. 27/5/2026

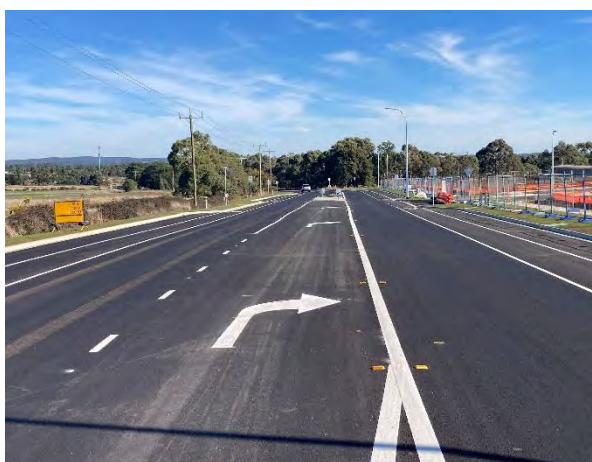


Figure 3: Looking south along [REDACTED]. 27/5/2026

SITE MANAGEMENT

1. All native trees and shrubs to be retained unless road construction necessitates their removal or removal is directed by the engineer. A town planning permit is required for the removal of native trees and/or vegetation. The removal or retention of any existing trees must be in accordance with the approved landscape plan, or else approval will be required from the City of Ballarat landscape approvals officer.
2. Existing dams or watercourses to be excavated to a firm base and backfilled as specified. Consulting engineer to be notified when the dam or watercourses are excavated to a firm base. No filling is to be placed prior to dams being inspected and levels taken. Backfilling is to be carried out to the satisfaction of the Superintendent and Council Works Supervisor.
3. Prior to commencement of works, the contractor must submit a Construction Management Plan (CMP) to the Superintendent for approval. The contractor must comply with the recommendations of the Environment Protection Authority publication No.275 "Construction techniques for sediment pollution control". Appropriate siltation control is to be maintained throughout the construction and maintenance period of the works.

4. All levels are in metres to Australian Height datum and taken from Level Plan by Beveridge Williams & Co.

5. All works to be carried out in accordance with AS2124-1992 General Conditions of Contract, City of Ballarat Infrastructure Design Manual (IDM) current specification and standard drawings and to the satisfaction of the Superintendent and City of Ballarat works supervisor. The contractor shall ensure that they are conversant with all current revisions, amendments and updates that have been made that have been made for these standards.
6. The Superintendent, Council and all service authorities should be notified by the contractor, in writing, seven days prior to commencement of the works.
7. All existing services shall be confirmed to have been located prior to commencement of works. Where services have not been previously proven or located the Contractor shall make allowance or be satisfied that construction in accordance with the design can be achieved.
8. Contractor must obtain DBYD information where works are in the vicinity of existing services. These services are to be located and the various authorities notified prior to the commencement of works.
9. The contractor shall erect and maintain all shoring, planking and strutting elevating devices, barricades, signs, lights, etc., necessary to keep works in a safe and stable condition and for the protection of the public.
10. Before commencement of works on trenches in excess of 1.5m deep, the civil contractors construction supervisor must give notice in writing of such proposals to Worksafe Victoria in accordance with Part 5.1, Division 4 of the Occupational Health & Safety regulations (2017) and undertake safety precautions in trenching operations in accordance with WorkSafe Compliance Code - Excavations Edition 2, December 2019.
11. Lots to be graded (1 in 200 min slope) & left clean to the satisfaction of the engineer. Finished levels to be compatible with lots adjoining this stage.
12. On completion the contractor is responsible for the removal of all rubbish and spoil from site. No surplus trees, vegetation or other material is to be burnt on site.
13. Reserves to be free draining and to be left in a condition satisfactory to the Superintendent and City of Ballarat works supervisor.
14. All TBIMs and control points are to be maintained and protected at all times during construction. Should any marks be disturbed, the contractor will immediately notify the consultant to arrange re-installment at the contractors expense.

15. All areas shown on the drawings to be cut or filled are to be stripped of topsoil and all topsoil must be stockpiled on site.
16. Upon completion of the bulk earthworks topsoil is to be spread to a depth of 100mm over the nominated area and graded to finished levels shown on the drawings with a minimum slope of 1 in 200.
17. Batters to be 1 in 5 for fill and 1 in 5 for cut unless noted otherwise.
18. All nature strips and batters shall be covered with 75mm min. depth topsoil and seeded with an approved seed.
19. Filling in all properties and road reserves is to be carried out using approved clay fill. Top soil and all vegetable matter to be spread on site prior to filling. All filling to be carried out in 150mm layers and compacted to 95% of max dry density.
20. Importing Fill:- All imported fill must be tested by a NATA approved laboratory to ensure it is suitable for use on site, and any contaminants are within accepted levels. Under No circumstances should fill material enter or leave the site without the permission of the Superintendent or prior to it being appropriately tested.
21. All fill material shall be clean, uniform and free of organic matter and meet requirements of AS 3798-2007 "Guidelines on Earthworks for Commercial and Residential Developments".
22. Fill material should be placed in layers of uniform thickness, deposited systematically across the fill area. The contractor must excavate or "box" into the existing surface at the edge of fill to provide a suitable junction with the existing surface and to avoid feathered edges.
23. Prior to disposal of excess spoil the truck route and disposal location is to be approved by the Superintendent prior to commencing to dispose of spoil.
24. All vehicles transporting fill material to and from the site must have appropriate measures in place to ensure that material does not get onto roads and into stormwater systems and natural waterways.
25. Cut batters behind vehicular accesses must not exceed maximum grade of 1 in 6.
26. Before any loose layer of fill is compacted, the material and its moisture condition should be as uniform as is practicable throughout its depth.
27. If there is a delay in the placement of subsequent fill layers, previously accepted layers must conform with the specification before further fill is placed. If these layers have wetted up or dried out, they may inhibit compaction or cause heaving of subsequent layers. In these instances, drying or wetting of the fill by the contractor will be required to achieve optimum compaction.
28. All lots are to be brought to a finished surface level and top soiled to ensure that front boundaries are a minimum of 144mm above the top of kerbs.

- ## ROADWORKS

36. 100mm dia. agricultural water drains (Refer BCC SD-D2-1) to be placed behind kerb and channel or as directed by Superintendent and at minimum grade of 1 in 250.
37. The water conduit offset from the lot boundary is given on the water reconnection plan. The contractor must construct conduits to accord with the given offset and ensure that the concreter marks the kerb and footpath exactly above the conduit.
38. All footpaths and shared pedestrian/bicycle paths are to be 125mm thick concrete as per IDM Standard Drawings S0205, 210, 220 and 225.
39. Telecommunication contractor to be notified seven (7) days prior to concrete works being placed.
40. Electrical distribution pits within footpaths are to be a minimum of 300mm from the edge of the path. Concrete is to be placed around distribution pits to a minimum depth of 200mm.
41. All street signs to be constructed and erected to current City of Ballarat standards including logo. Sign to be placed in 3000 hole 500mm deep 15MPa concrete to 100mm below FSL of nature strip.
42. Traffic control signs, markings & delineators to be installed in accordance with AS1742.2. All line marking is to be long life road marking.
43. Kerb transition to take place in the minor street over a 1.0m length from either the tangent point or TP pit.
44. Existing road works to be reconstructed as required to provide, without discontinuity, a connection in accordance with design levels and grades.
45. Tactile ground surface indicators (TGSIs) are to be installed at all pram crossings and pedestrian cross points in accordance with AS1428.4 : 2009 and BCC Standard Drawings SD-C4.

46. Pavement shall be constructed in accordance with construction plans, IDM and City of Ballarat Specifications and Standard Drawings.
47. Modification of the pavement requires approval by the City of Ballarat and Superintendent.
48. Prior to the commencement of the works, the contractor shall provide to Superintendent and Council the following information:-
 - a. Source of quarry material.
 - b. Optimum Moisture Content and Maximum Modified Dry Density of the F.C.R. to be used (from NATA approved laboratory)
 - c. If the source of the quarry material is changed during the course of the works, new test results shall be provided.
51. Subgrade, sub base and base compaction densities shall be in accordance with that shown in Clause 304.08 of Vicroads Standard Specification for Roadworks and Bridges/works.
52. Compaction testing must be undertaken by NATA approved laboratory.
53. Compaction testing and proof rolling shall be undertaken on same day.
54. Superintendent and Council must be given minimum 24 hours notice of proof roll.
55. All pavement areas shall be proof rolled in the presence of Superintendent and Council Inspection Engineer, at the expense of contractor and in accordance with AS 3798 and Clause 173 and 204.12 of Vicroads Standard Specification for Roadworks and Bridges/works.
56. If more than 20 percent of pavement area fails proof roll then total area must be reworked.

59. Drainage and pits to be set out from offsets shown rather than from centreline pipe chainages.

60. Stormwater pits shall be reinforced concrete and constructed in accordance with IDM and City of Ballarat Specifications and Standard Drawings. Minimum drop through pit shall be 200mm unless shown otherwise. For specific details refer Pit Schedule and IDM Standard Drawings SD 400 to SD 498. Minimum Concrete Strength Fc 25MPa at 28 Days.
61. Precast pits are permitted where manufacturer can demonstrate compliance with requirements of IDM and City of Ballarat Specifications and Standard Drawings.
62. Pit Covers and surrounds in trafficable areas shall be Class D Gato or similar, other areas shall be Class B precast reinforced concrete unless otherwise shown.
63. All pipes under pavement to be RCP(RRJ) Class 3. All 100mm diameter pipes to be UPVC SNE. Pipes other than under pavement or trafficable area may be approved ribbed stormwater pipe such as Blackmax or Stormgroß. Where ribbed stormwater pipe is used embedment shall be to manufacturers specification.
64. Pipe trenches beneath the road pavement and footpath to be backfilled with 20mm Class 3 F.C.R. At all other locations backfill with an approved material to a minimum 300mm above top of pipe. Backfill material shall be in maximum 150mm layers and in accordance with BCC Standard Drawing SD-D8-1.

- ## SERVICES

71. All service trenches under footpaths, vehicular crossings and kerb & channel shall be backfilled with 20mm Class 3 crushed rock. The contractor shall ensure that all service trenches under road pavement shall be backfilled with compacted crushed rock.
72. Gas and water conduits and mains must be laid in trenches excavated and backfilled by the contractor. Conduits are to be 50mm diameter Class 12 PVC service conduits laid at a minimum depth of 600mm below finished surface level. Contractor shall supply all sand embedment. The contractor shall give the gas contractor 7 days notice prior to commencing work.
73. Telecommunications conduits and cable ducts must be laid in trenches excavated and backfilled by the contractor. Conduits are to be type and size as shown on approved telecommunications plans and laid at a minimum depth of 600mm below finished surface level. Contractor shall supply all sand embedment. The contractor shall give the Telecommunications contractor 7 days notice prior to commencing work.
74. Electrical conduits and cables must be laid in trenches excavated and backfilled by an VEDN approved contractor. Conduits are to be type and size as shown on approved electrical plans and laid at a minimum depth of 600mm below finished surface level. Contractor shall supply all sand embedment. The contractor shall give the Electrical contractor 7 days notice prior to commencing work.
75. All conduit ends immediately upon placement of the conduit must be plugged.
76. Conduits under footpaths to be 450mm deep extending a minimum of 250mm either side of the path. The footpath above the conduits is to be marked with two contraction joints over the conduits 400mm apart.
77. The reinstatement and compaction of public authority service trenches shall be the contractor's responsibility.
78. The contractor must note the existence of telecom, gas, power, water and any other services in the area prior to tendering. Any disturbance to existing services, footpaths etc. shall be rectified at the contractor's expense to the satisfaction of the superintendent and relevant service authority as appropriate.

In accordance with Clause 15 of AS2124 Australian Standard Conditions of Contract, the contractor must ensure the safety of the contractor's employees and all other people who are on or adjacent to the site. The contractor must comply with the Victorian Occupational Health and Safety Act

79. The contractor must ensure that all people employed on the site wear approved safety apparel. This includes safety helmets, vests, safety boots, eye & ear protection, where appropriate.
80. The contractor shall reinstate any affected footpath, vehicle crossing and nature strip to the satisfaction of the City of Ballarat
81. Beveridge Williams & Co Pty Ltd is responsible for design of the works. Any proposed alterations to the design shall be directed to the consultant for approval prior to making any alterations to the design.
82. The contractor is directly responsible for the select. Should actual site conditions conflict in any way with that documented, the contractor must contact the office of Beveridge Williams & Co. Pty. Ltd. for clarification before proceeding.

Designed Date	01.02.2023
Drawn	
Checked Date	14.06.2023
Approved Reg. No. Date	14.06.2023
PS Number	

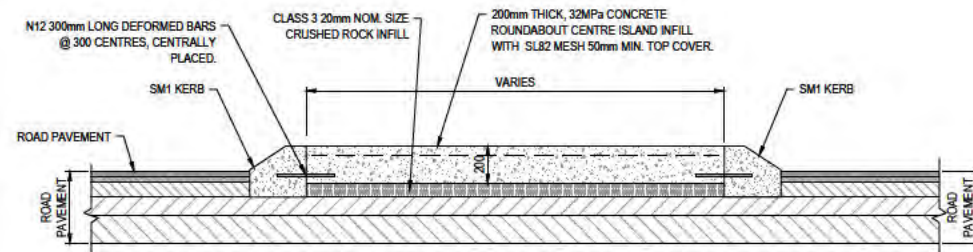
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Sheet 01 of 20

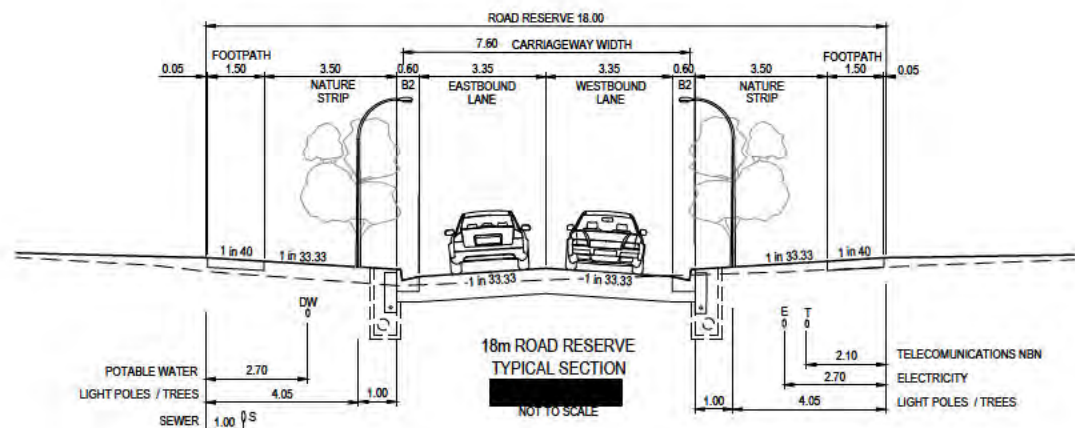


Project Ref	Stage No	Drawing No	Rev
		001	P2

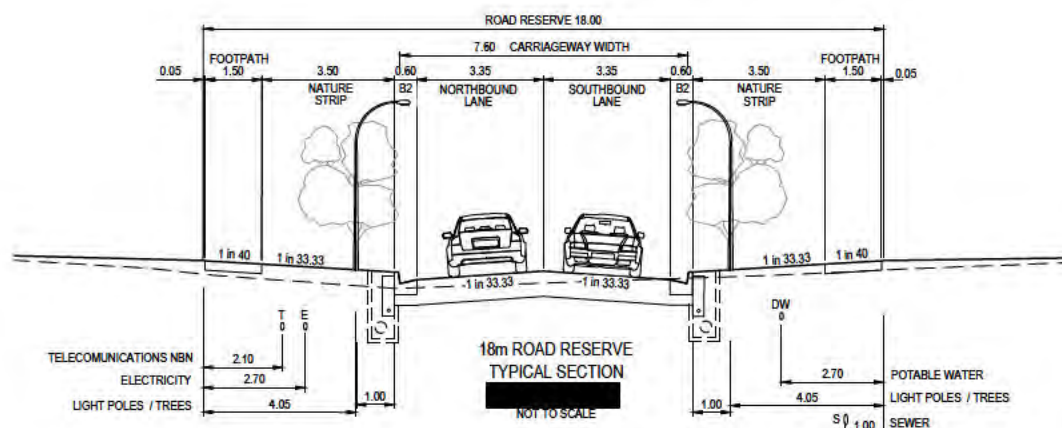
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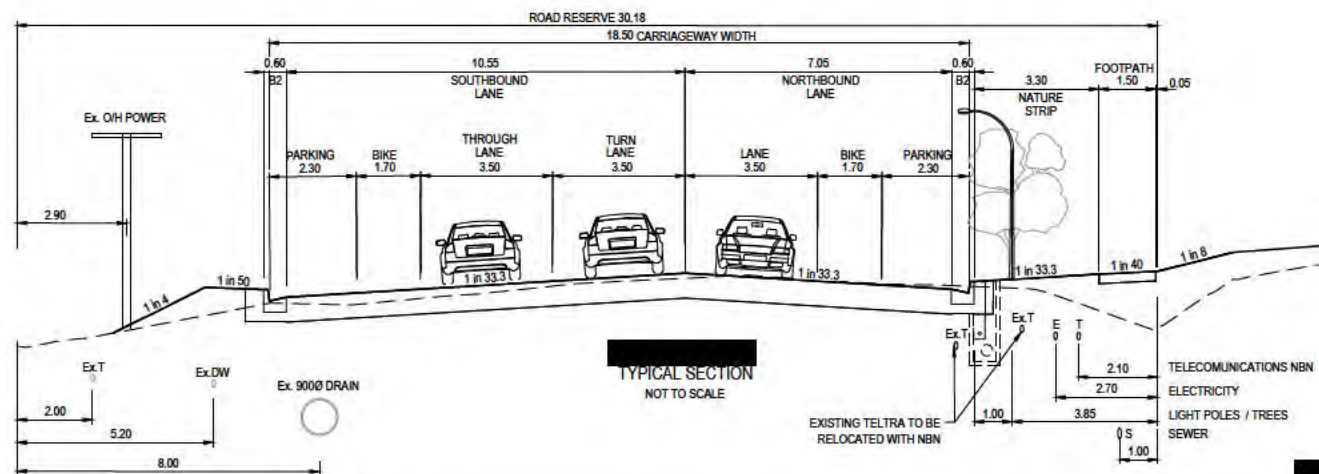
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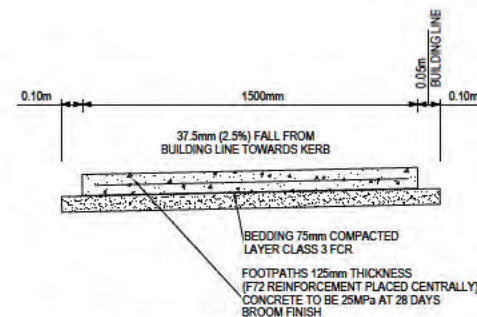
18m ROAD RESERVE
TYPICAL SECTION
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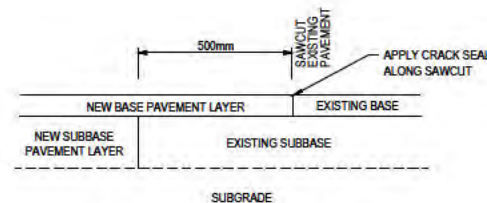
18m ROAD RESERVE
TYPICAL SECTION
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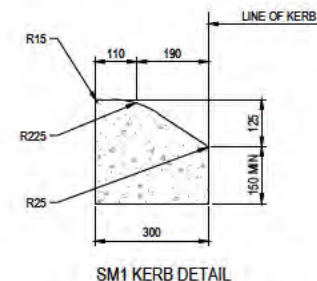
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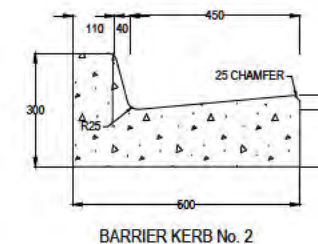
FOOTPATH DETAIL
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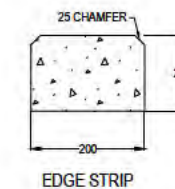
PAVEMENT JOINT
LAPPING BASE LAYER
NOT TO SCALE



SM1 KERB DETAIL

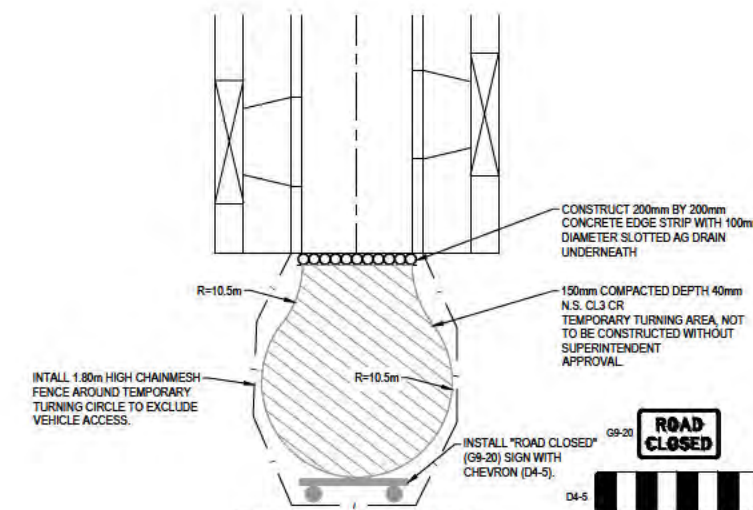


BARRIER KERB No. 2

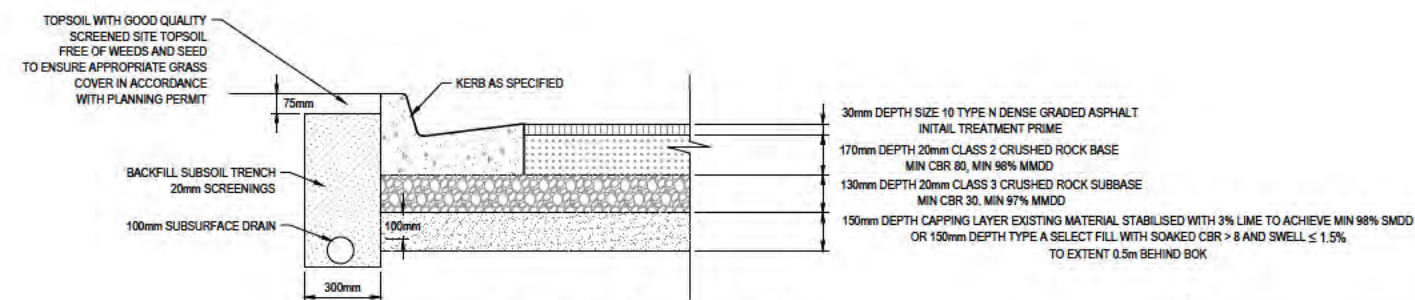


EDGE STRIP

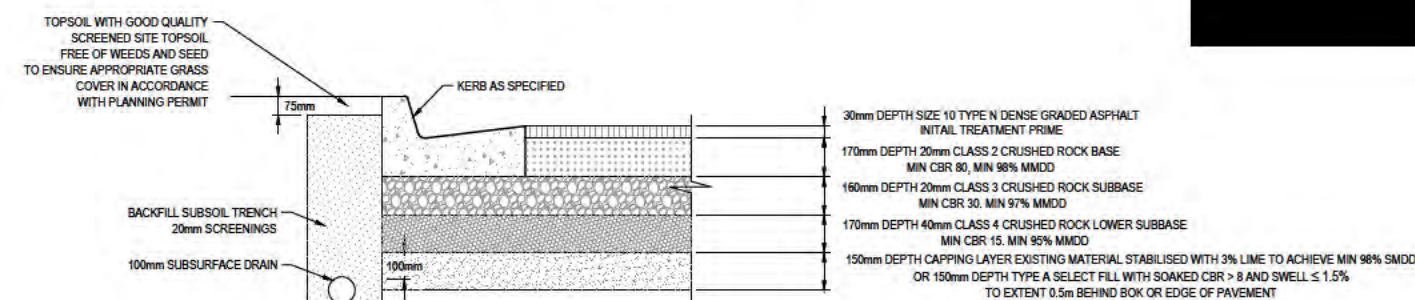
EXPANSION JOINTS TO BE CONSTRUCTED WITH BITUMINOUS FIBRE BOARD OR EQUIVALENT. THEY SHALL BE PLACED EVERY 12 METRES, AT BOTH SIDES OF DRIVEWAYS AND WHERE PEDESTRIAN LAYBACKS ARE CONSTRUCTED. TRAVERSE JOINTS AT 1.5 METRES SPACINGS, WHERE REQUIRED STARTER BARS TO BE USED TO TIE INTO EXISTING PAVING.



TEMPORARY TURN AREA DETAIL
NOT TO SCALE



PAVEMENT DETAIL (ACCESS STREET)
NOT TO SCALE



PAVEMENT DETAIL (COLLECTOR STREET)
ROSS CREEK ROAD
NOT TO SCALE

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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP
P2	AMENDED AS PER COUNCIL COMMENTS	25.10.2024	TT	MU					
P1	AMENDED AS PER COUNCIL COMMENTS	27.08.2024	TT	MU					
P0	ISSUED FOR INFORMATION	16.06.2023	TT	MU					



Designed Date:	01.02.2023
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BW Beveridge Williams
Development & Infrastructure Consultants
Suite 3, 190 Eleanor Drive
Lucas VIC 3350
ph: 03 5327 2000
www.beveridgewilliams.com.au

Project Details
CITY OF BALLARAT
Drawing Title: TYPICAL ROAD CROSS SECTIONS,
PAVEMENT MAKEUP & GENERAL DETAILS

Sheet	02 of 29
Scale	AS SHOWN
Project Ref	
Stage No	
Drawing No	002
Rev	P2

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LEGEND - LAYOUT PLAN

- STORMWATER DRAIN, PIT & PROPERTY INLET
- MELBOURNE WATER DRAIN & PIT
- SWALE DRAIN
- SEWER & MAINTENANCE STRUCTURES
- HOUSE DRAIN
- SERVICE CONDUITS
- TACTILE PAVERS (INDICATIVE ONLY)
- ELECTRICITY (UNDERGROUND)
- ELECTRICITY (OVERHEAD)
- OPTIC FIBRE
- TELECOMMUNICATIONS
- GAS
- WATER
- RECYCLED WATER
- EXISTING ELECTRICITY (UNDERGROUND)
- EXISTING ELECTRICITY (OVERHEAD)
- EXISTING GAS
- EXISTING OPTIC FIBRE
- EXISTING TELECOMMUNICATIONS
- EXISTING WATER
- EXISTING RECYCLED WATER
- EXISTING STORMWATER DRAIN
- EXISTING MELBOURNE WATER DRAIN
- EXISTING SEWER
- EXISTING HOUSE DRAIN
- EXISTING SWALE DRAIN
- EXISTING SURFACE LEVEL
- FINISHED BUILDING LINE LEVEL
- FINISHED RIDGE LINE LEVEL
- TOP OF RETAINING WALL
- BOTTOM OF RETAINING WALL
- RIDGE LINE
- RETAINING WALL
- ZERO LOT LINES
- PAVEMENT TREATMENT
- STRUCTURAL FILL > 200mm DEEP
- EX. STRUCTURAL FILL > 200mm DEEP
- DIRECTION OF FALL
- OVERLAND FLOW
- ALLOTMENT TO BE GRADED EVENLY IN DIRECTION OF FALL TO LEVELS INDICATED
- CONCRETE EDGE STRIP WITH SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
- LIMIT OF WORKS
- EXISTING TREE TO BE REMOVED
- PERMANENT SURVEY MARK
- TEMPORARY BENCH MARK
- PROPOSED DRIVEWAY
- TREE PROTECTION ZONE (TPZ)

ALL SEWER MANHOLES ARE TO BE ROTATED TO ENSURE THE LID IS CENTRALLY LOCATED WITHIN THE FOOTPATH TO PREVENT CRACKING

ROAD LAYOUT TABLE

Road Name	Road Classification	Reserve Width (m)	Road Width (m)			Kerb Type		Verge Width (m)	
			Lip to Lip	Inv to Inv	Back to Back	Nth/West	Sth/East	Nth/West	Sth/East
LINK ROAD		30.18	17.60	18.50	18.80	600mm B2	600mm B2	4.85	6.53
ACCESS STREET		18.00	6.70	7.60	7.90	600mm B2	600mm B2	5.05	5.05
ACCESS STREET		18.00	6.70	7.60	7.90	600mm B2	600mm B2	5.05	5.05

SERVICE OFFSET TABLE

Location	Gas		Water		Electricity		Telecommunication		Sewer	
	Side	Offset (m)	Side	Offset (m)	Side	Offset (m)	Side	Offset (m)	Side	Offset (m)
	S	3.95	S	4.55	N	2.7	N	2.1	N	1.0
	N	2.1	N	2.7	S	2.7	S	2.1	N	1.0
	E	2.1	E	2.7	W	2.7	W	2.1	E	1.0

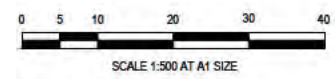
TBM SCHEDULE

TBM	EASTING	NORTHING	LEVEL
TBM 1	748464.862	5834118.393	394.054
TBM 2	748661.885	5834080.752	399.764
TBM 3	748752.54	5834150.854	403.029
TBM 4	748917.132	5834252.734	407.128
TBM 5	748939.456	5834374.035	409.677
TBM 6	748578.068	5834356.115	397.589
TBM 7	748638.101	5834464.69	410.363
TBM 8	748790.592	5834470.071	410.496
TBM 9	748547.685	5834510.293	401.597
TBM 10	748678.143	5834512.787	410.31

WARNING
BWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and their exact position should be proven on site.
No guarantee is given that all existing services are shown. Locate all underground services before commencement of works.
DIAL 1100 BEFORE YOU DIG
www.1100.com.au

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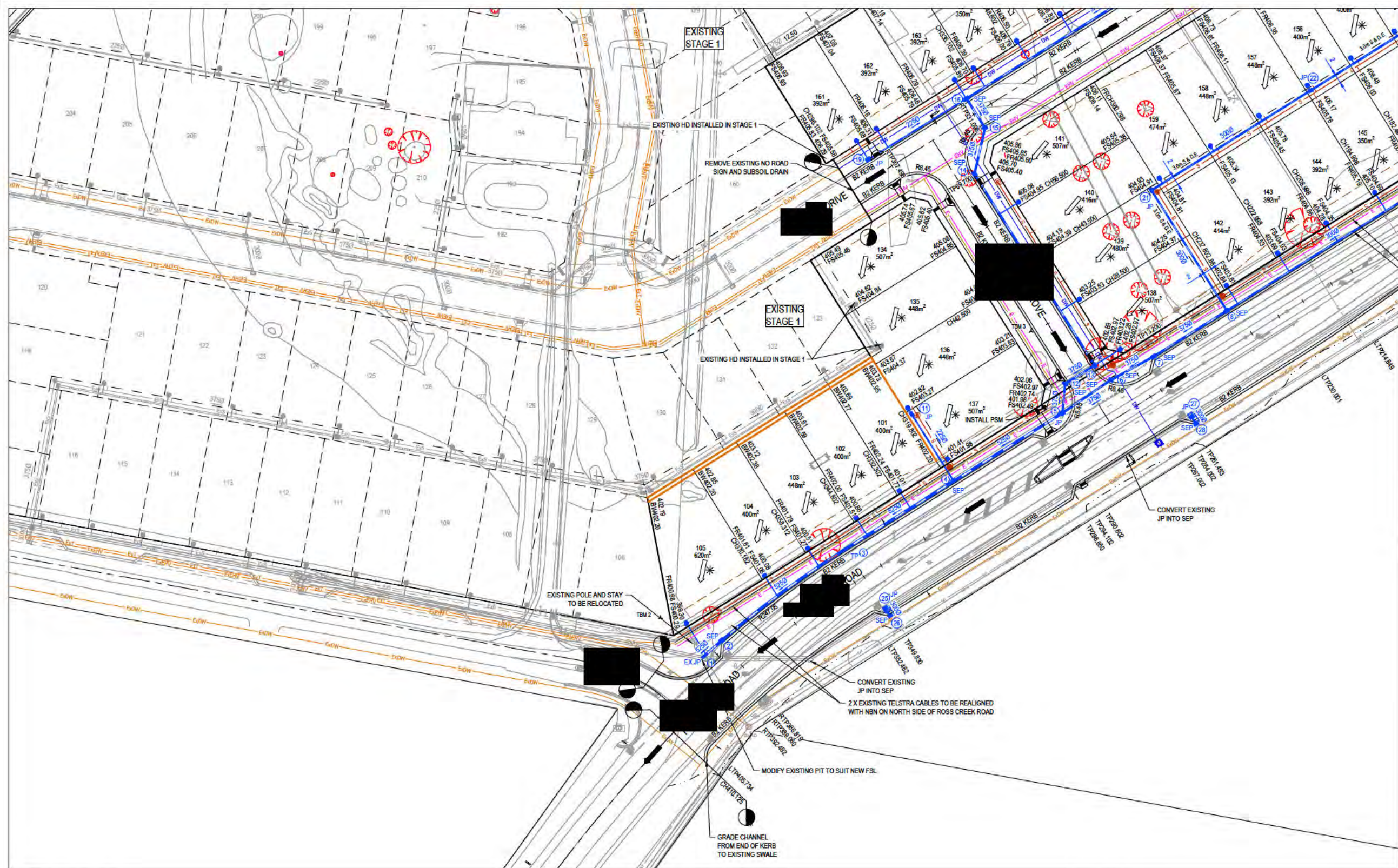
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Designed Date: 01.02.2023
Drawn Date: 14.06.2023
Checked Date: 14.06.2023
Approved Date: 14.06.2023
PS Number:

BW Beveridge Williams
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Suite 3, 180 Eleanor Drive
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Project Details
CITY OF BALLARAT
Drawing Title: LAYOUT PLAN
SHEET 1 OF 2



- LEGEND - LAYOUT PLAN**
- STORMWATER DRAIN, PIT & PROPERTY INLET
 - MELBOURNE WATER DRAIN & PIT
 - SWALE DRAIN
 - SEWER & MAINTENANCE STRUCTURES
 - HOUSE DRAIN
 - SERVICE CONDUITS
 - TACTILE PAVERS (INDICATIVE ONLY)
 - ELECTRICITY (UNDERGROUND)
 - ELECTRICITY (OVERHEAD)
 - OPTIC FIBRE
 - TELECOMMUNICATIONS
 - GAS
 - WATER
 - RECYCLED WATER
 - EXISTING ELECTRICITY (UNDERGROUND)
 - EXISTING ELECTRICITY (OVERHEAD)
 - EXISTING GAS
 - EXISTING OPTIC FIBRE
 - EXISTING TELECOMMUNICATIONS
 - EXISTING WATER
 - EXISTING RECYCLED WATER
 - EXIST NG STORMWATER DRAIN
 - EXIST NG MELBOURNE WATER DRAIN
 - EXIST NG SEWER
 - EXIST NG HOUSE DRAIN
 - EXIST NG SWALE DRAIN
 - EXIST NG SURFACE LEVEL
 - FINISHED BUILDING LINE LEVEL
 - FINISHED RIDGE LINE LEVEL
 - TOP OF RETAINING WALL
 - BOTTOM OF RETAINING WALL
 - RIDGE LINE
 - RETAINING WALL
 - ZERO LOT LINES
 - PAVEMENT TREATMENT
 - STRUCTURAL FILL > 200mm DEEP
 - EX. STRUCTURAL FILL > 200mm DEEP
 - DIRECTION OF FALL
 - OVERLAND FLOW
 - ALLOTMENT TO BE GRADED EVENLY IN DIRECTION OF FALL TO LEVELS INDICATED
 - CONCRETE EDGE STRIP WITH SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
 - LIMIT OF WORKS
 - EXIST NG TREE TO BE REMOVED
 - PERMANENT SURVEY MARK
 - TEMPORARY BENCH MARK
 - PROPOSED DRIVEWAY
 - TREE PROTECTION ZONE (TPZ)

ALL SEWER MANHOLES ARE TO BE ROTATED TO ENSURE THE LID IS CENTRALLY LOCATED WITHIN THE FOOTPATH TO PREVENT CRACKING

ROAD LAYOUT TABLE

Road Name	Road Classification	Reserve Width (m)	Road Width (m)			Kerb Type		Verge Width (m)	
			Lip to Lip	Inv to Inv	Back to Back	Nth/West	Sth/East	Nth/West	Sth/East
ROSS CREEK ROAD	LINK ROAD	30.18	17.60	18.50	18.80	600mm B2	600mm B2	4.85	6.53
RIVERGUM DRIVE	ACCESS STREET	18.00	6.70	7.60	7.90	600mm B2	600mm B2	5.05	5.05
OAKVILLE AVENUE	ACCESS STREET	18.00	6.70	7.60	7.90	600mm B2	600mm B2	5.05	5.05

SERVICE OFFSET TABLE

Location	Side	Gas		Water		Electricity		Telecommunication		Sewer	
		Side	Offset (m)	Side	Offset (m)	Side	Offset (m)	Side	Offset (m)	Side	Offset (m)
ROSS CREEK ROAD	S	S	3.95	S	4.55	N	2.7	N	2.1	N	1.0
RIVERGUM DRIVE	N	N	2.1	N	2.7	S	2.7	S	2.1	N	1.0
FIGWOOD GROVE	E	E	2.1	E	2.7	W	2.7	W	2.1	E	1.0

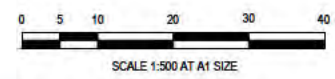
TBM SCHEDULE

TBM	EASTING	NORTHING	LEVEL
TBM 1	748464.862	5834118.393	394.054
TBM 2	748661.885	5834080.752	399.764
TBM 3	748752.54	5834150.854	403.029
TBM 4	748917.132	5834252.734	407.128
TBM 5	748939.456	5834374.035	409.677
TBM 6	748578.068	5834356.115	397.589
TBM 7	748638.101	5834464.69	410.363
TBM 8	748790.592	5834470.071	410.496
TBM 9	748547.685	5834510.293	401.597
TBM 10	748678.143	5834512.787	410.31

WARNING
BWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and their exact position should be proven on site.
No guarantee is given that all existing services are shown. Locate all underground services before commencement of works
DIAL 1100 BEFORE YOU DIG
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P2	AMENDED AS PER COUNCIL COMMENTS	25.10.2024	TT	MU					
P1	AMENDED AS PER COUNCIL COMMENTS	27.08.2024	TT	MU					
P0	ISSUED FOR INFORMATION	16.06.2023	TT	MU					

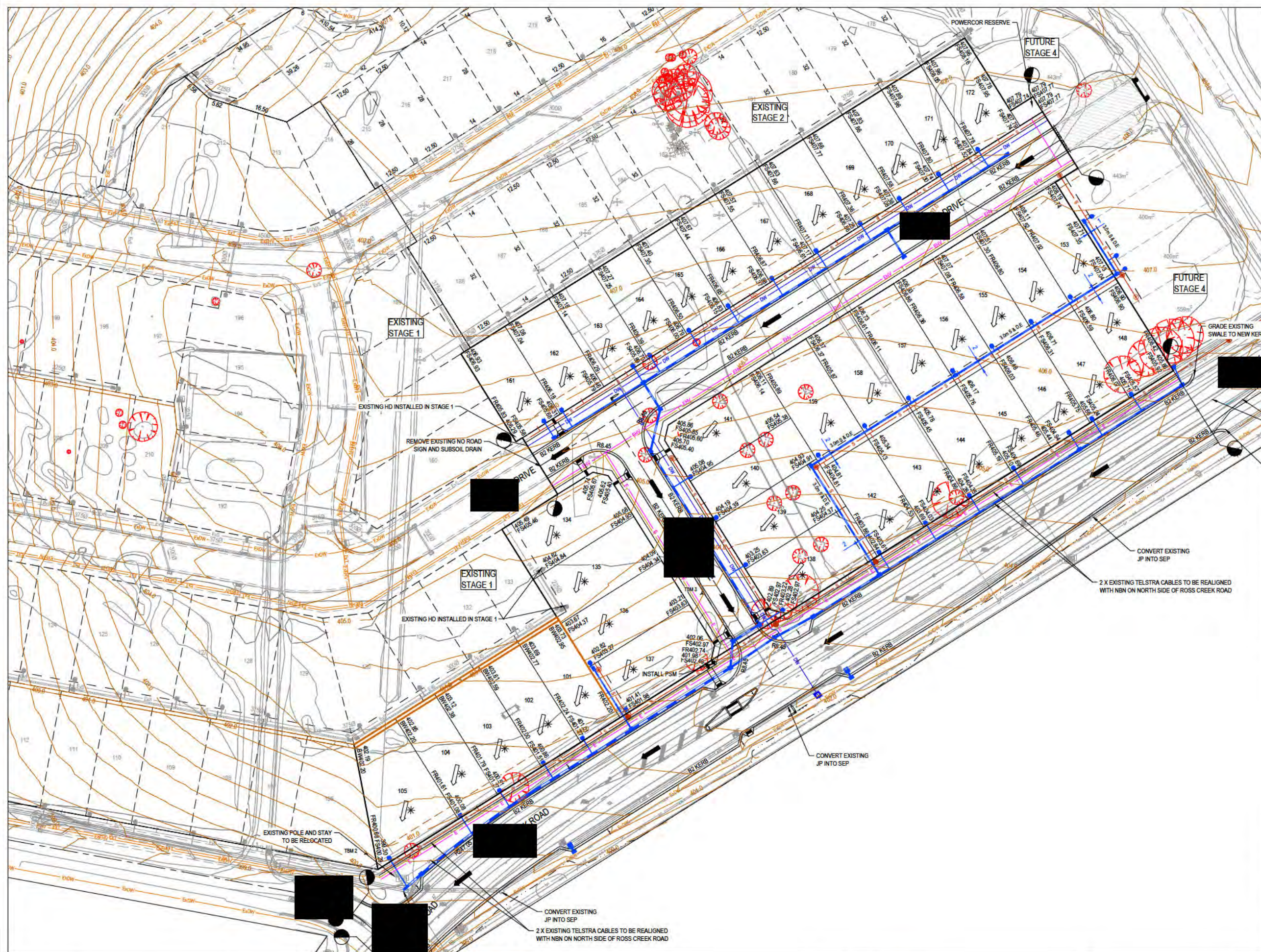


Designed By: 01.02.2023
Drawn By: [Redacted]
Checked By: [Redacted]
Approved By: [Redacted]
Date: 14.06.2023
PS Number: PS 911031K

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Suite 3, 180 Eleanor Drive
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Project Details: [Redacted] TE
STAGE 03
CITY OF BALLARAT
Drawing Title: LAYOUT PLAN
SHEET 2 OF 2

Sheet 04 of 29
Scale: 1:500 @ A1
Project Ref: 2000887
Stage No: 03
Drawing No: 011
Rev: P2



LEGEND - LAYOUT PLAN

- STORMWATER DRAIN, PIT & PROPERTY INLET
- MELBOURNE WATER DRAIN & PIT
- SWALE DRAIN
- SEWER & MAINTENANCE STRUCTURES
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- EXISTING TELECOMMUNICATIONS
- EXISTING WATER
- EXISTING RECYCLED WATER
- EXIST NG STORMWATER DRAIN
- EXIST NG MELBOURNE WATER DRAIN
- EXIST NG SEWER
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TBM 10	748678.143	5834512.787	410.31

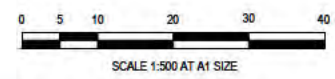
ALL SEWER MANHOLES ARE TO BE ROTATED TO ENSURE THE LID IS CENTRALLY LOCATED WITHIN THE FOOTPATH TO PREVENT CRACKING

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P1	AMENDED AS PER COUNCIL COMMENTS	27.08.2024	TT	MU					
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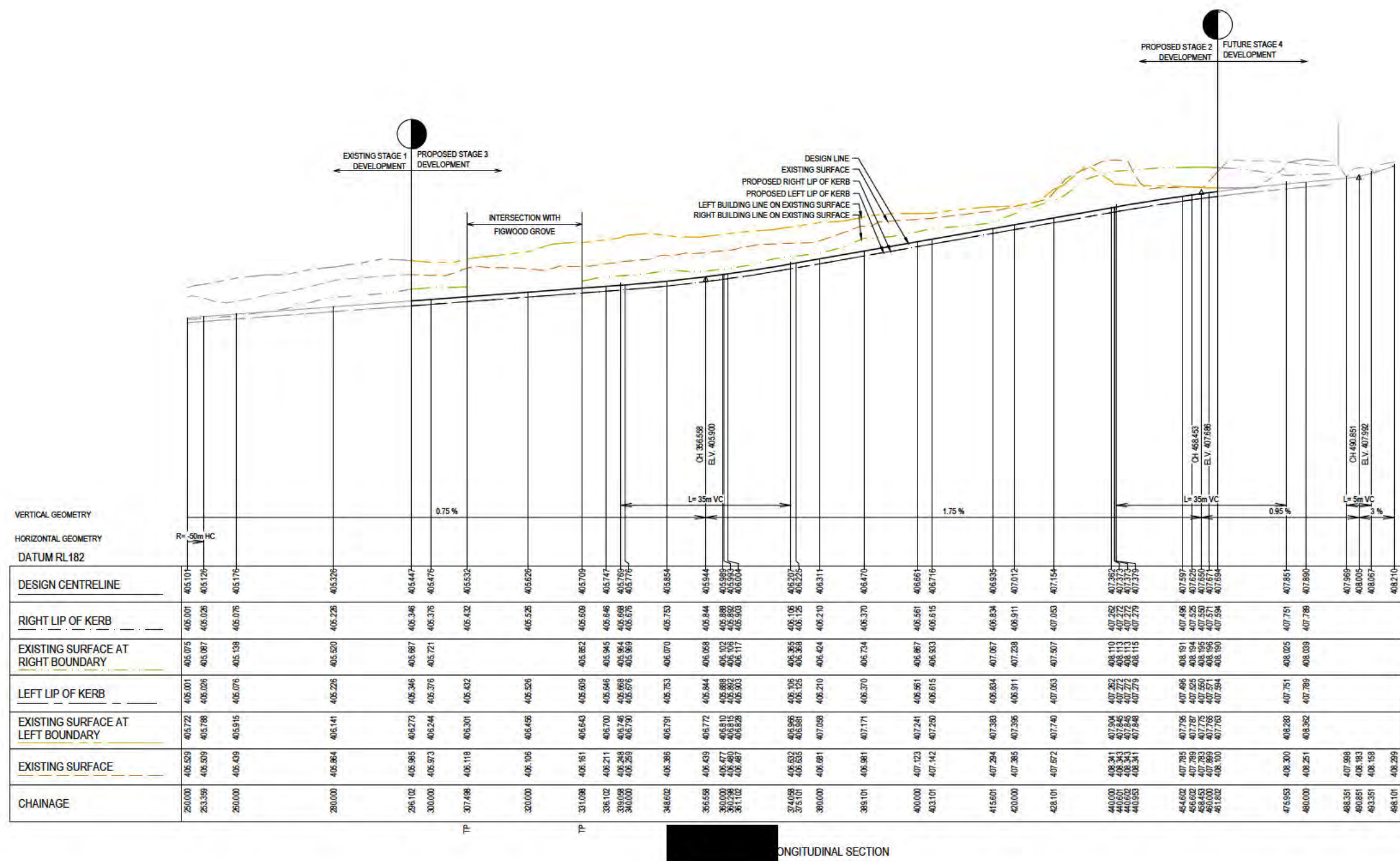
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Drawn: [Redacted]
Checked: [Redacted]
Approved: [Redacted]
Rev No: [Redacted]
Date: 14.06.2023
PS Number: PS 911031K

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www.beveridgewilliams.com.au

Project: [Redacted]
Details: [Redacted]
STAGE 03
CITY OF BALLARAT
Drawing Title: FINISHED SURFACE PLAN

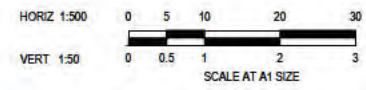
Sheet 05 of 29
Scale: 1:500 @ A1
Project Ref: 2000887
Stage No: 03
Drawing No: 012
Rev: P2

LEGEND	
	EXISTING SURFACE
	DESIGN LINE
	FUTURE DESIGN LINE
	EXISTING SURFACE AT RIGHT BOUNDARY
	RIGHT LIP OF KERB
	EXISTING SURFACE AT LEFT BOUNDARY
	LEFT LIP OF KERB



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P0	ISSUED FOR INFORMATION	16.06.2023	TT	MU					



Designed Date: 01.02.2023

Drawn: [Redacted]

Checked Date: [Redacted]

Approved By: [Redacted]

Approved Date: 14.06.2023

PS Number: PS 911031K

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Project Details

STAGE 03
CITY OF BALLARAT

Drawing Title: ROAD LONGITUDINAL SECTIONS

Sheet 06 of 29

Scale: 1:500 H 1:50 V @ A1

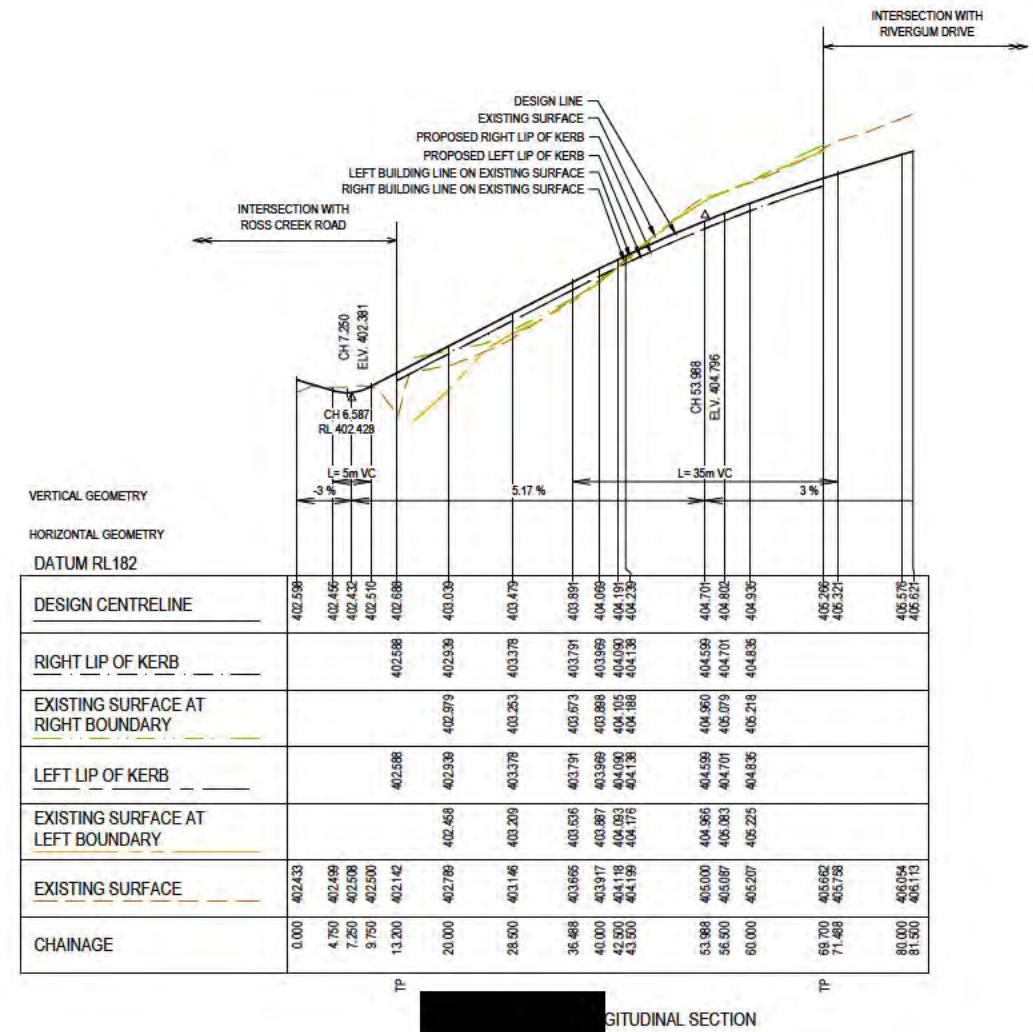
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Stage No: 03

Drawing No: 100

Rev: P2

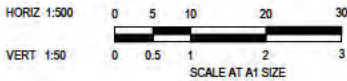
LEGEND	
	EXISTING SURFACE
	DESIGN LINE
	FUTURE DESIGN LINE
	EXISTING SURFACE AT RIGHT BOUNDARY
	RIGHT LIP OF KERB
	EXISTING SURFACE AT LEFT BOUNDARY
	LEFT LIP OF KERB



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Date	14.06.2023
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Project Details	STAGE 03 CITY OF BALLARAT
Drawing Title	ROAD LONGITUDINAL SECTIONS

Sheet	07 of 29
Scale	1:500 H 1:50 V @ A1
Project Ref	2000887
Stage No	03
Drawing No	101
Rev	P2

LEGEND	
	EXISTING SURFACE
	DESIGN LINE
	FUTURE DESIGN LINE
	EXISTING SURFACE AT RIGHT BOUNDARY
	RIGHT LIP OF KERB
	EXISTING SURFACE AT LEFT BOUNDARY
	LEFT LIP OF KERB

FUTURE STAGE 4 DEVELOPMENT
PROPOSED STAGE 3 DEVELOPMENT

VERTICAL GEOMETRY

HORIZONTAL GEOMETRY

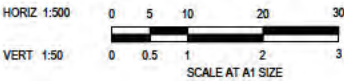
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DESIGN CENTRELINE	407.595	407.872	407.733	407.609	407.463	407.353	407.193	407.064	406.919	406.747	406.581	406.235	405.859	405.786	405.644	405.475	405.206	404.942	404.671	404.396	404.115	403.837	403.554	403.267	402.971	402.670	402.316	401.951	401.585	401.219											
RIGHT LIP OF KERB	407.763	407.660	407.521	407.397	407.282	407.141	406.981	406.853	406.707	406.535	406.369	406.024	405.647	405.575	405.433	405.264	405.006	404.731	404.456	404.181	403.904	403.623	403.342	403.057	402.766	402.470	402.176	401.883	401.590	401.297											
EXISTING SURFACE AT RIGHT BOUNDARY	408.283	408.203	408.088	407.902	407.781	407.566	407.490	407.323	407.186	407.023	406.859	406.579	406.198	406.126	405.984	405.814	405.546	405.271	404.996	404.721	404.446	404.171	403.896	403.621	403.346	403.071	402.796	402.521	402.246	401.971											
LEFT LIP OF KERB	407.794	407.680	407.521	407.398	407.282	407.142	406.981	406.853	406.707	406.535	406.369	406.024	405.647	405.575	405.433	405.264	405.006	404.731	404.456	404.181	403.904	403.623	403.342	403.057	402.766	402.470	402.176	401.883	401.590	401.297											
EXISTING SURFACE	407.595	407.872	407.732	407.609	407.463	407.353	407.193	407.064	406.919	406.747	406.581	406.271	405.881	405.813	405.668	405.489	405.427	405.200	404.931	404.659	404.384	404.104	403.811	403.504	403.184	402.851	402.504	402.144	401.779	401.404	401.025										
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	120.000	140.000	143.498	150.077	157.488	160.000	165.122	169.998	180.000	182.498	194.998	200.000	208.998	214.848	220.000	222.998	230.001	237.802	240.000	260.000	261.453	264.002	267.002	280.000	290.002	294.102	296.650	300.000	319.802	320.000

LONGITUDINAL SECTION

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Project Details	STAGE 03 CITY OF BALLARAT
Drawing Title	ROAD LONGITUDINAL SECTIONS SHEET 1 OF 2

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Sheet 08 of 29

Scale
1:500 H 1:50 V @ A1

Project Ref	Stage No	Drawing No	Rev
2000887	03	102	P2

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VERTICAL GEOMETRY

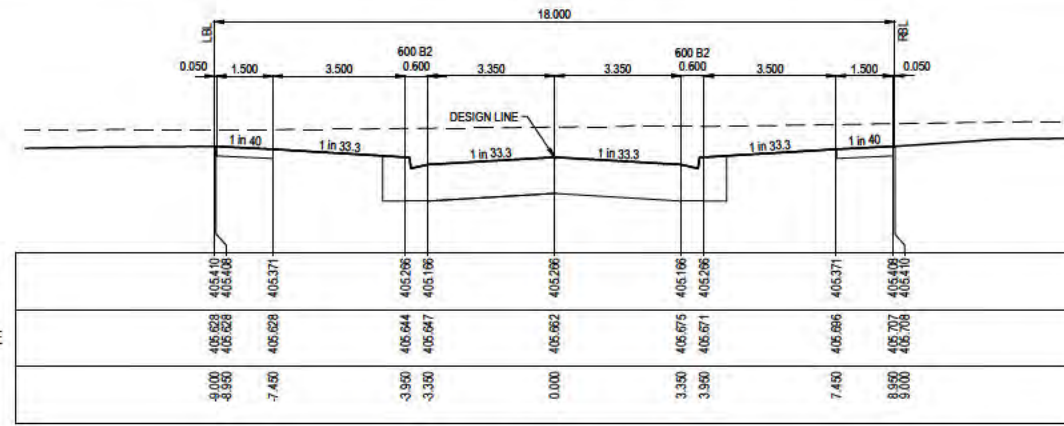
HORIZONTAL GEOMETRY

DATUM RL396

DESIGN CENTRELINE	RIGHT LIP OF KERB	EXISTING SURFACE AT RIGHT BOUNDARY	LEFT LIP OF KERB	EXISTING SURFACE	CHAINAGE
401.021	401.619	401.407	401.304	401.525	320.000
401.329	401.415	401.013	401.012	401.233	332.302
401.146	401.287	400.969	400.930	401.064	340.000
401.032	401.208	400.960	400.716	400.999	344.802
400.913	400.727	400.996	400.596	400.855	349.830
400.851	400.682	400.960	400.603	400.802	352.462
400.712	400.621	400.912	400.464	400.679	359.312
400.672	400.583	400.863	400.424	400.644	360.000
400.431	400.642	400.086	400.183	400.440	370.162
400.197	400.409	399.753	399.950	400.290	380.000
400.035	400.247	399.520	399.788	400.087	386.819
399.982	400.125	399.496	399.735	400.032	388.000
399.901	400.043	399.653	399.653	399.923	392.492
399.723	399.906	399.405	399.405	399.726	400.000
399.694	399.884	399.340	399.340	399.694	405.000
CH 406.000 ELV 399.694 CH 410.000 ELV 399.478 CH 415.000 ELV 399.355 CH 420.000 ELV 399.231 CH 425.000 ELV 399.105 CH 430.000 ELV 398.982 CH 435.000 ELV 398.860 CH 440.000 ELV 398.737 CH 445.000 ELV 398.606 CH 450.000 ELV 398.451	399.679 399.475 399.355 399.231 399.105 398.982 398.860 398.737 398.606 398.451	399.679 399.475 399.355 399.231 399.105 398.982 398.860 398.737 398.606 398.451	399.679 399.475 399.355 399.231 399.105 398.982 398.860 398.737 398.606 398.451	399.679 399.475 399.355 399.231 399.105 398.982 398.860 398.737 398.606 398.451	410.000 410.125 411.000 412.000 413.000 414.000 415.000 416.000 417.000 418.000 419.000 420.000 421.000 422.000 423.000 424.000 425.000 426.000 427.000 428.000 429.000 430.000 431.000 432.000 433.000 434.000 435.000 436.000 437.000 438.000 439.000 440.000 441.000 442.000 443.000 444.000 445.000 446.000 447.000 448.000 449.000 450.000

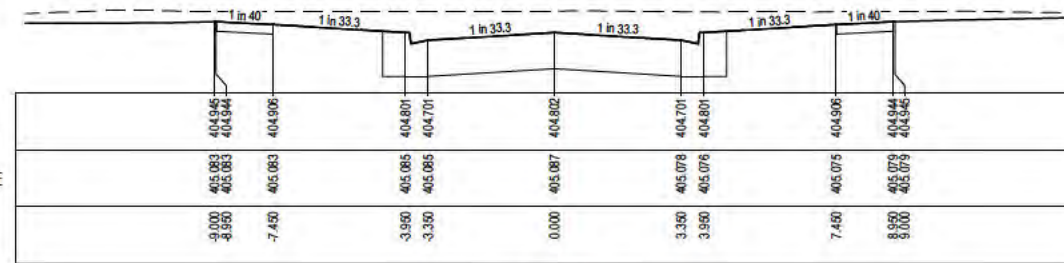
LONGITUDINAL SECTION

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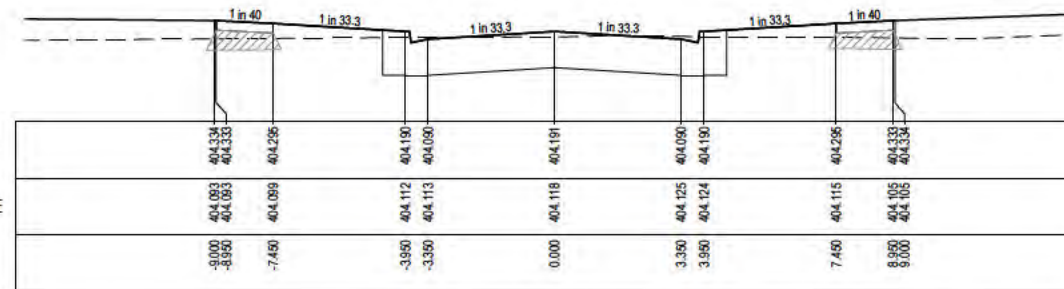
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DESIGN SURFACE
EXISTING SURFACE
OFFSET

CH 69.700



DATUM404.0
DESIGN SURFACE
EXISTING SURFACE
OFFSET

CH 56.500



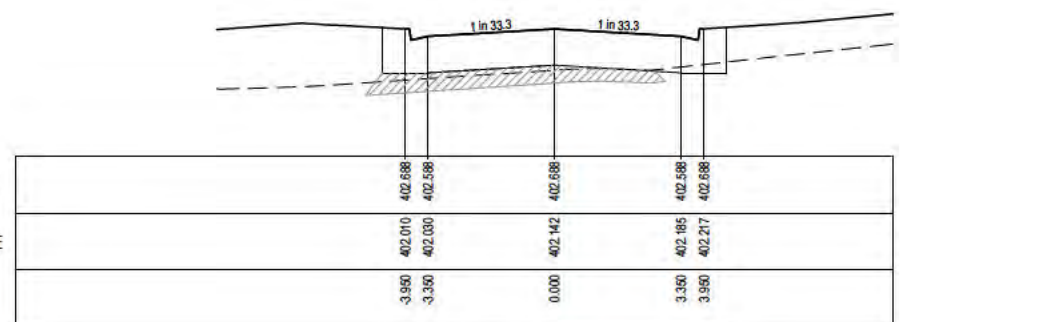
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CH 42.500



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DESIGN SURFACE
EXISTING SURFACE
OFFSET

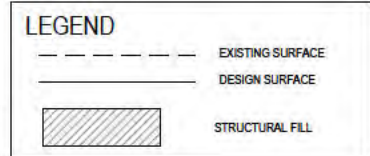
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DESIGN SURFACE
EXISTING SURFACE
OFFSET

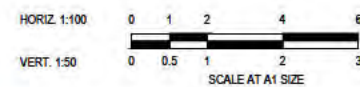
CH 13.200

STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE NATURAL SURFACE. REFER GEOTECH REPORT FOR SPECIFICATION



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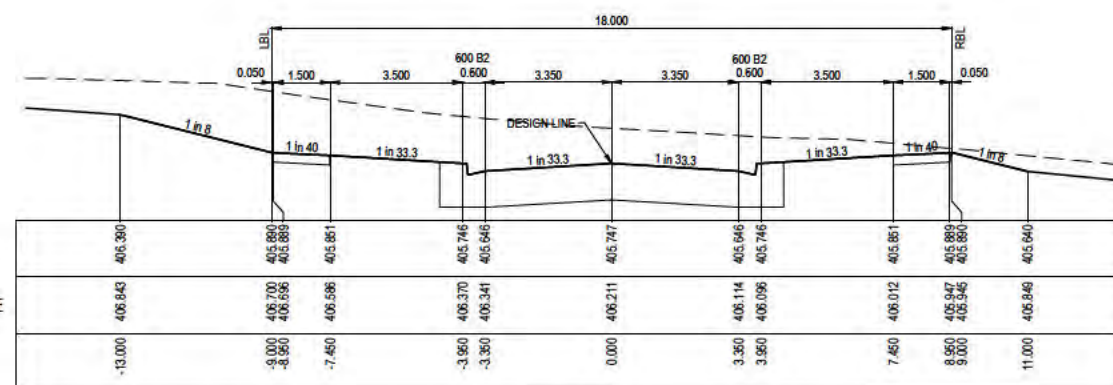


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Drawn Date: [Redacted]
Checked Date: [Redacted]
Approved Date: [Redacted]
Reg. No. [Redacted]
Date: 14.06.2023
PS Number: PS 911031K

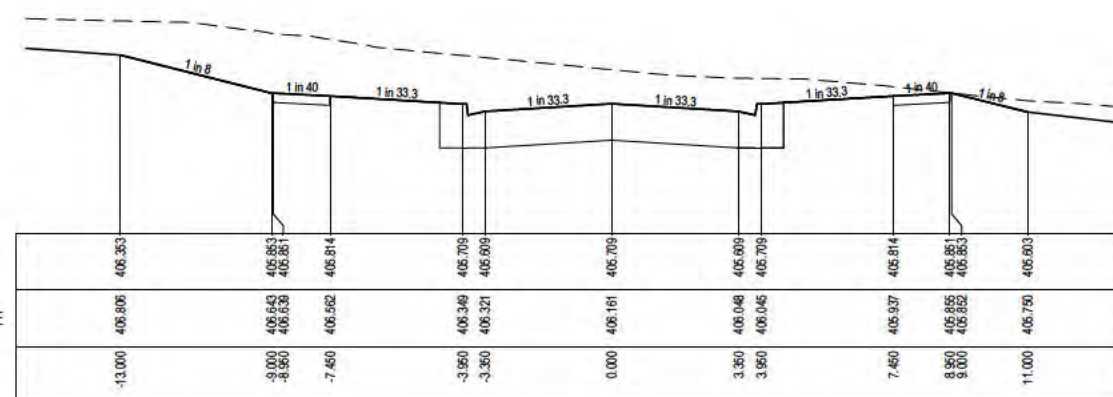
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ph: 03 5327 2000
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Project Details: [Redacted]
Project Ref: 2000887
Stage No: 03
Drawing No: 200
Rev: P2

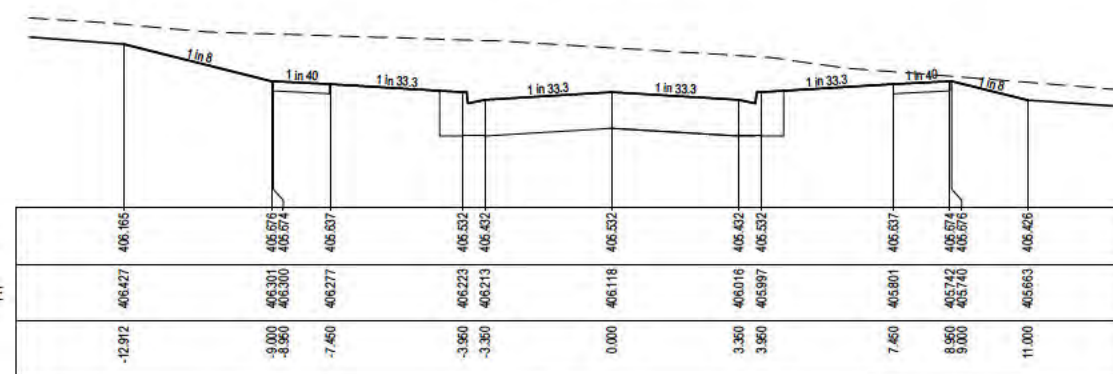
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Scale: 1:100 H 1:50 V @ A1
Project Ref: 2000887
Stage No: 03
Drawing No: 200
Rev: P2



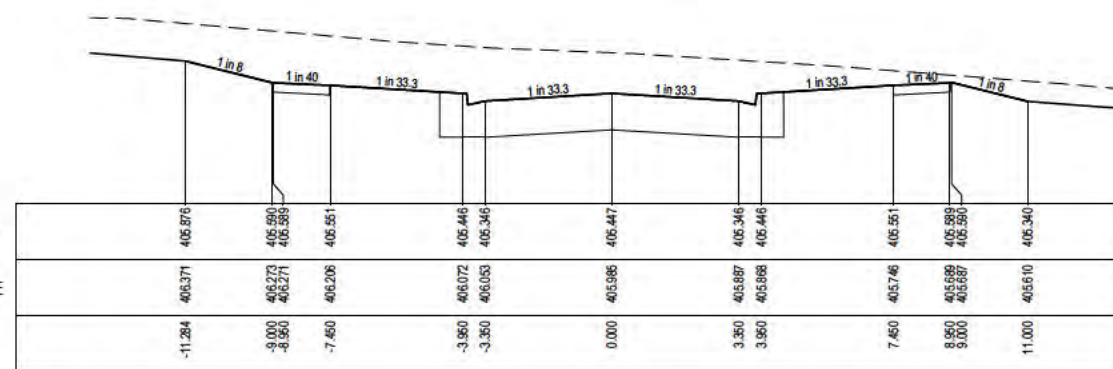
CH 336.102



CH 331.098

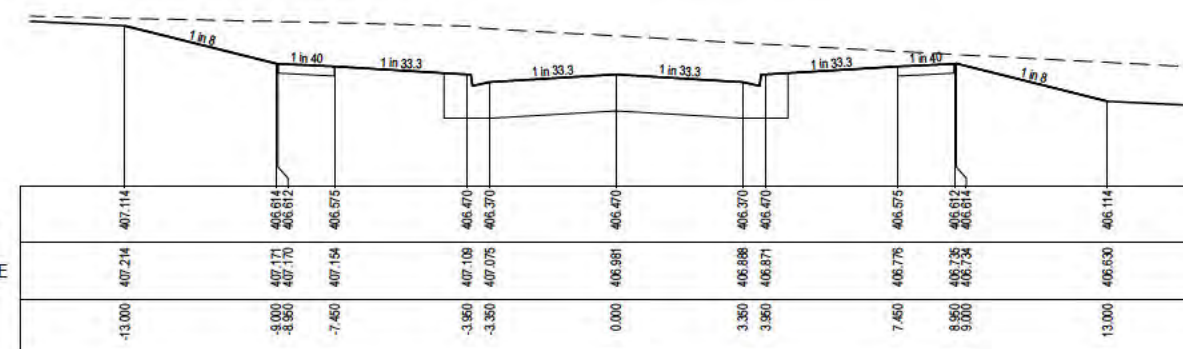


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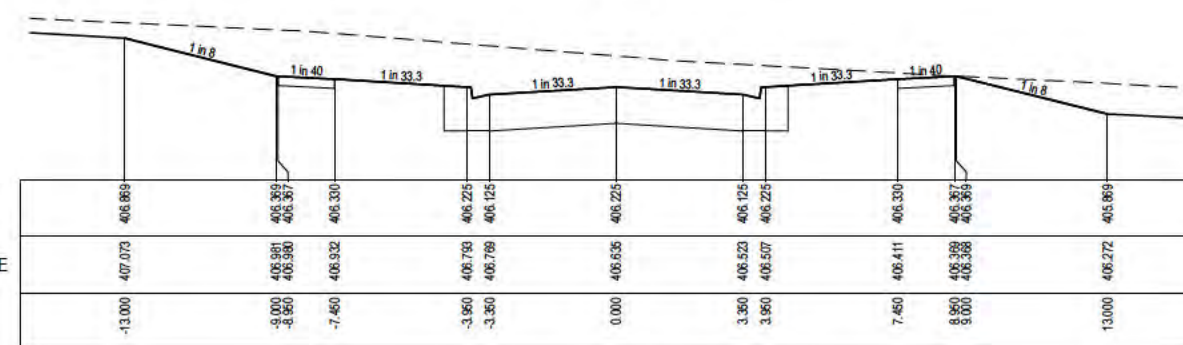


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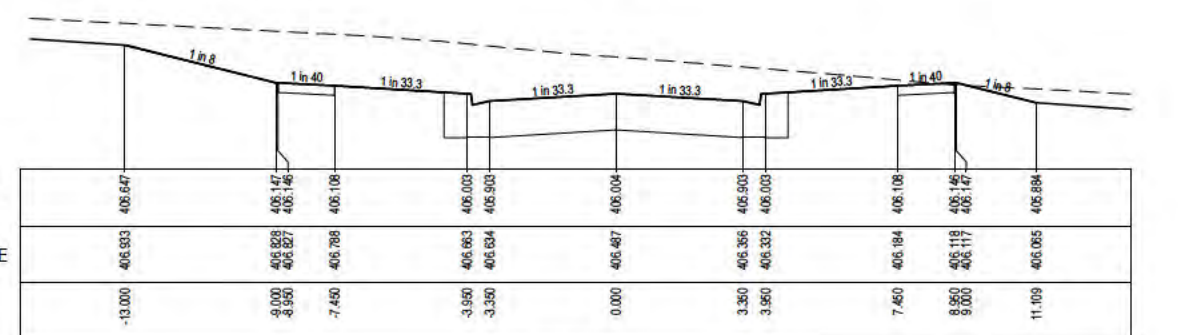
STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE NATURAL SURFACE. REFER GEOTECH REPORT FOR SPECIFICATION



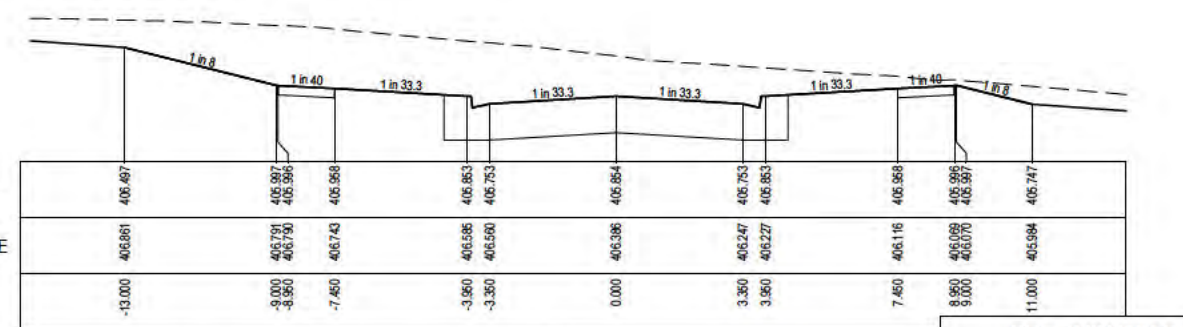
CH 389.102



CH 375.102



CH 361.102



CH 348.602

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Date
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PS 911031K

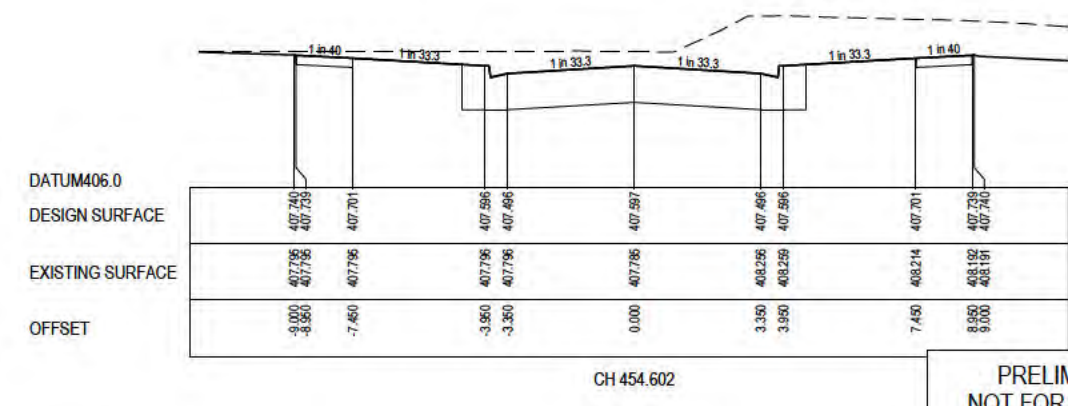
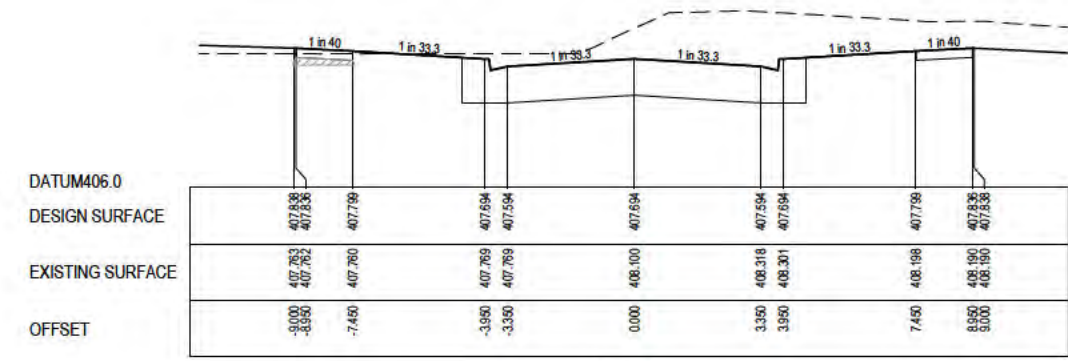
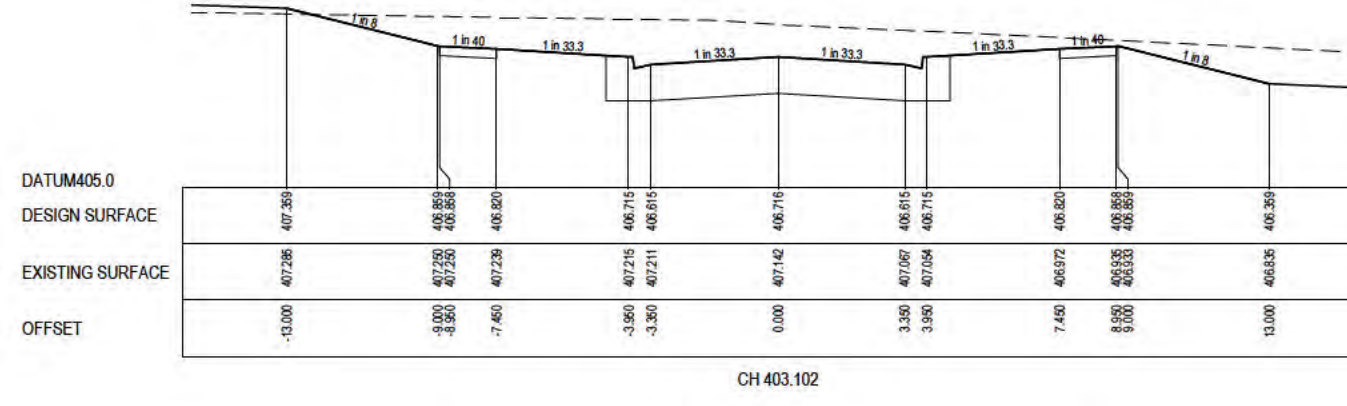
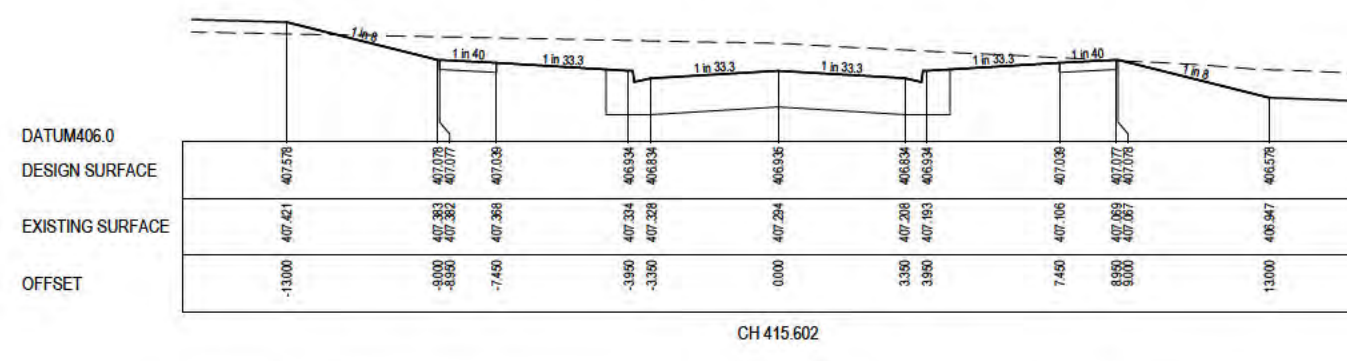
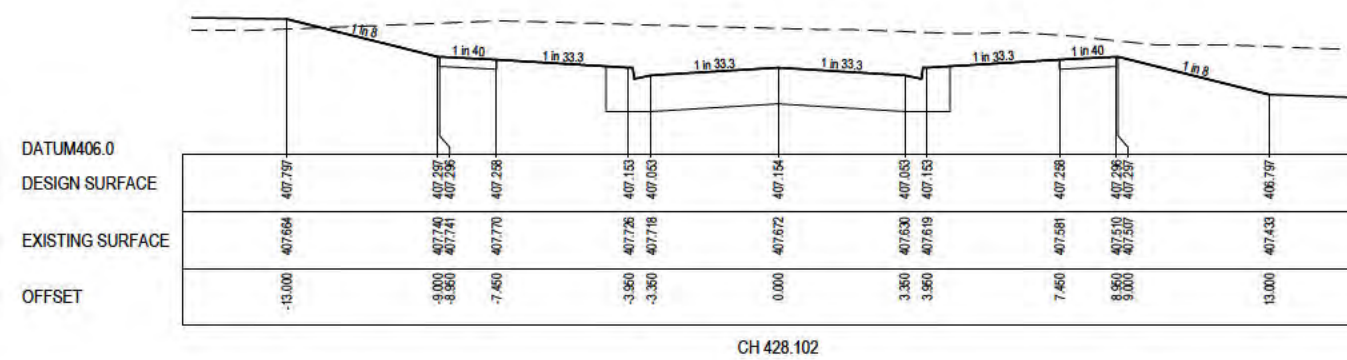
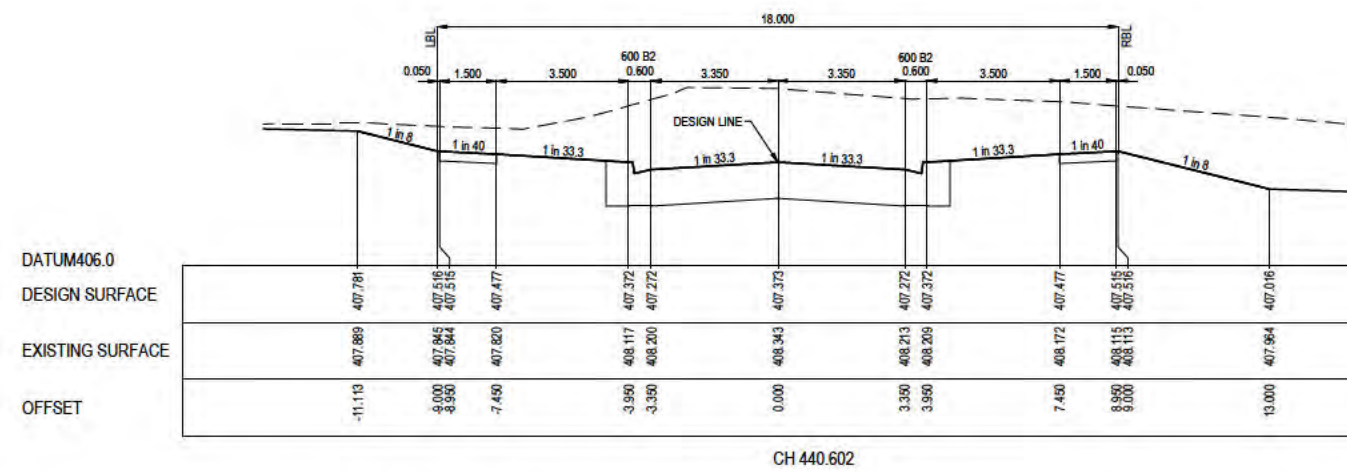
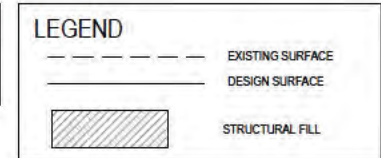
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Project Ref: 2000887
Stage No: 03
Drawing No: 201
Rev: P2
SHEET 1 OF 2

Sheet 11 of 29
Scale: 1:100 H 1:50 V @ A1
Project Ref: 2000887
Stage No: 03
Drawing No: 201
Rev: P2

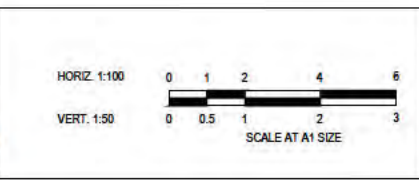
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Project Details
Office No.
CITY OF BALLARAT
Drawing Title

SHEET 2 OF 2

Sheet	12 of 29
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Project Ref	2000887
Stage No	03
Drawing No	202
Rev	P2

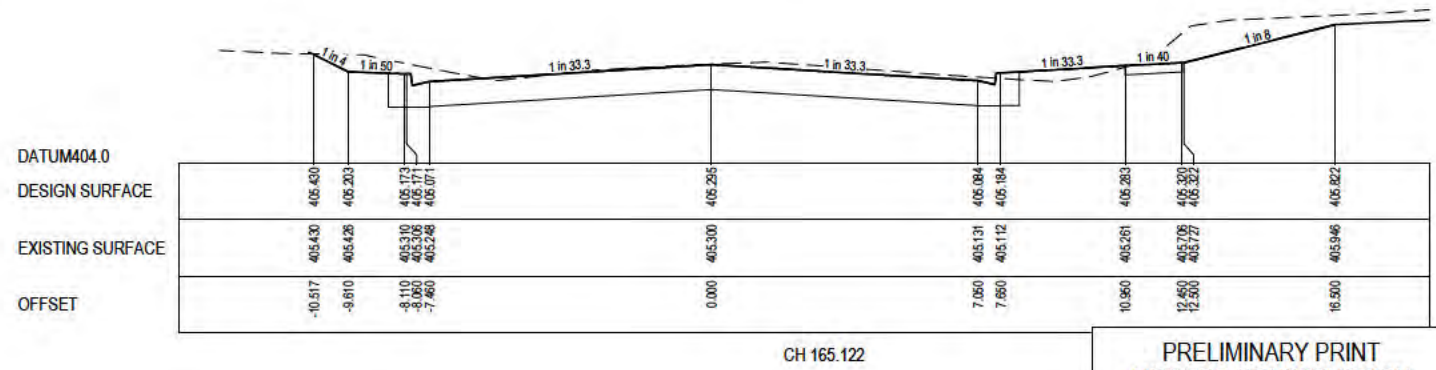
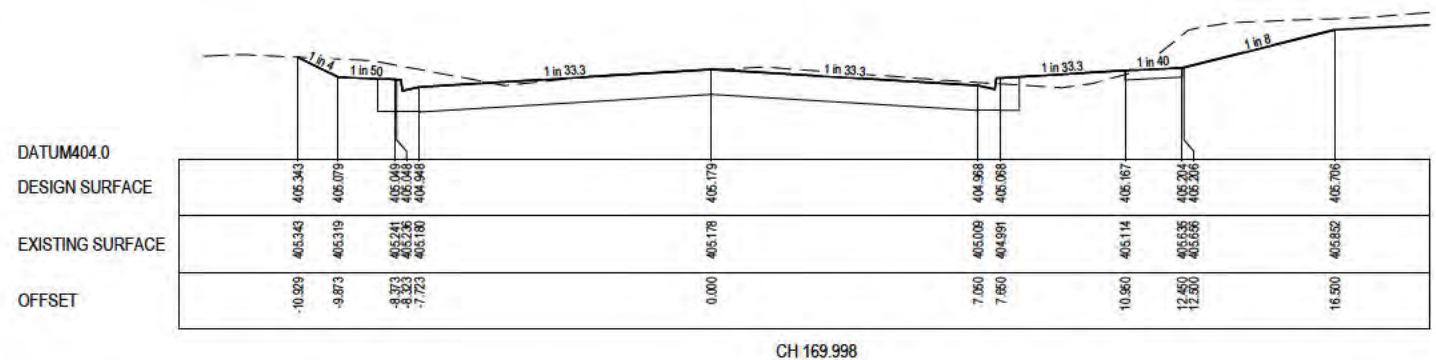
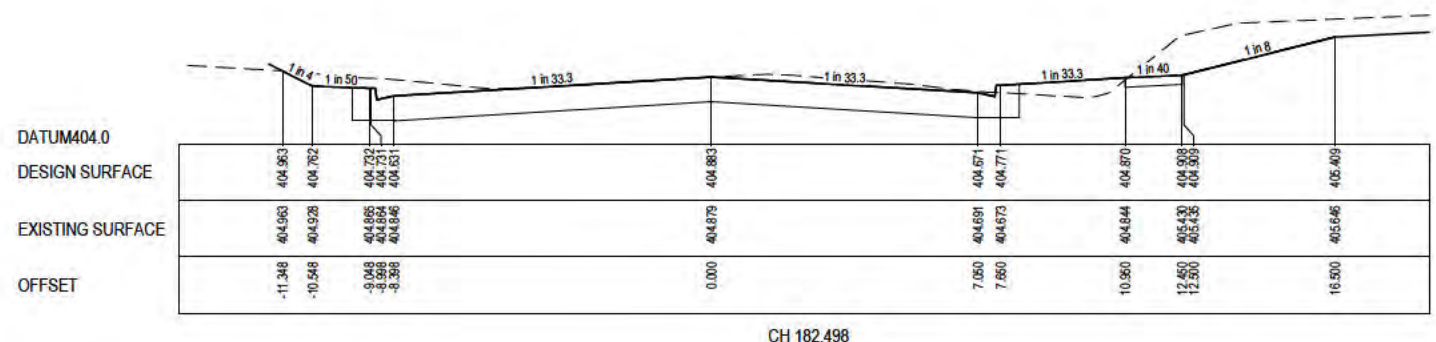
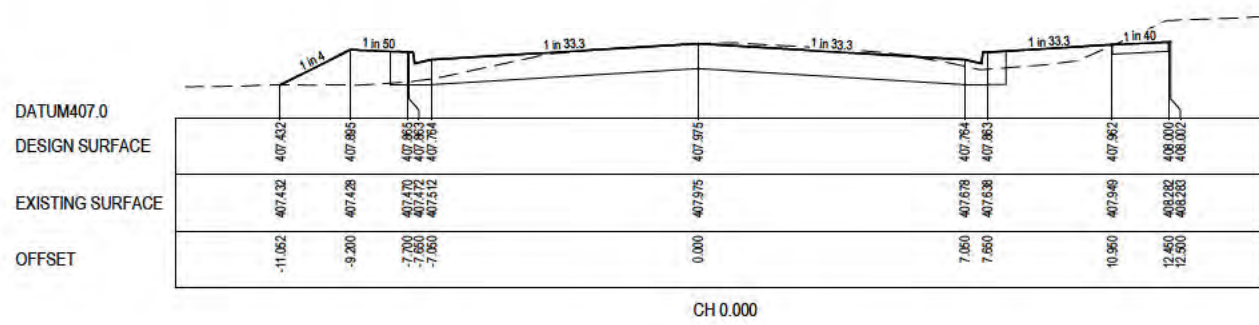
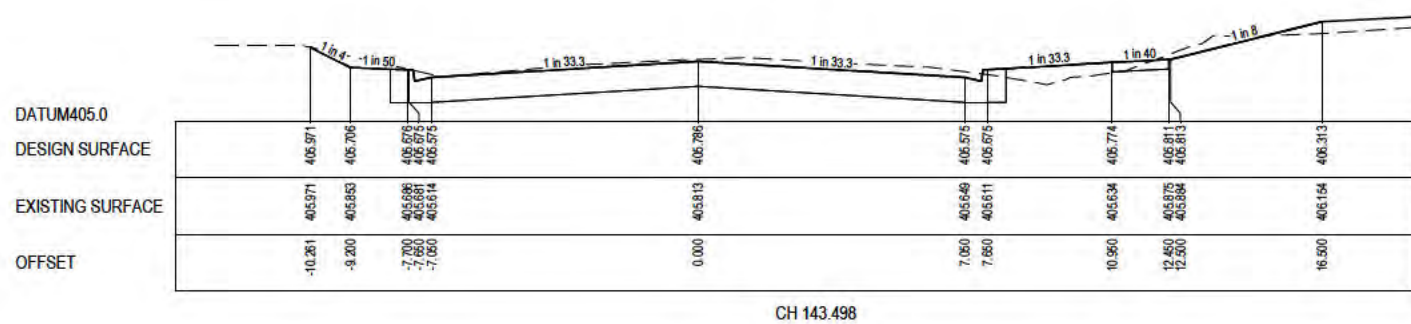
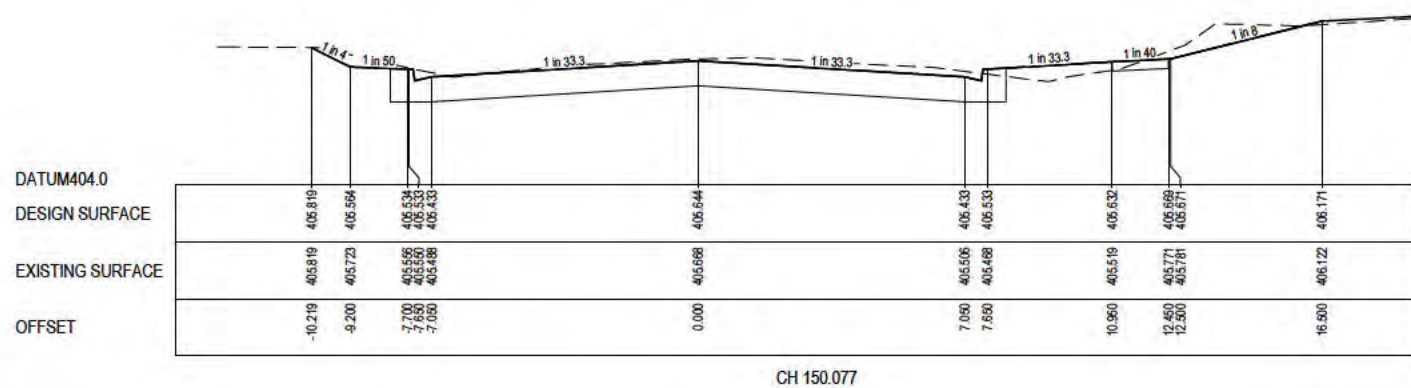
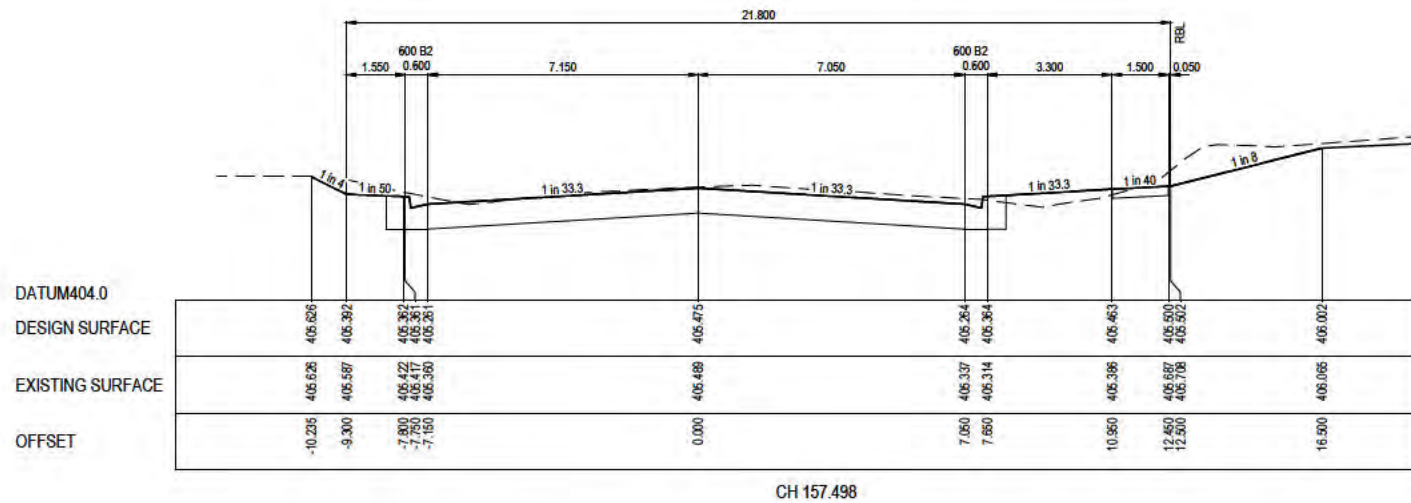
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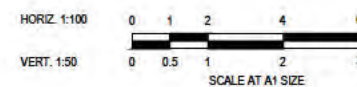
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STRUCTURAL FILL



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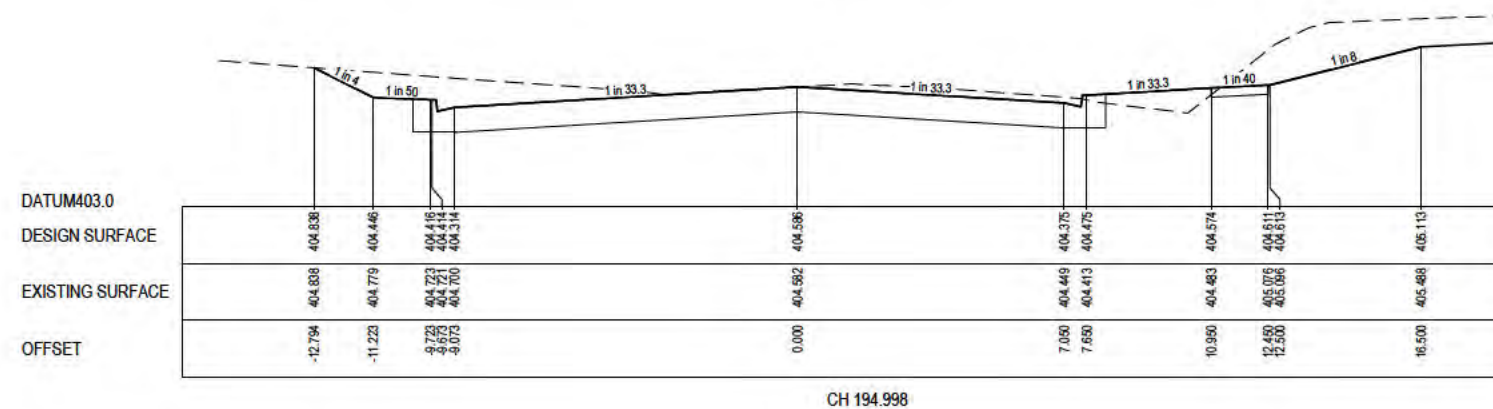
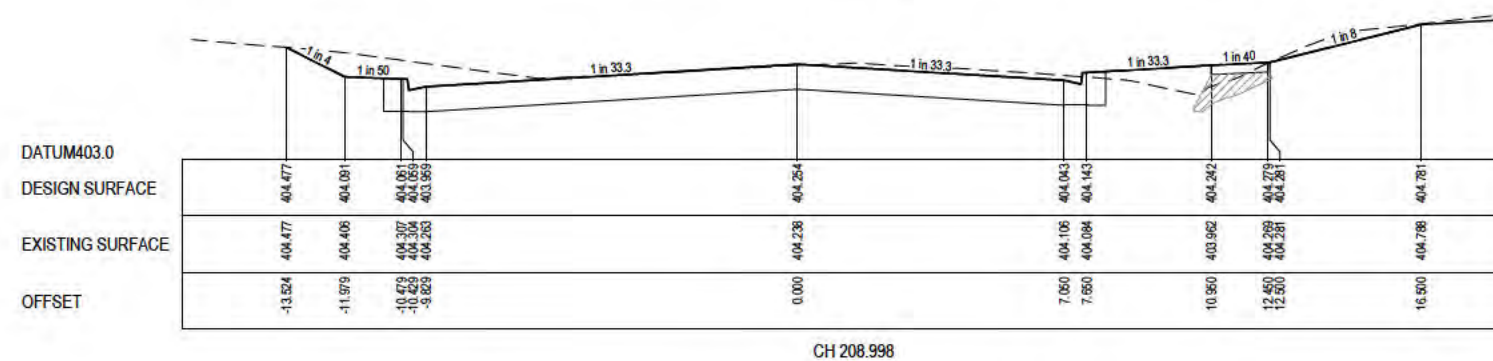
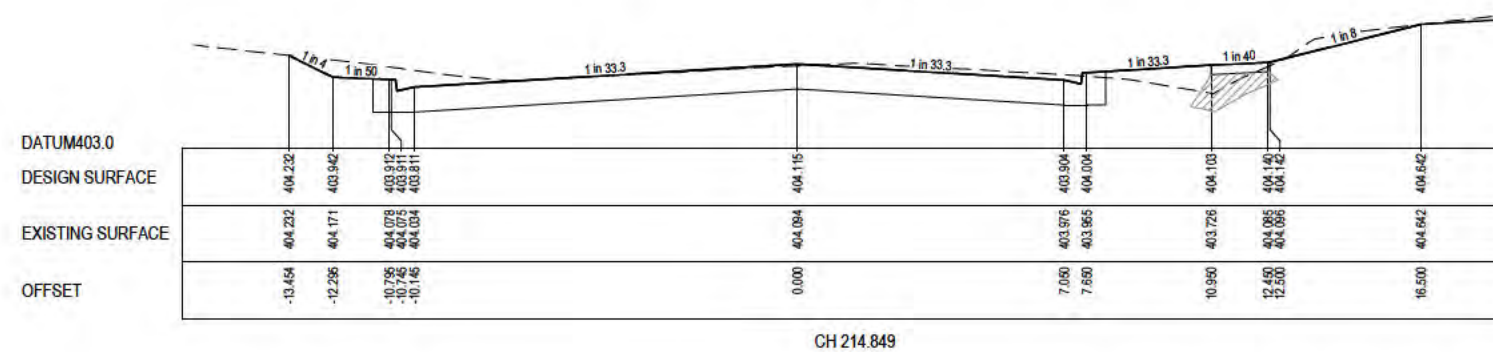
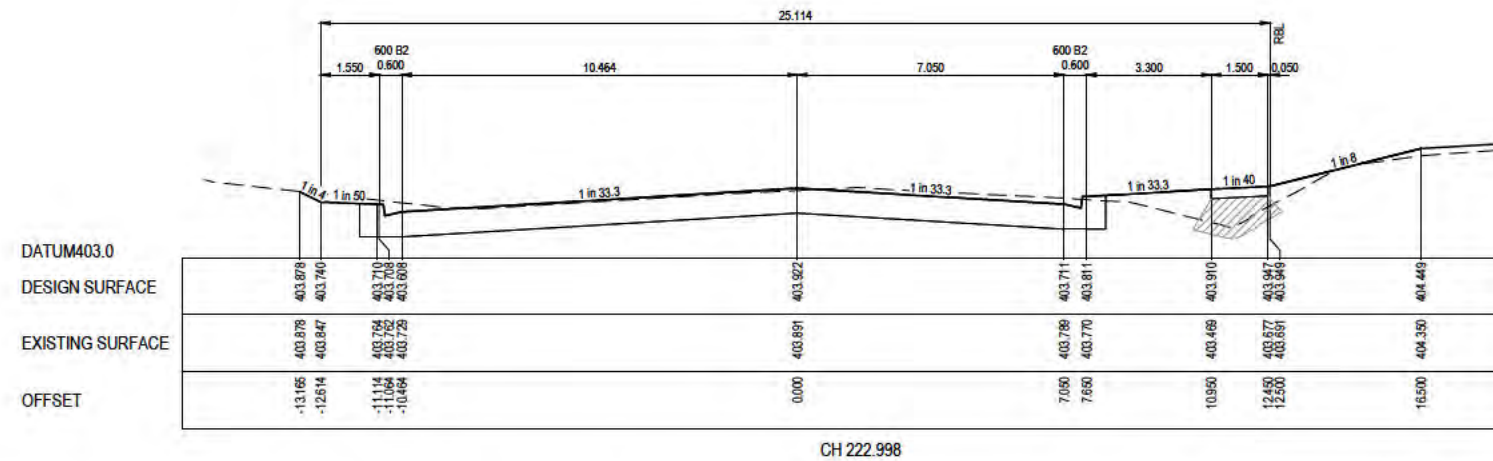
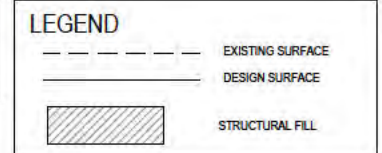
STAGE 03
CITY OF BALLARAT

Drawing Title

SHEET 1 OF 7

Sheet 13 of 29			
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Project Ref	Stage No	Drawing No	Rev
2000887	03	203	P2

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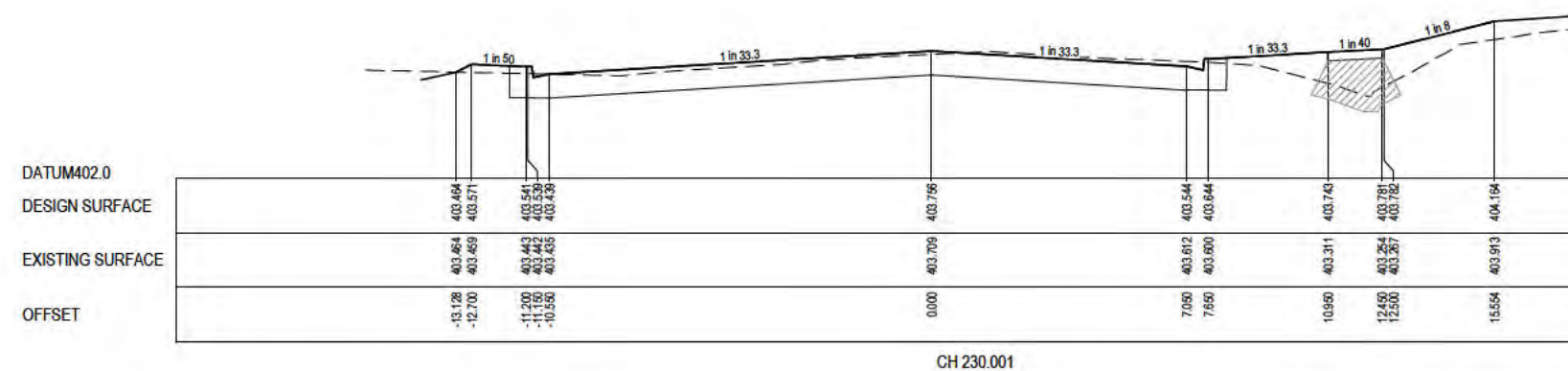
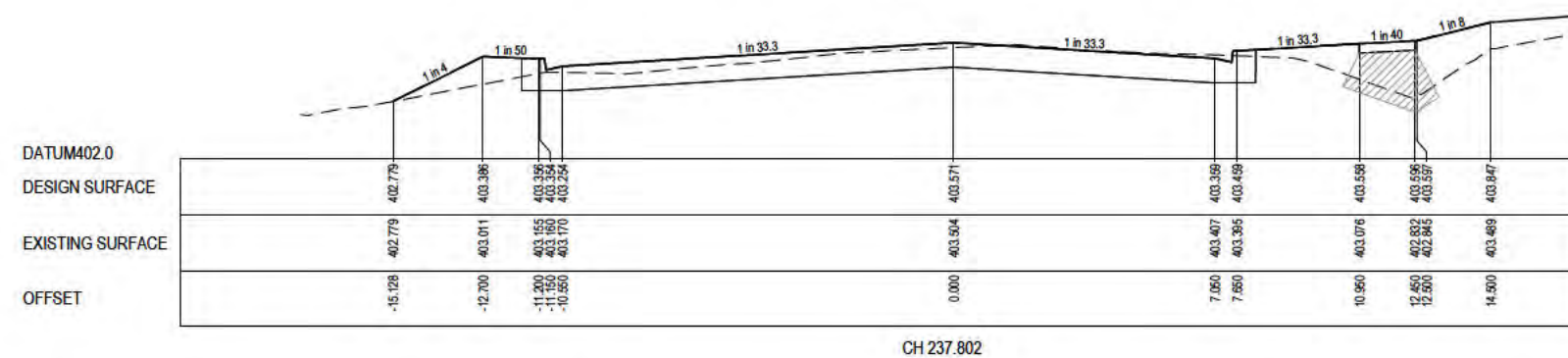
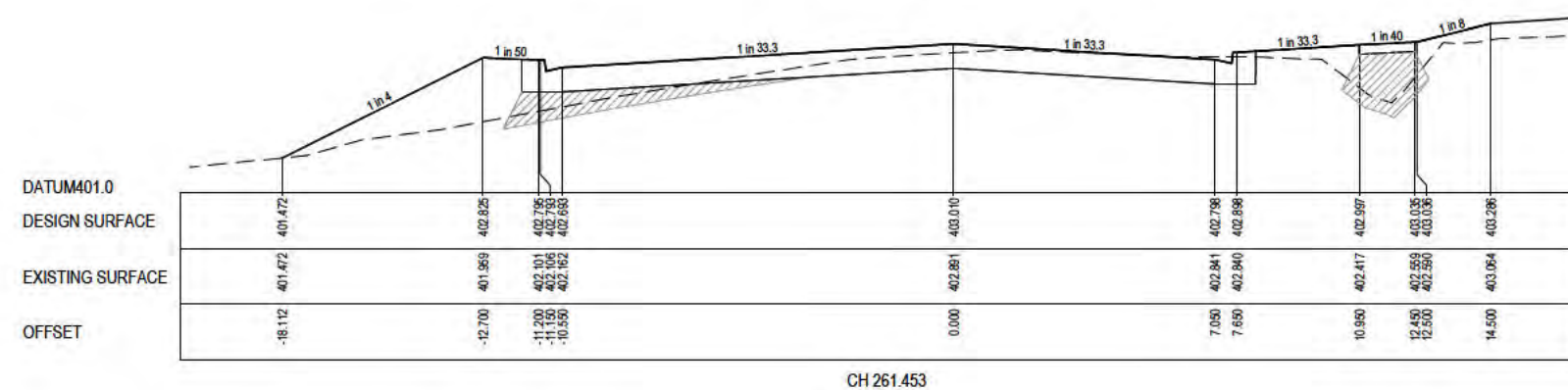
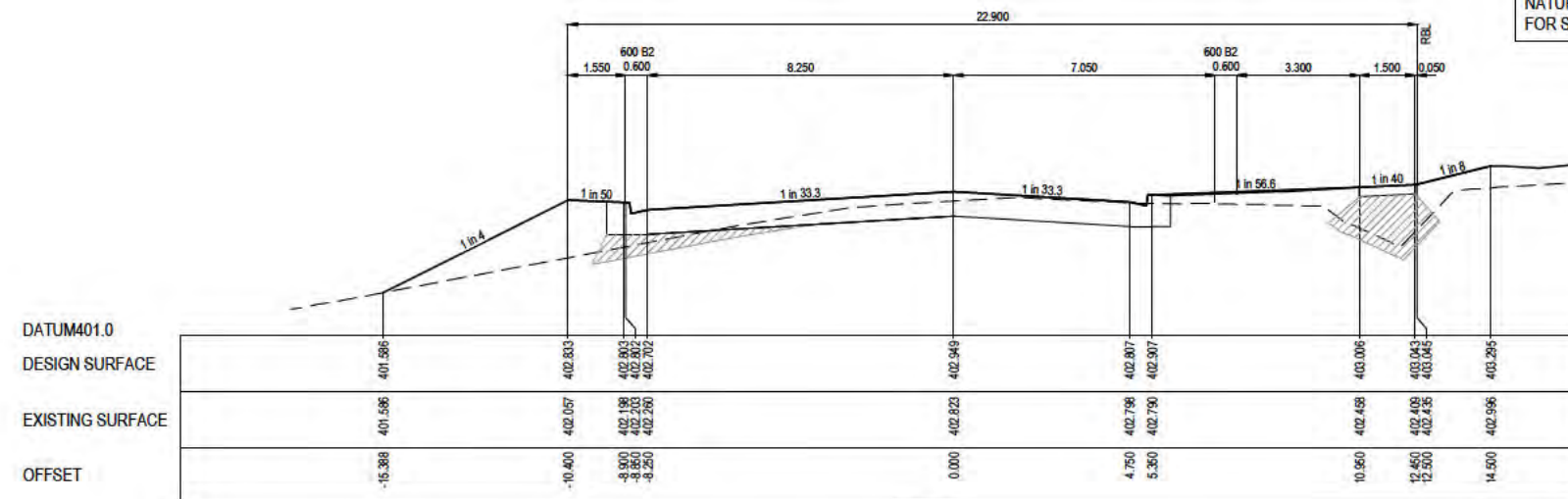
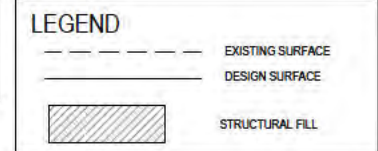
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Project
Details
CITY OF BALLARAT
Drawing
Title
SHEET 2 OF 7

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Scale
1:100 H 1:50 V @ A1
Project Ref
2000887
Stage No
03
Drawing No
204
Rev
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STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE NATURAL SURFACE. REFER GEOTECH REPORT FOR SPECIFICATION



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HORIZ. 1:100
VERT. 1:50
SCALE AT A1 SIZE

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STAGE 03
CITY OF BALLARAT
Drawn
Title
SHEET 3 OF 7

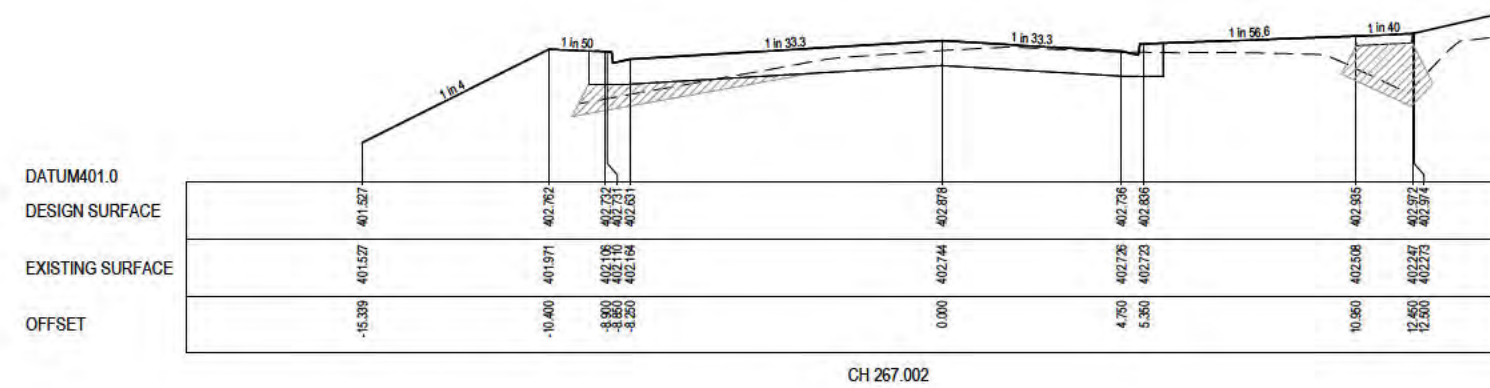
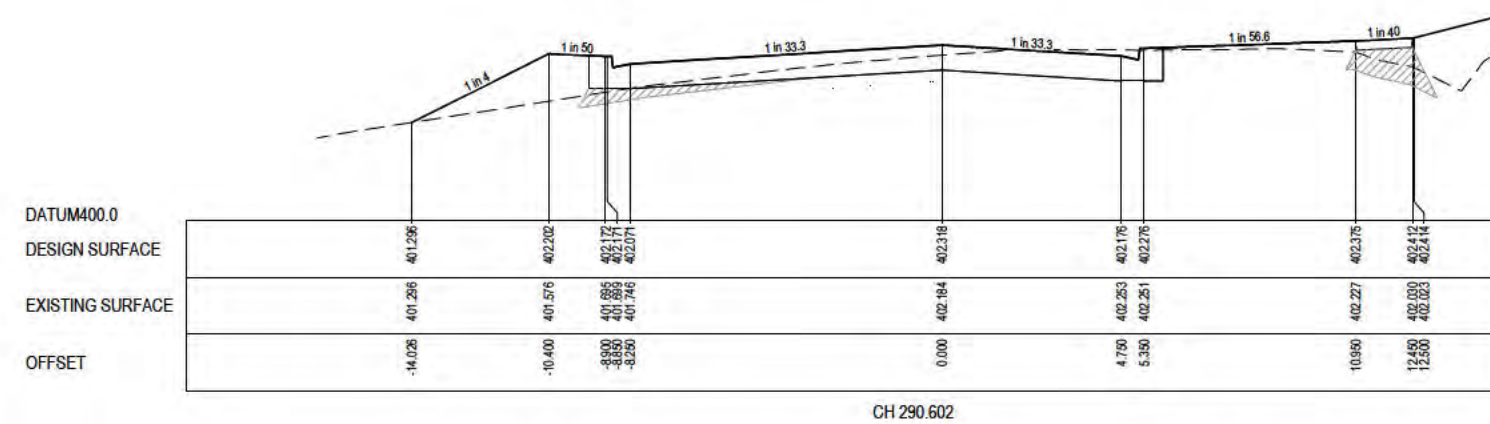
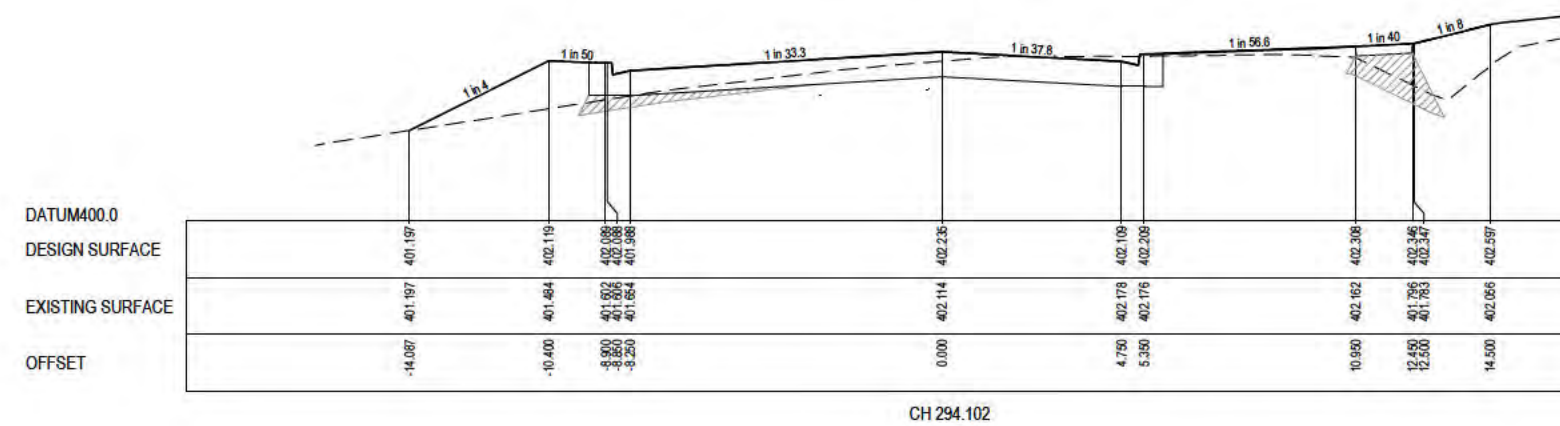
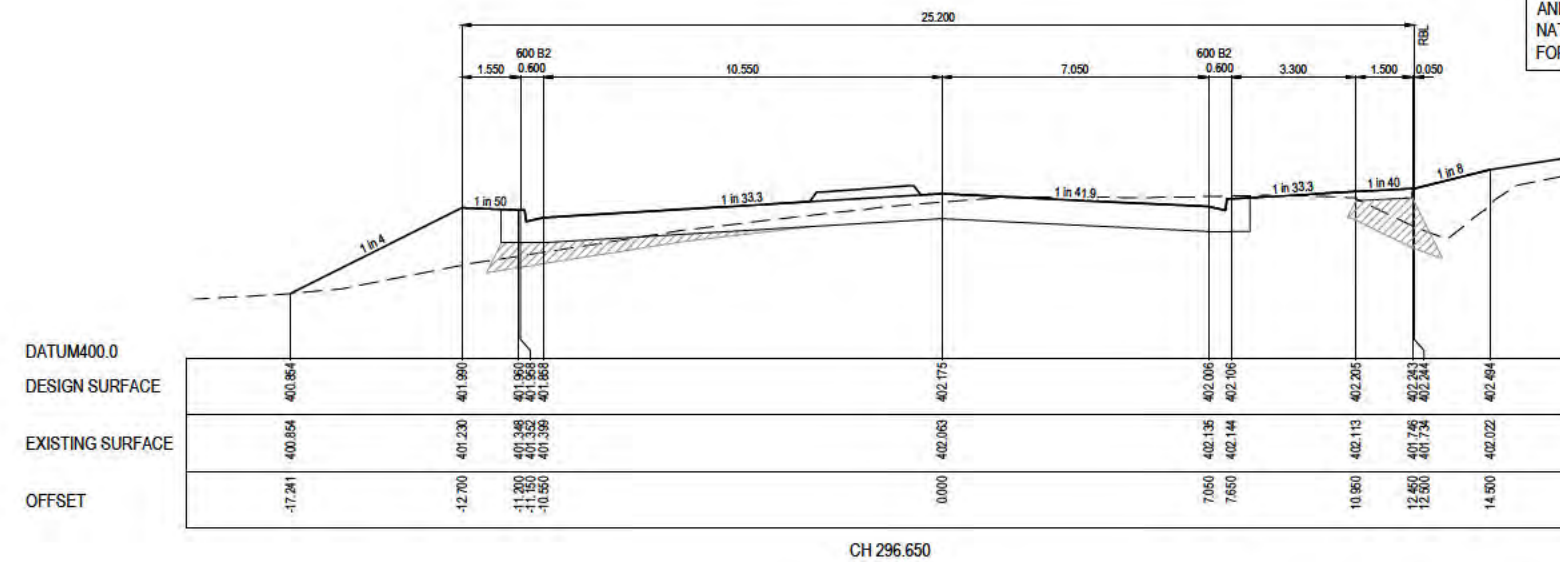
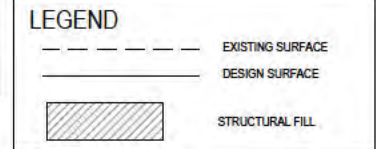
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Project Ref
2000887
Stage No
03
Drawing No
205
Rev
P2

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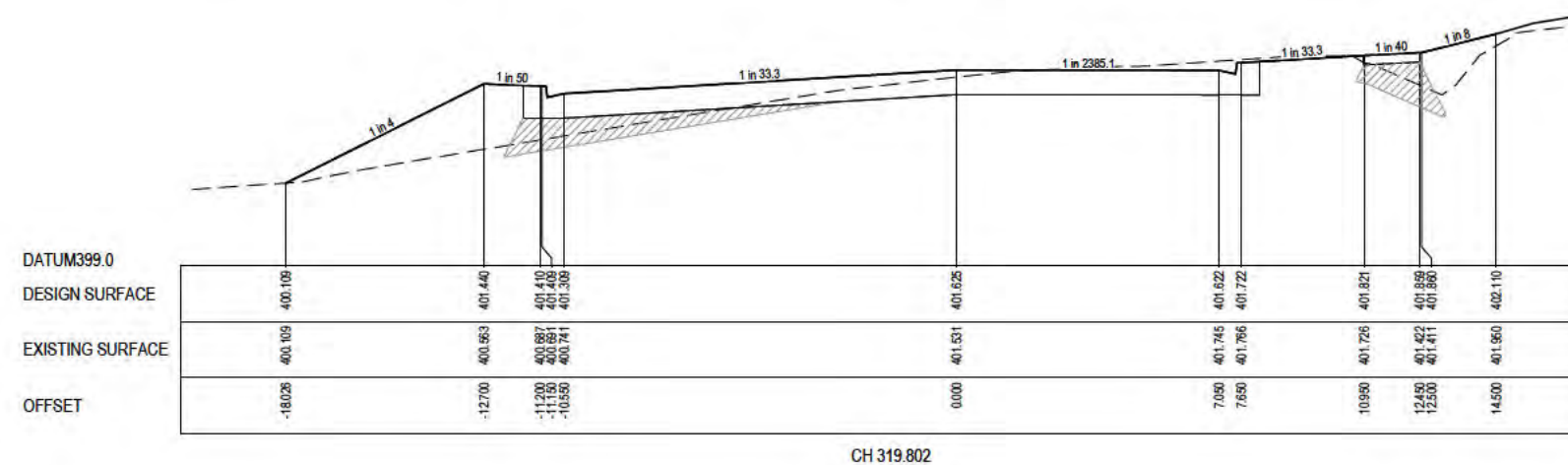
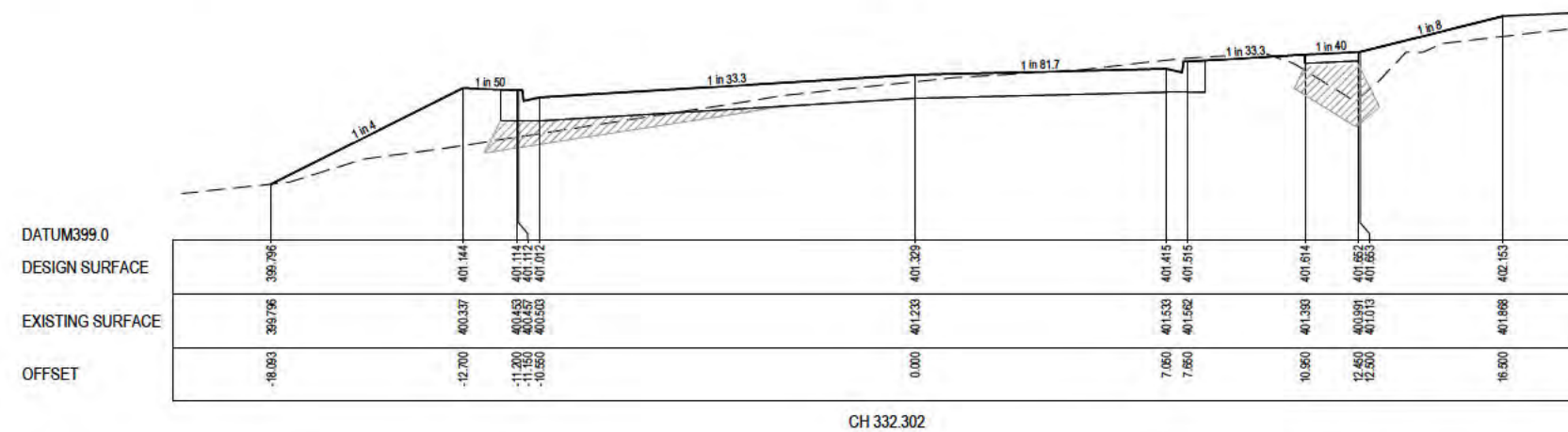
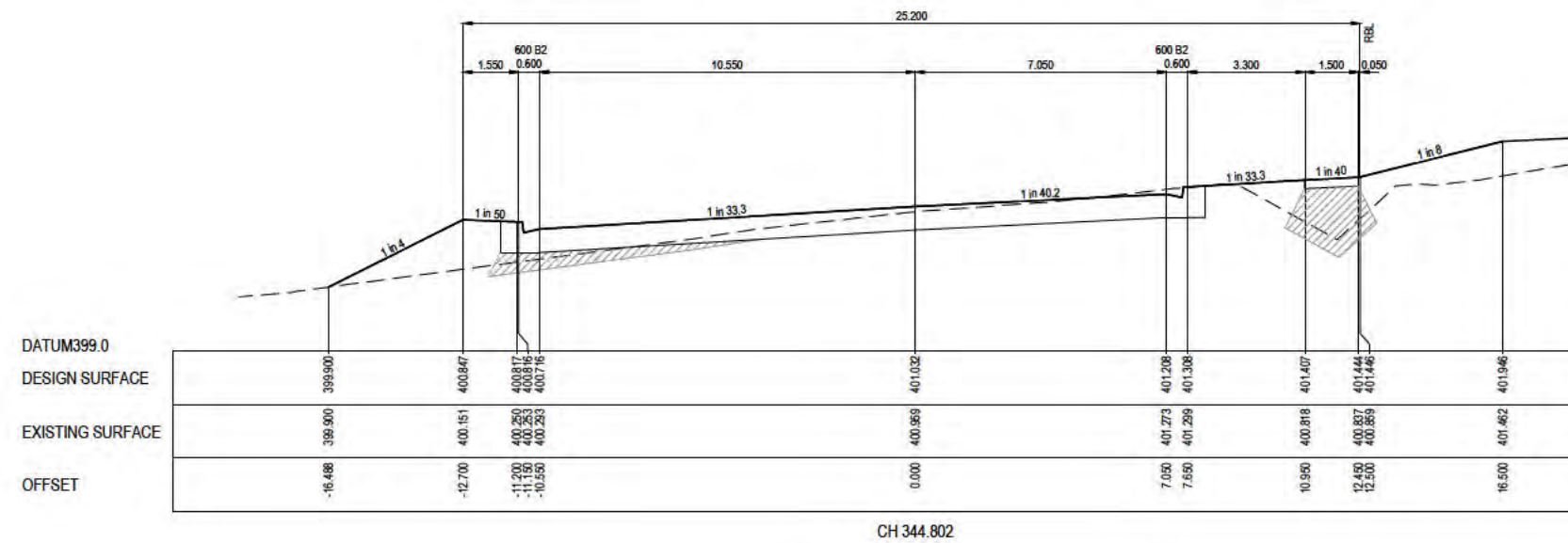
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AND FOOTPATHS WHERE CONSTRUCTED ABOVE
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LEGEND

--- EXISTING SURFACE

— DESIGN SURFACE

STRUCTURAL FILL



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VERT. 1:50

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SCALE AT A1 SIZE

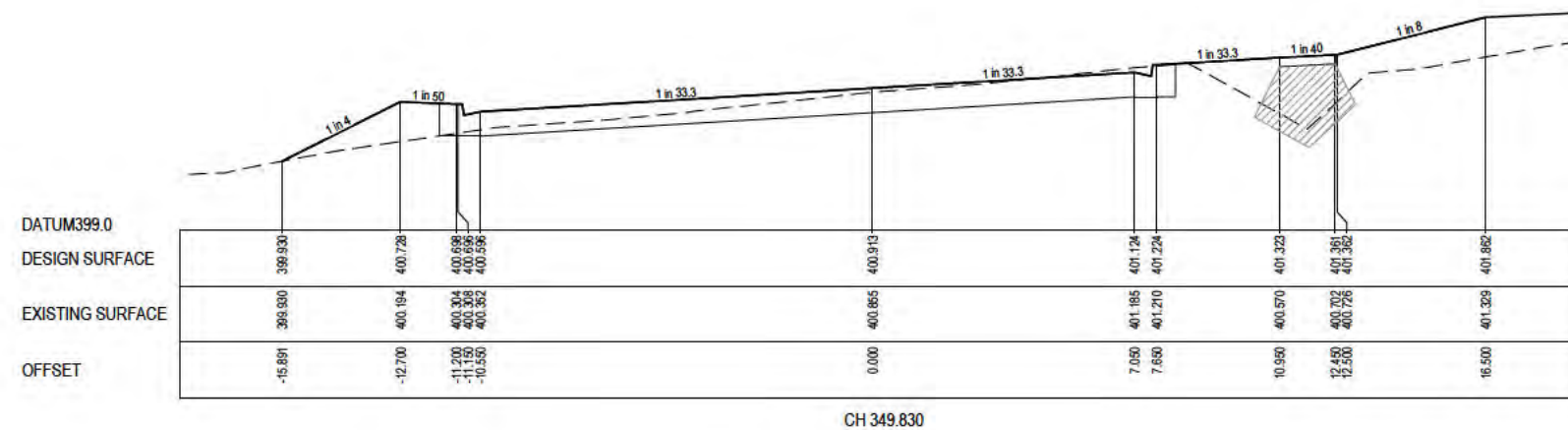
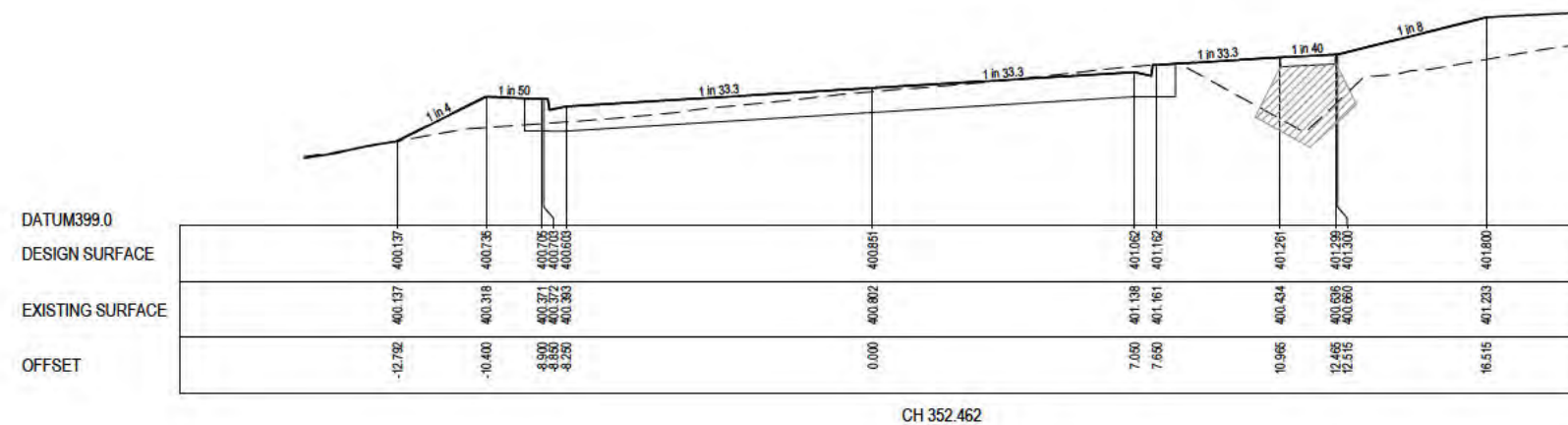
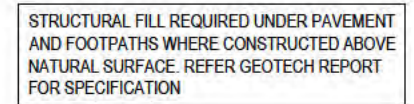
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Details
STAGE 03
CITY OF BALLARAT
Drawing
Title
SHEET 5 OF 7

Sheet 17 of 29
Scale
1:100 H 1:50 V @ A1
Project Ref
2000887
Stage No
03
Drawing No
207
Rev
P2

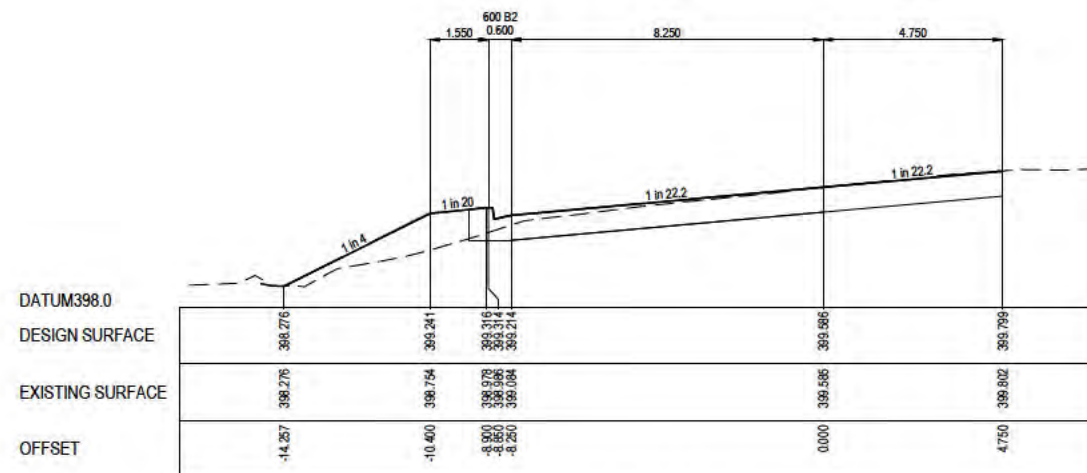
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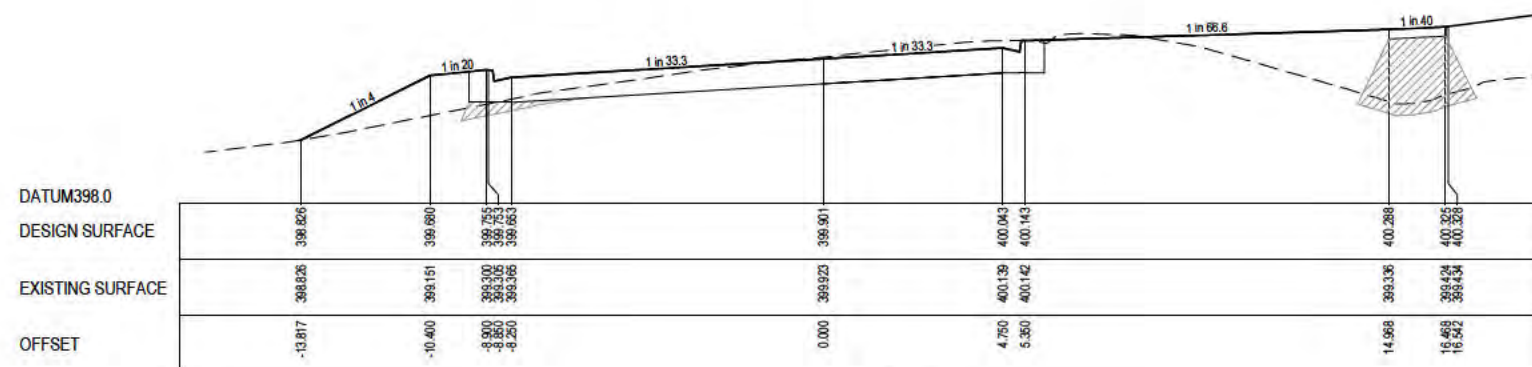
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LEGEND	
	EXISTING SURFACE
	DESIGN SURFACE
	STRUCTURAL FILL

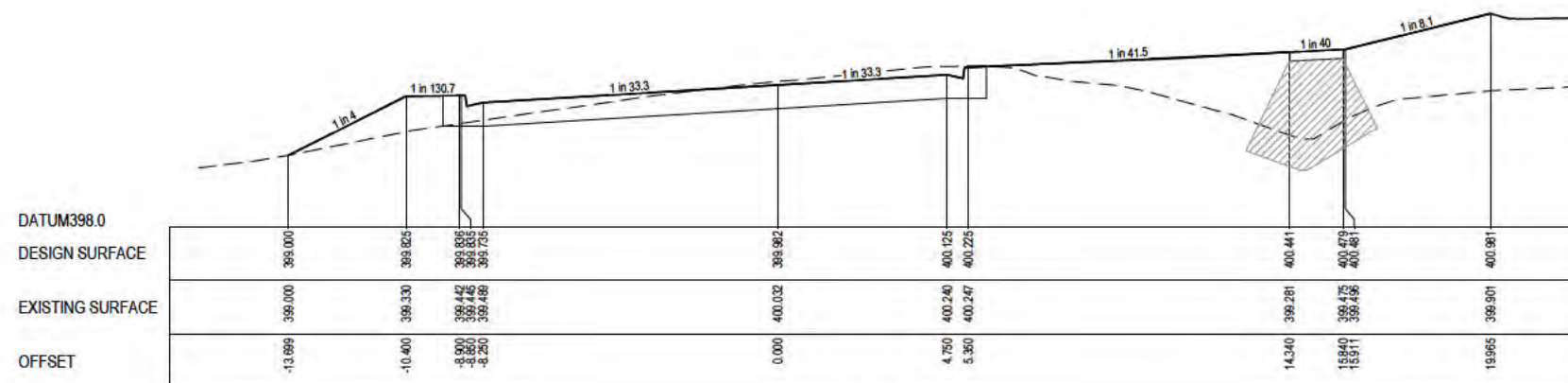
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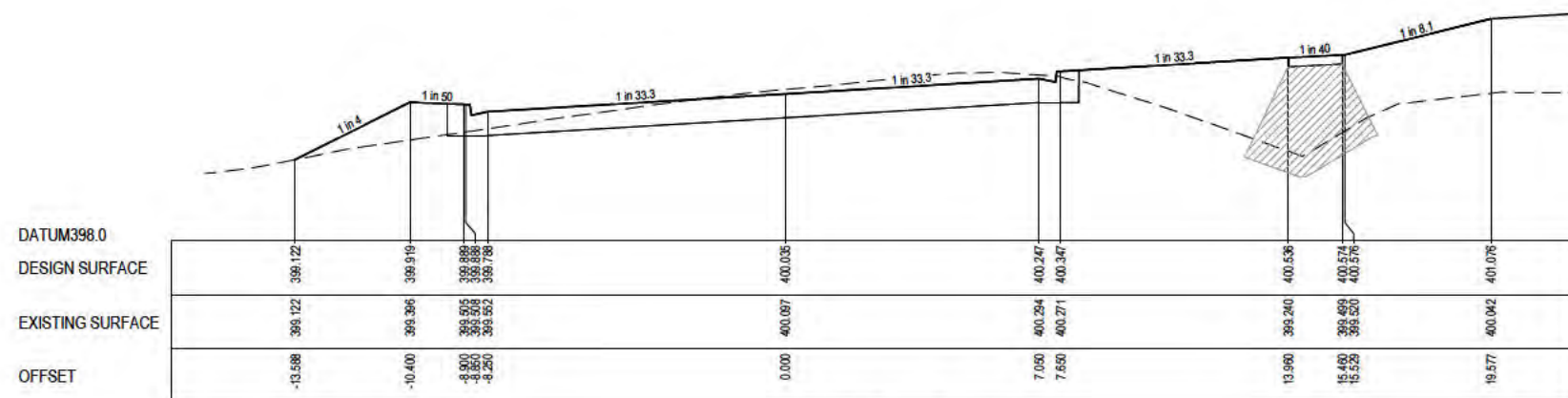
CH 405.734



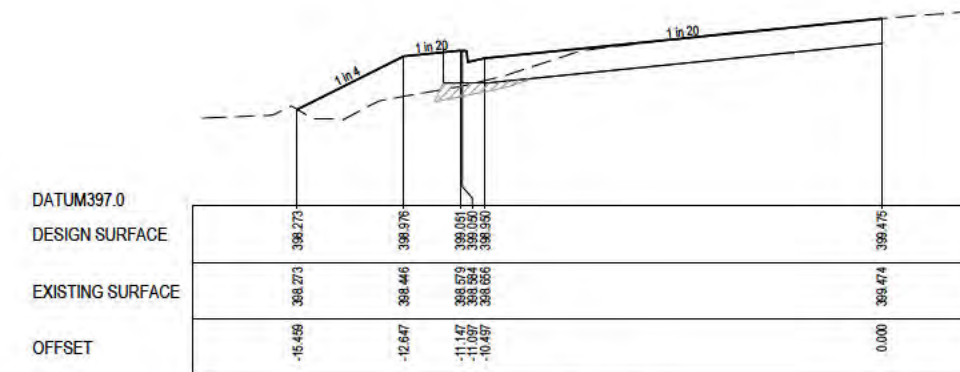
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CH 386.819



CH 410.125

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HORIZ. 1:100
VERT. 1:50
SCALE AT A1 SIZE

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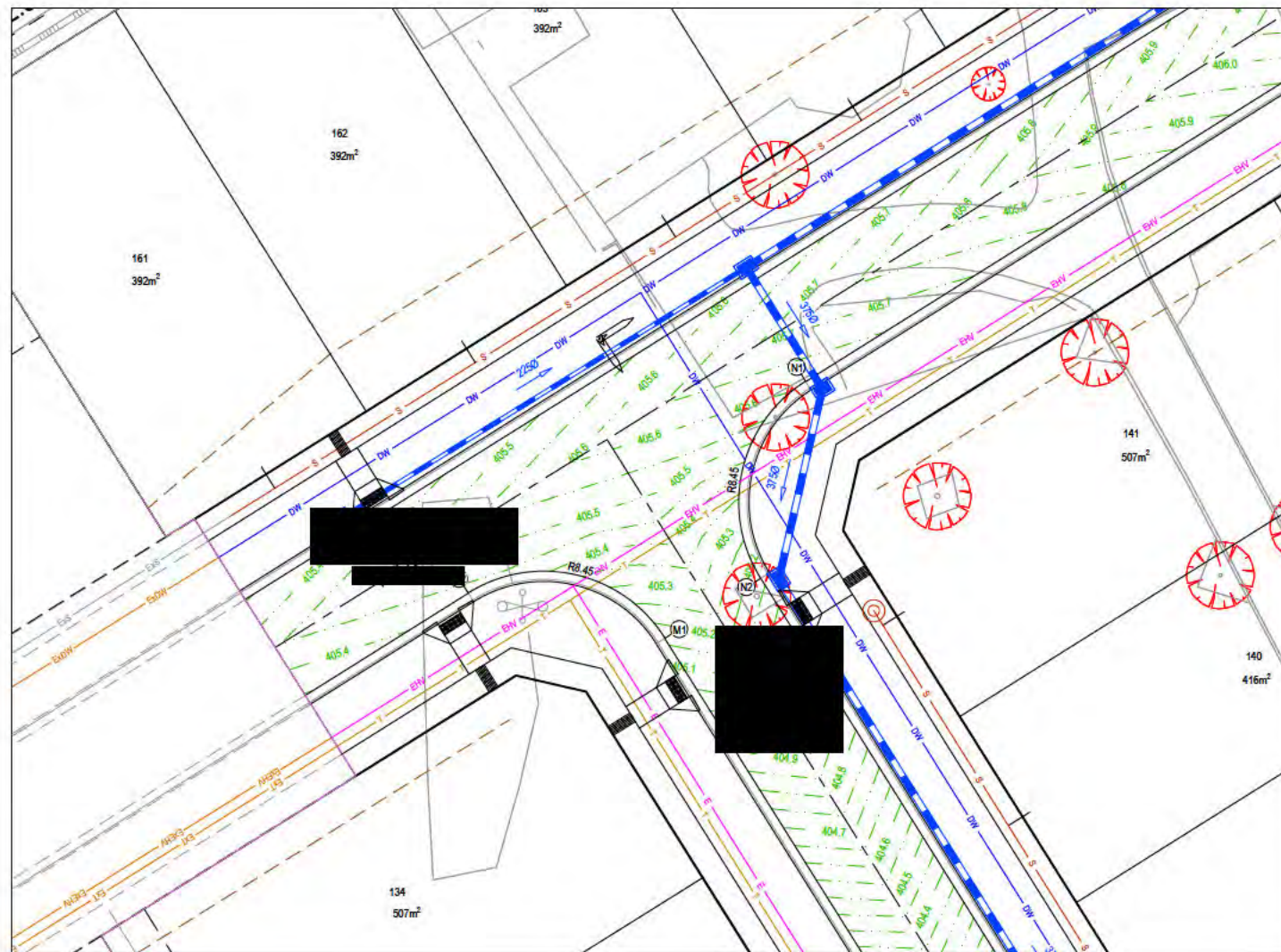
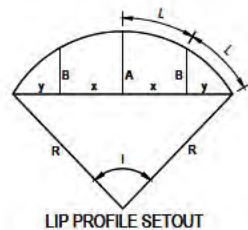
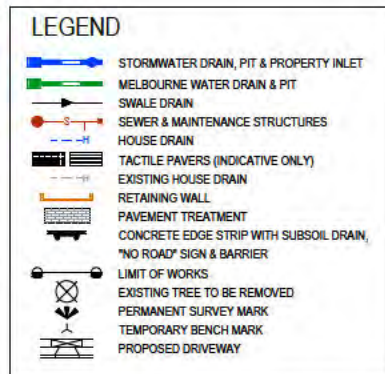
Project
Details
CITY OF BALLARAT
ROSS CREEK ROAD
SHEET 7 OF 7

Sheet 19 of 29

Scale
1:100 H 1:50 V @ A1

Project Ref
2000887
Stage No
03
Drawing No
209
Rev
P2

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Point no	Existing	Northing	RL
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M2	748720.289	5834188.492	405.432

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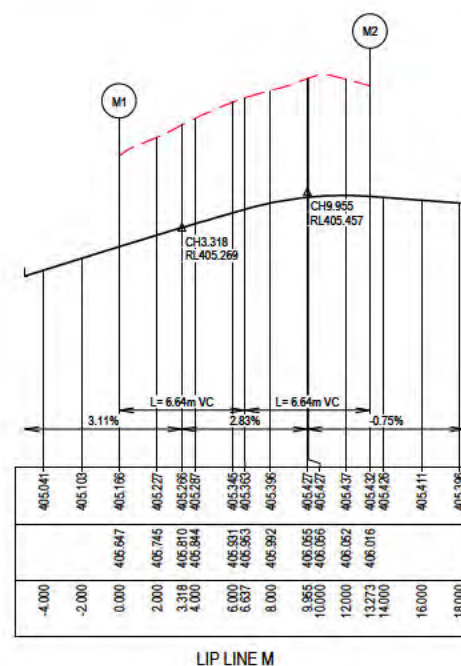
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VERTICAL GEOMETRY
DATUM RL404

DESIGN LEVEL

EXISTING SURFACE

CHAINAGE



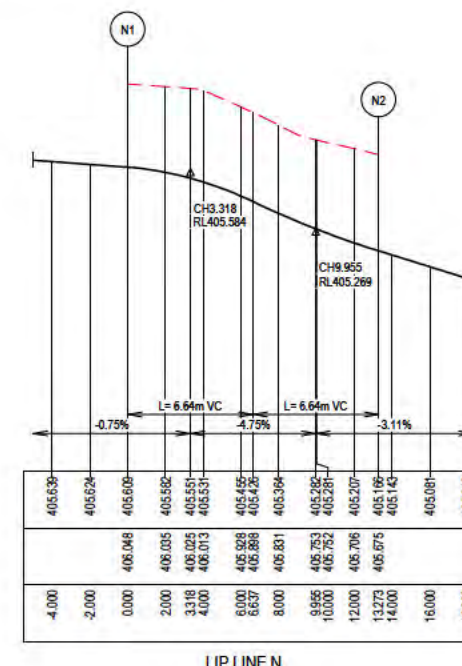
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VERTICAL GEOMETRY
DATUM RL404

DESIGN LEVEL

EXISTING SURFACE

CHAINAGE



LIP LINE N



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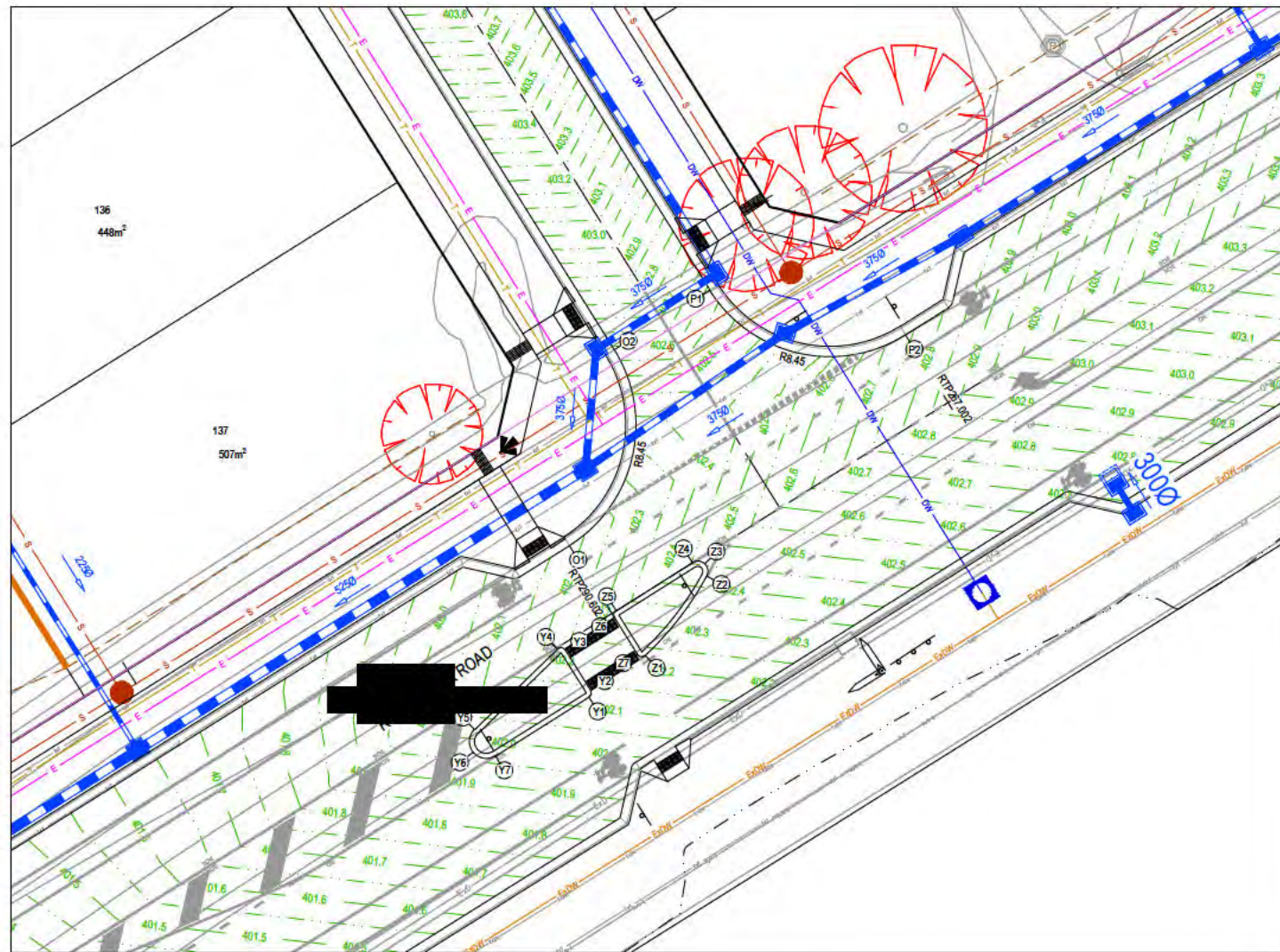
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Project Details
CITY OF BALLARAT
Drawing Title
INTERSECTION DETAILS
SHEET 1 OF 3

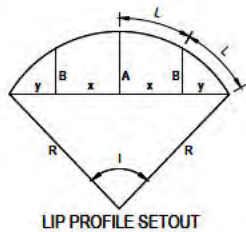
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Scale
1:200 @ A1
Project Ref
2000987
Stage No
03
Drawing No
300
Rev
P2





LEGEND

- STORMWATER DRAIN, PIT & PROPERTY INLET
- MELBOURNE WATER DRAIN & PIT
- SWALE DRAIN
- SEWER & MAINTENANCE STRUCTURES
- HOUSE DRAIN
- TACTILE PAVERS (INDICATIVE ONLY)
- EXISTING HOUSE DRAIN
- RETAINING WALL
- PAVEMENT TREATMENT
- CONCRETE EDGE STRIP WITH SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
- LIMIT OF WORKS
- EXISTING TREE TO BE REMOVED
- PERMANENT SURVEY MARK
- TEMPORARY BENCH MARK
- PROPOSED DRIVEWAY



ALIGNMENT O

Point no	Easting	Northing	RL
O1	748759.279	5834126.304	402.176
O2	748761.949	5834137.952	402.588

Curve no	I	Radius	Arc	A	B	X	Y	I	Mid point RL
O1 - O2	90.000	8.450	13.273	2.475	1.832	3.234	2.741	3.318	402.333

ALIGNMENT P

Point no	Easting	Northing	RL
P1	748767.626	5834141.511	402.588
P2	748779.274	5834138.840	402.736

Curve no	I	Radius	Arc	A	B	X	Y	I	Mid point RL
P1 - P2	90.000	8.450	13.273	2.475	1.832	3.234	2.741	3.318	402.449

ALIGNMENT Y

Point no	Easting	Northing	RL
Y1	748760.439	5834117.298	402.123
Y2	748760.535	5834117.712	402.139
Y3	748759.034	5834120.106	402.224
Y4	748758.570	5834120.161	402.224
Y5	748753.646	5834115.370	402.022
Y6	748753.558	5834114.035	401.971
Y7	748754.876	5834113.806	401.967

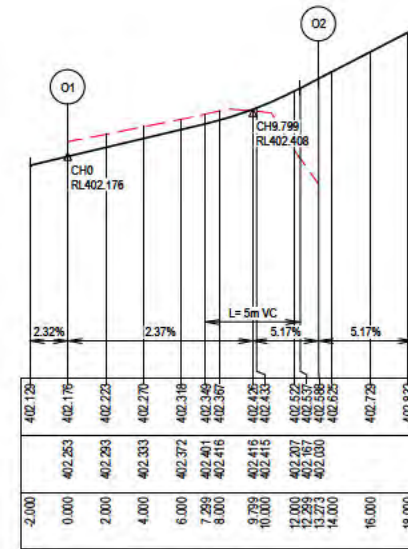
Curve no	I	Radius	Arc	A	B	X	Y	I	Mid point RL
Y1 - Y2	90.292	0.300	0.473	0.088	0.065	0.115	0.098	0.118	402.131
Y3 - Y4	102.135	0.300	0.535	0.111	0.082	0.129	0.104	0.134	402.228
Y5 - Y6	83.946	1.000	1.465	0.257	0.190	0.358	0.311	0.366	401.986
Y6 - Y7	83.946	1.000	1.465	0.257	0.190	0.358	0.311	0.366	401.959

ALIGNMENT Z

Point no	Easting	Northing	RL
Z1	748763.790	5834119.780	402.231
Z2	748767.446	5834124.494	402.427
Z3	748767.330	5834125.217	402.453
Z4	748766.600	5834125.288	402.453
Z5	748762.056	5834122.439	402.325
Z6	748761.961	5834122.025	402.309
Z7	748763.331	5834119.840	402.232

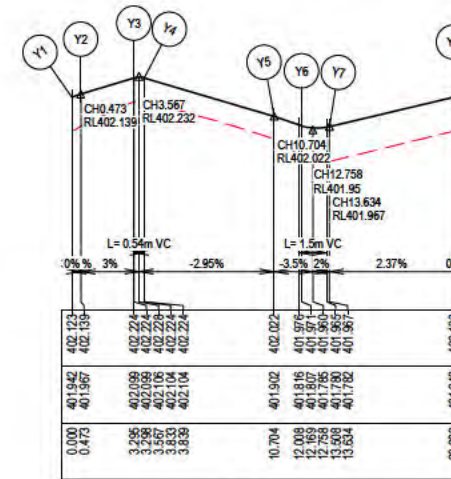
Curve no	I	Radius	Arc	A	B	X	Y	I	Mid point RL
Z1 - Z2	18.624	18.435	5.992	0.243	0.182	1.496	1.487	1.498	402.329
Z2 - Z3	75.289	0.600	0.788	0.125	0.093	0.194	0.173	0.197	402.440
Z3 - Z4	75.289	0.600	0.788	0.125	0.093	0.194	0.173	0.197	402.458
Z5 - Z6	90.000	0.300	0.471	0.088	0.065	0.115	0.097	0.118	402.317
Z7 - Z1	100.798	0.300	0.528	0.109	0.080	0.128	0.103	0.132	402.228

VERTICAL GEOMETRY
DATUM RL401
DESIGN LEVEL
EXISTING SURFACE
CHAINAGE



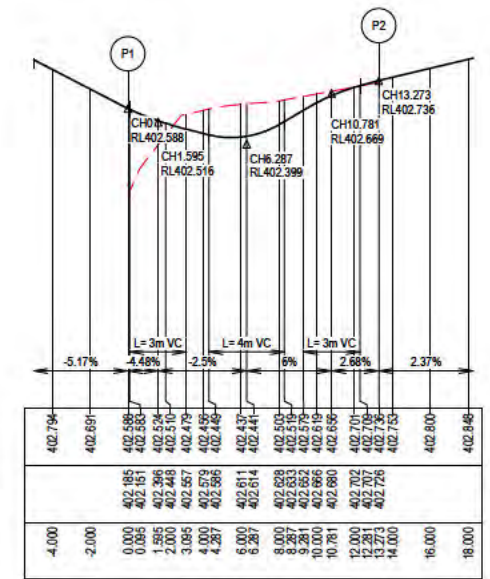
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VERTICAL GEOMETRY
DATUM RL401
DESIGN LEVEL
EXISTING SURFACE
CHAINAGE



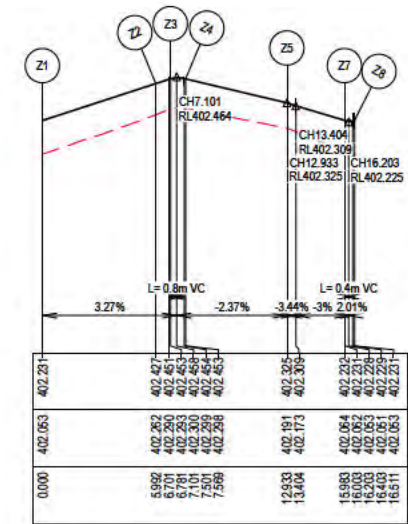
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VERTICAL GEOMETRY
DATUM RL401
DESIGN LEVEL
EXISTING SURFACE
CHAINAGE

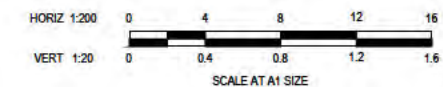


LIP LINE P

VERTICAL GEOMETRY
DATUM RL401
DESIGN LEVEL
EXISTING SURFACE
CHAINAGE



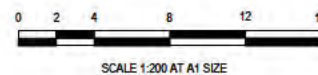
LIP LINE Z



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P1	AMENDED AS PER COUNCIL COMMENTS	10.09.2024	TT	MJ					
P0	ISSUED FOR INFORMATION	16.06.2023	TT	MJ					



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Date
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Development & Infrastructure Consultants
Suite 3, 180 Eleanor Drive
Lucas VIC 3350
ph: 03 5327 2000
www.beveridgewilliams.com.au

Project
Details
CITY OF BALLARAT
INTERSECTION DETAILS
SHEET 2 OF 3

Sheet 21 of 29

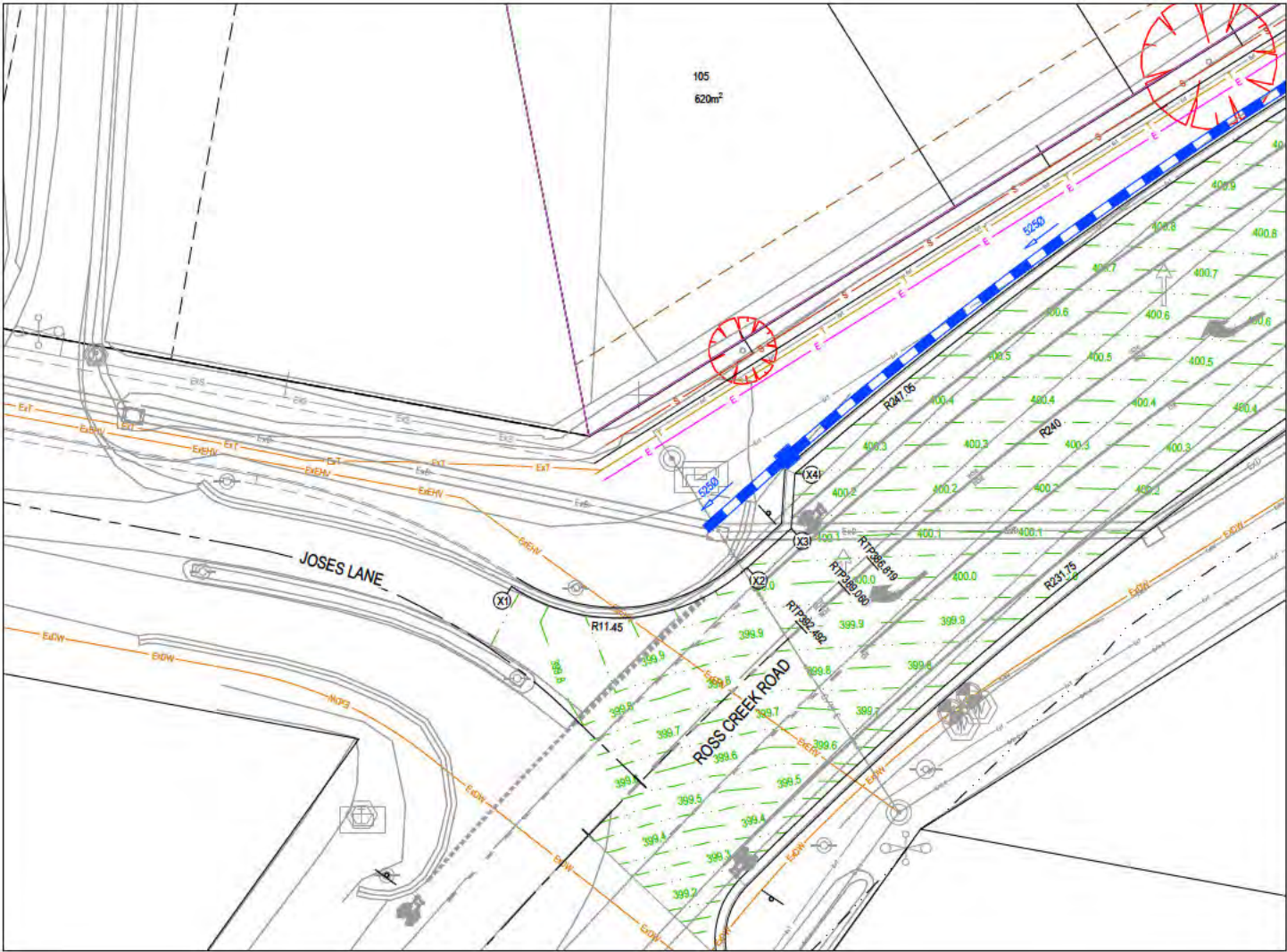
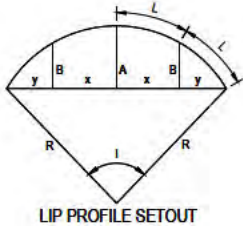
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Project Ref
2000887
Stage No
03
Drawing No
301
Rev
P2

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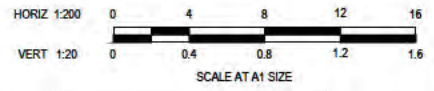
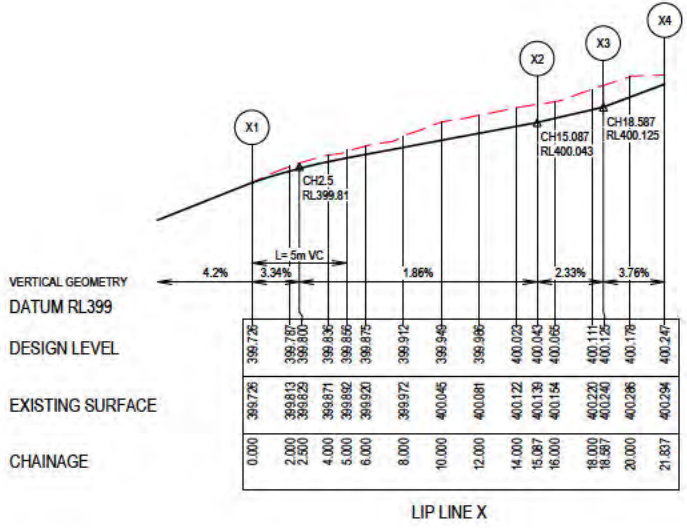
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- MELBOURNE WATER DRAIN & PIT
- SWALE DRAIN
- SEWER & MAINTENANCE STRUCTURES
- HOUSE DRAIN
- TACTILE PAVERS (INDICATIVE ONLY)
- EXISTING HOUSE DRAIN
- RETAINING WALL
- PAVEMENT TREATMENT
- CONCRETE EDGE STRIP WITH SUBSOIL DRAIN
- "NO ROAD" SIGN & BARRIER
- LIMIT OF WORKS
- EXISTING TREE TO BE REMOVED
- PERMANENT SURVEY MARK
- TEMPORARY BENCH MARK
- PROPOSED DRIVEWAY



ALIGNMENT X

Point no	Easting	Northing	RL
X1	748660.504	5834067.479	399.726
X2	748674.479	5834068.585	400.043
X3	748677.086	5834070.921	400.125
X4	748677.299	5834074.164	400.247

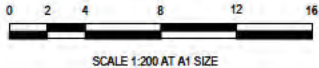
Curve no	L	Radius	Arc	A	B	X	Y	I	Mid point RL
X1 - X2	75.493	11.450	15.087	2.396	1.781	3.704	3.306	3.772	399.903
X2 - X3	0.819	244.750	3.500	0.006	0.005	0.875	0.875	0.875	400.084



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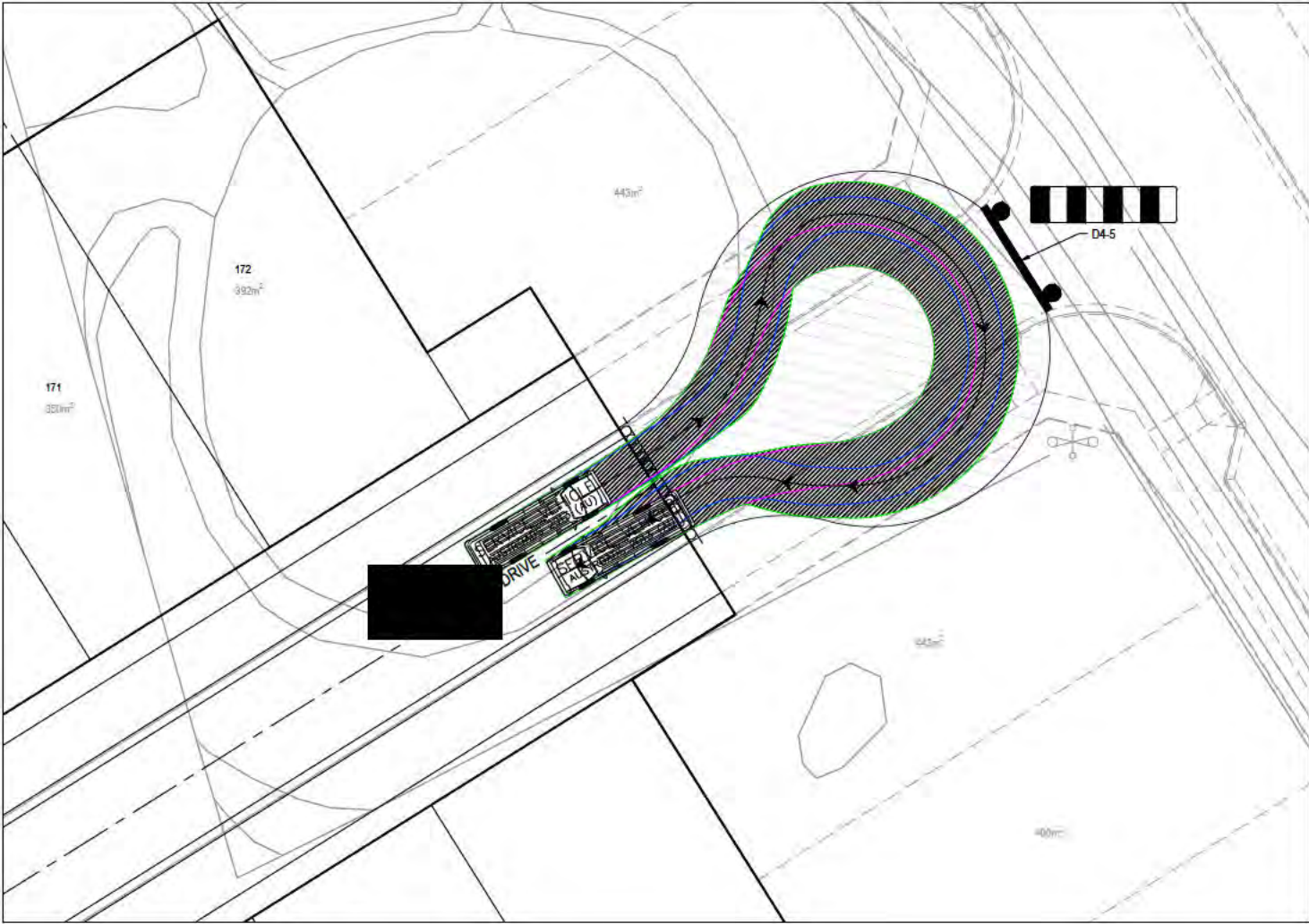
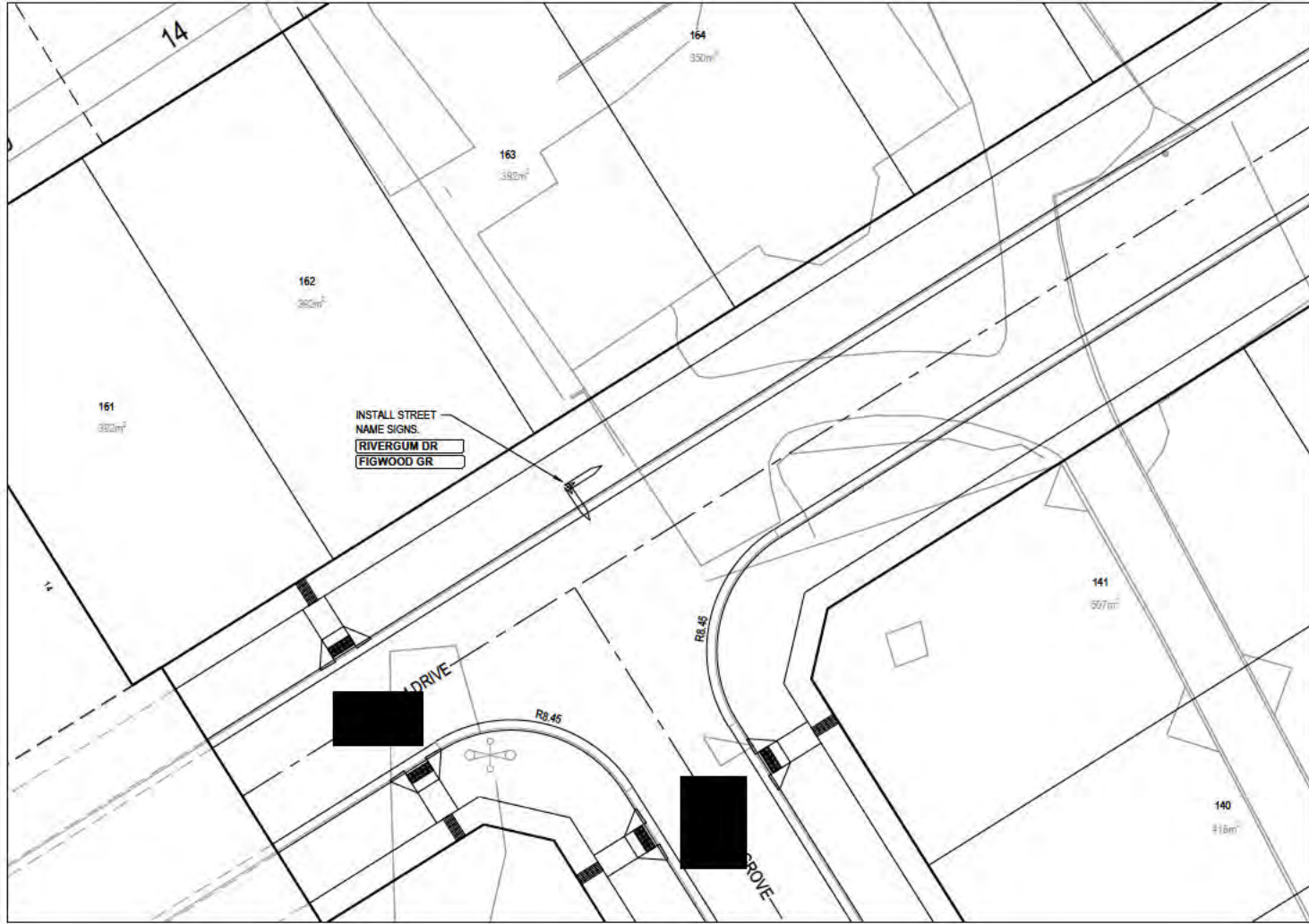
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ph: 03 5327 2000
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Project
Details
City of Ballarat
INTERSECTION DETAILS
SHEET 3 OF 3

Sheet 22 of 29
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1:200 @ A1
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P2



NOTE
STREET NAME BLADE BACKGROUND COLOUR
"ULTRAMARINE BLUE 752"

ULTRAMARINE BLUE GLOSS
AVERY DENNISON 777-052
R:0 G:59 B:148
C:99.87 M:83.02 Y:0.66 K:11.33
L:25.83 A:12.28 B:-55.56

- NOTES**
1. RRPM'S AT MAX 6m SPACING.
 2. LINEMARKING TO BE EXTENDED AT LEAST 6m FROM THE TANGENT POINT
 3. LINEMARKING IN ACCORDANCE WITH AS1742.
 4. TGS1 TO BE INSTALLED IN ACCORDANCE WITH AS1428.4
 5. ALL STREET NAME SIGNS AT INTERSECTIONS TO INCLUDE RELEVANT STREET NUMBERING.
 6. ALL LINE MARKING PAINT SHALL BE LONG LIFE TYPE.

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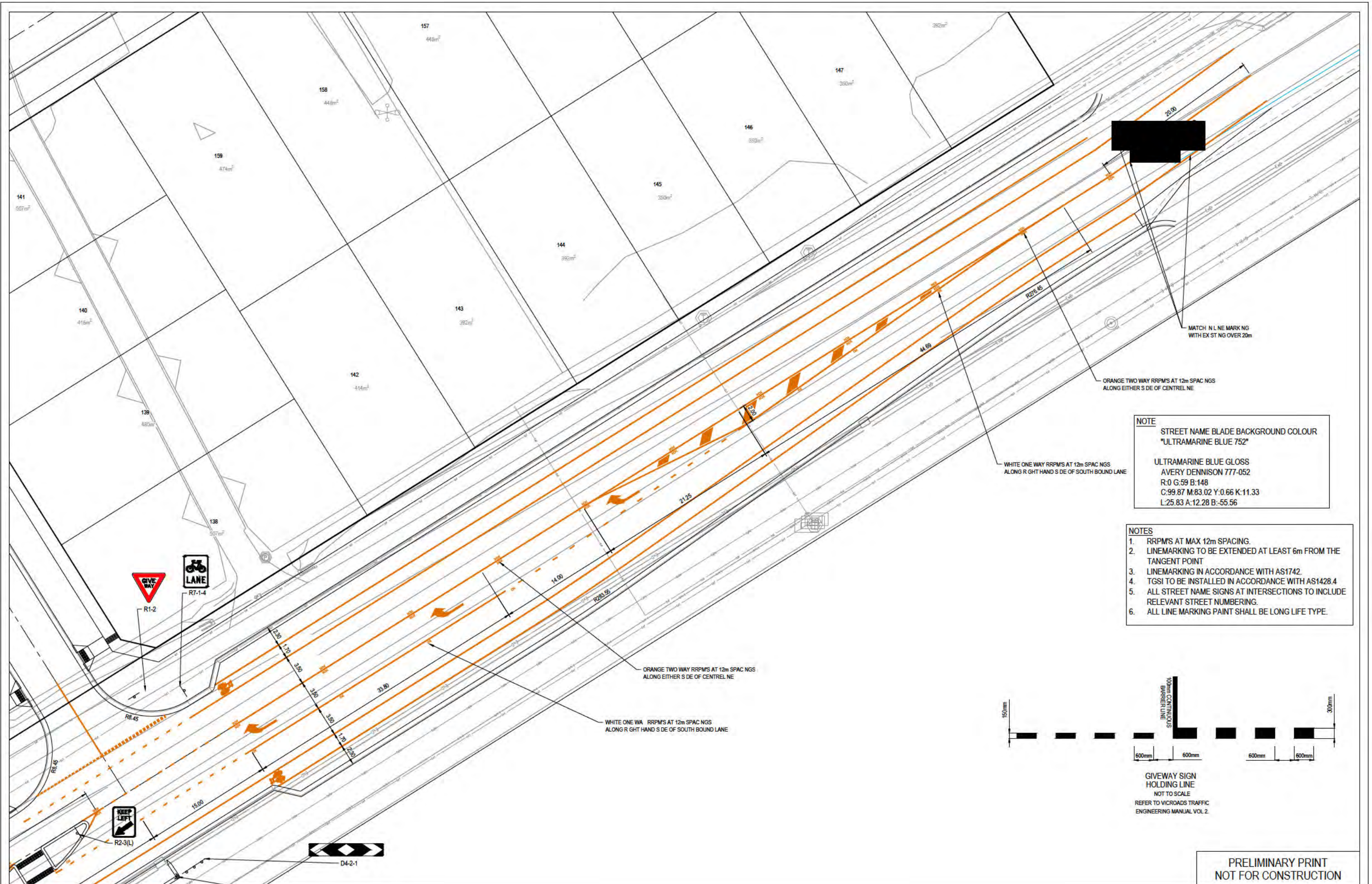
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Project
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STAGE 03
CITY OF BALLARAT
Drawing
Title
SIGNAGE & LINE MARKING PLANS
SHEET 1 OF 4

Sheet 23 of 29
Scale
1:200 @ A1
Project Ref
2000887
Stage No
03
Drawing No
350
Rev
P2

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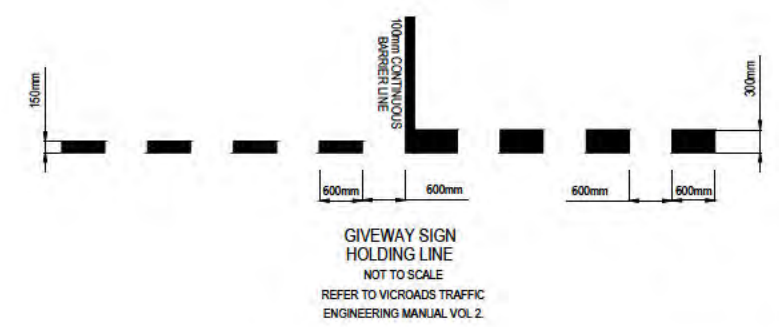


NOTE

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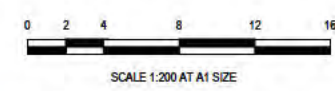
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AVERY DENNISON 777-052
R:0 G:59 B:148
C:99.87 M:83.02 Y:0.66 K:11.33
L:25.83 A:12.28 B:-55.56

- NOTES**
1. RRPMS AT MAX 12m SPACING.
 2. LINEMARKING TO BE EXTENDED AT LEAST 6m FROM THE TANGENT POINT
 3. LINEMARKING IN ACCORDANCE WITH AS1742.
 4. TGS1 TO BE INSTALLED IN ACCORDANCE WITH AS1428.4
 5. ALL STREET NAME SIGNS AT INTERSECTIONS TO INCLUDE RELEVANT STREET NUMBERING.
 6. ALL LINE MARKING PAINT SHALL BE LONG LIFE TYPE.



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Detail

STAGE 03
CITY OF BALLARAT

Drawing
Title

SIGNAGE & LINE MARKING PLANS
SHEET 2 OF 4

Sheet 24 of 29

Scale
1:200 @ A1

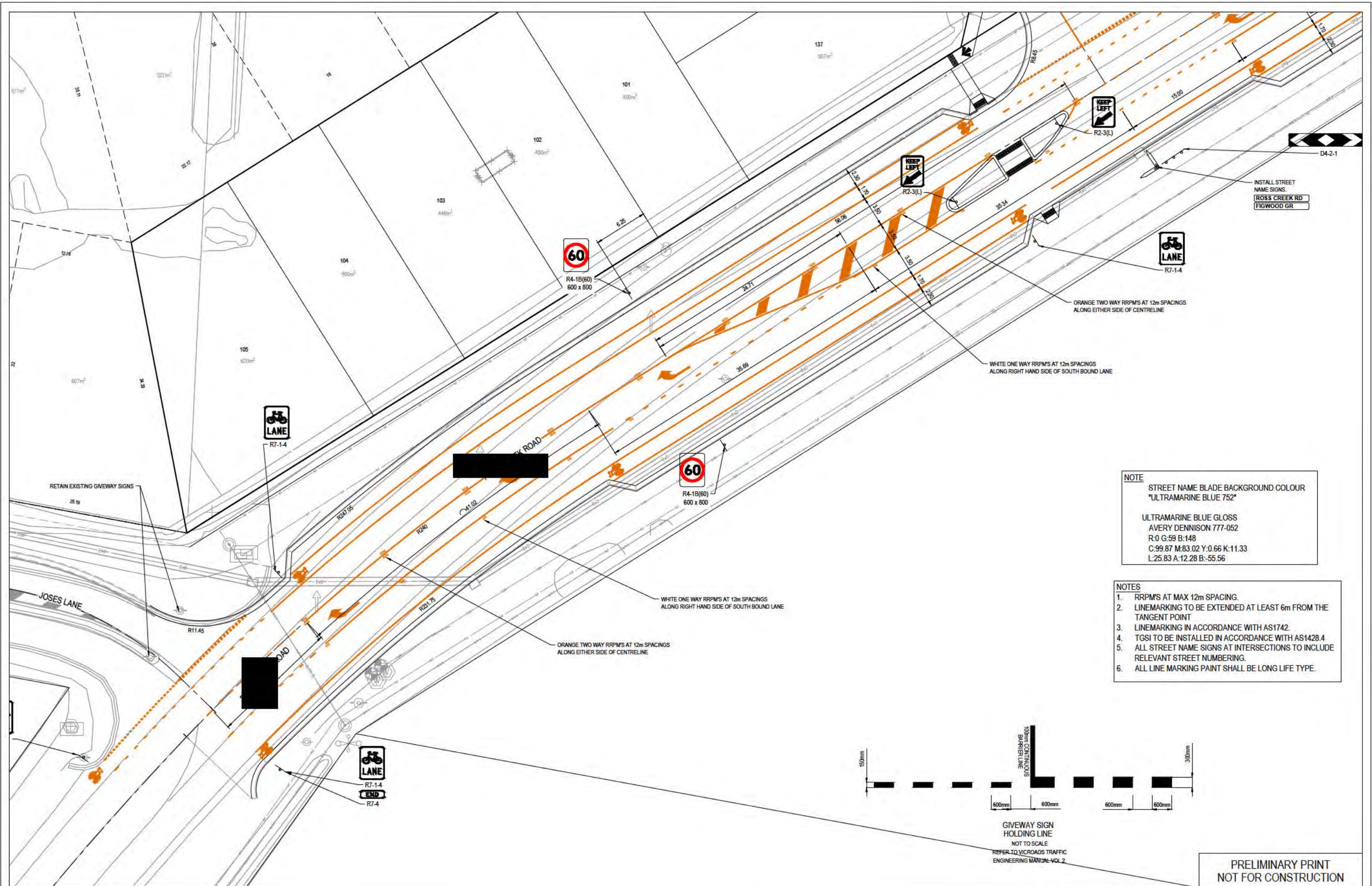
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Stage No
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Drawing No
351

Rev
P2

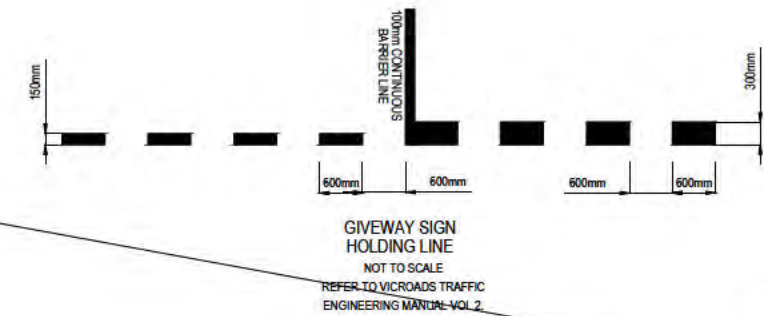
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NOTE
STREET NAME BLADE BACKGROUND COLOUR
"ULTRAMARINE BLUE 752"

ULTRAMARINE BLUE GLOSS
AVERY DENNISON 777-052
R:0 G:59 B:148
C:99.87 M:83.02 Y:0.66 K:11.33
L:25.83 A:12.28 B:-55.56

- NOTES**
1. RRPM'S AT MAX 12m SPACING.
 2. LINEMARKING TO BE EXTENDED AT LEAST 6m FROM THE TANGENT POINT
 3. LINEMARKING IN ACCORDANCE WITH AS1742.
 4. TGS TO BE INSTALLED IN ACCORDANCE WITH AS1428.4
 5. ALL STREET NAME SIGNS AT INTERSECTIONS TO INCLUDE RELEVANT STREET NUMBERING.
 6. ALL LINE MARKING PAINT SHALL BE LONG LIFE TYPE.



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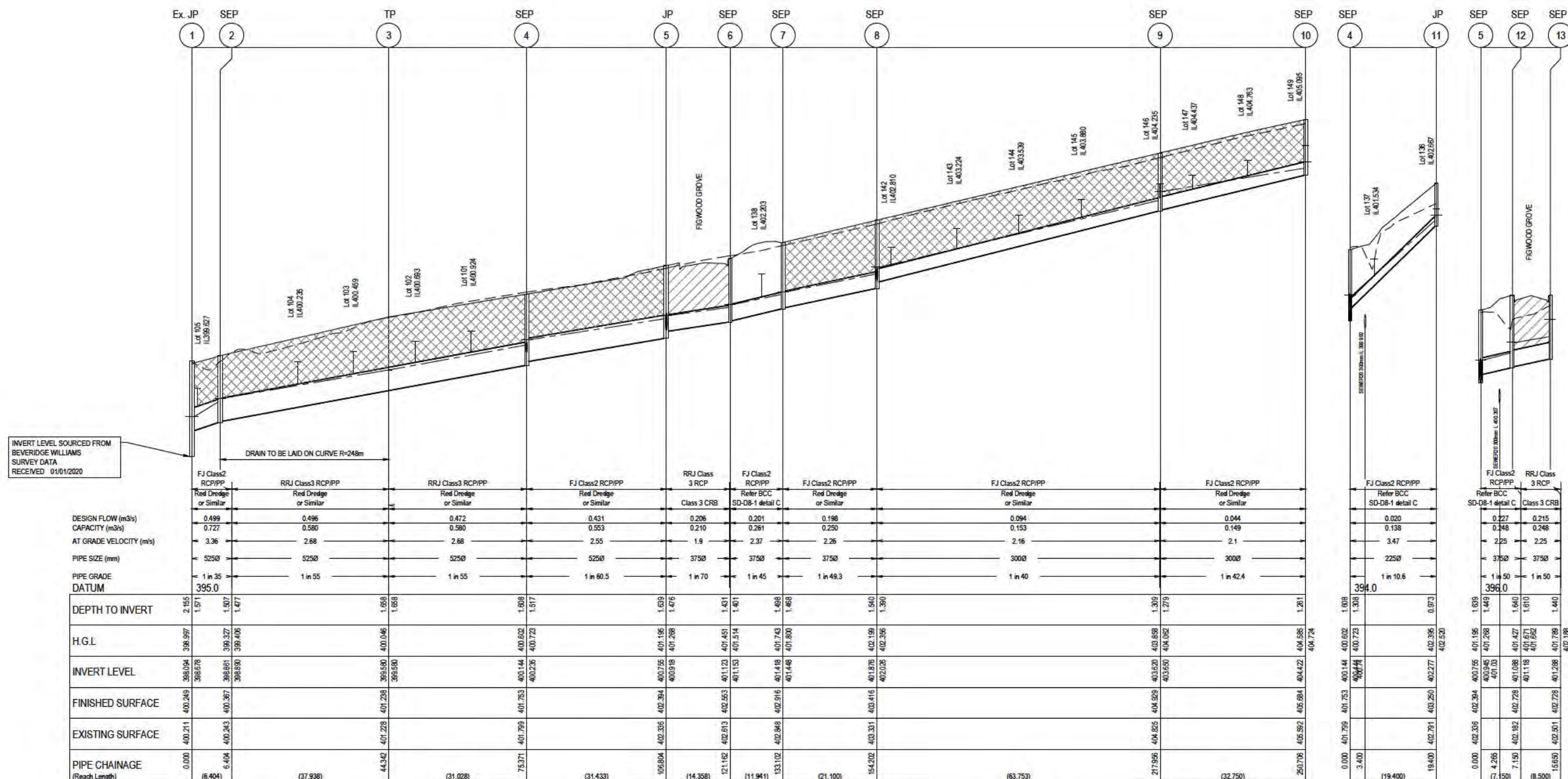
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Project Details
City of Ballarat
Drawing Title
SIGNAGE & LINE MARKING PLANS
SHEET 3 OF 4

Sheet 25 of 29
Scale
1:200 @ A1
Project Ref
2000887
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03
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352
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P2

NOTES:
ALL STORMWATER DRAINS UP TO AND INCLUDING 750mm DIA. ARE TO BE CLASS 2 R.R.J. PIPES UNLESS NOTED OTHERWISE.

LEGEND	
	EXISTING SURFACE
	DESIGN SURFACE
	DRAINAGE PIPE/PIT
	EXISTING DRAINAGE PIPE/PIT
	HYDRAULIC GRADE LINE
	DENOTES 20mm CLASS 3 FCR BACKFILL



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P0	ISSUED FOR INFORMATION	16.06.2023	TT	MU					



HORIZ 1:500
VERT 1:50
SCALE AT A1 SIZE

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Date
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Date
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Date
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Date
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PS 911031K

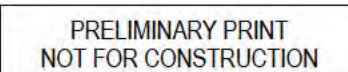
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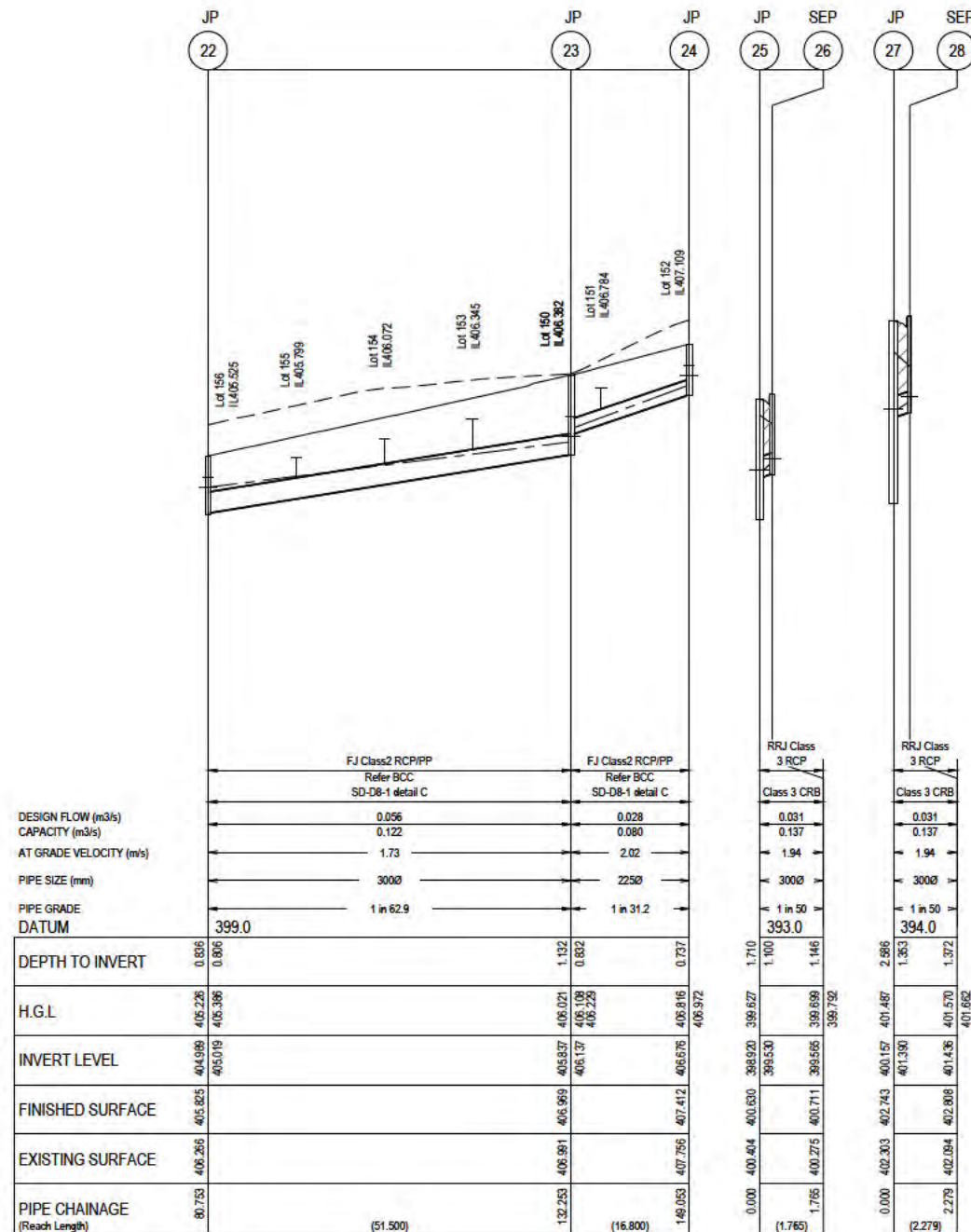
Project
Details
CITY OF BALLARAT
Drawing
Title
DRAINAGE LONGITUDINAL SECTIONS
SHEET 1 OF 3

Sheet 27 of 29
Scale
1:500 H 1:50 V @ A1
Project Ref
2000887
Stage No
03
Drawing No
400
Rev
P2

LEGEND

---	EXISTING SURFACE
---	DESIGN SURFACE
---	DRAINAGE PIPE/PIT
---	EXISTING DRAINAGE PIPE/PIT
---	HYDRAULIC GRADE LINE
	DENOTES 20mm CLASS 3 FCR BACKFILL





PIT SCHEDULE

Pit Name	TYPE	EASTING	NORTHING	INTERNAL WD	INTERNAL LEN	INLET DIA	INLET INV LEV	OUTLET DIA	OUTLET INV LEV	PIT SETOUT RL	DEPTH	COVER CLASS	REMARKS
1	EX. JUNCTION PIT	748672.048	5834070.903	1.20	1.20	525	398.678	525	398.678	400.180	2.086	B	EXISTING JUNCTION PIT
2	SIDE ENTRY PIT	748676.838	5834075.153	0.90	0.90	525	398.890	525	398.861	400.367	1.507	B	IDMSD-431 Haunched to SD-410
3	TANGENT POINT	748707.318	5834097.680			525	399.580	525	399.58	401.238	1.658		
4	SIDE ENTRY PIT	748733.607	5834114.163	0.90	0.90	525	400.235	525	400.144	401.753	1.608	B	IDMSD-431 Haunched to SD-410
5	JUNCTION PIT	748760.239	5834130.860	0.90	0.90	375	400.918	375	400.755	402.394	1.639	B	IDMSD-425
6	SIDE ENTRY PIT	748772.099	5834138.952	0.60	0.90	375	401.153	375	401.123	402.553	1.431	B	IDMSD-431
7	SIDE ENTRY PIT	748782.573	5834144.686	0.60	0.90	375	401.448	375	401.418	402.916	1.498	B	IDMSD-431
8	SIDE ENTRY PIT	748800.450	5834155.894	0.60	0.90	300	402.026	375	401.876	403.416	1.540	B	IDMSD-431
9	SIDE ENTRY PIT	748854.465	5834189.760	0.60	0.90	300	403.650	300	403.62	404.929	1.309	B	IDMSD-431
10	SIDE ENTRY PIT	748882.212	5834207.156	0.60	0.90			300	404.422	405.684	1.261	B	IDMSD-431
11	JUNCTION PIT	748723.302	5834130.599	0.60	0.90			225	402.277	403.250	0.973	B	IDMSD-425
12	SIDE ENTRY PIT	748760.868	5834137.982	0.60	0.90	375	401.118	375	401.088	402.728	1.640	B	IDMSD-431
13	SIDE ENTRY PIT	748768.070	5834142.497	0.60	0.90	375	401.318	375	401.288	402.728	1.440	B	IDMSD-431
14	SIDE ENTRY PIT	748738.694	5834189.390	0.60	0.90	375	403.830	375	403.797	405.255	1.458	B	IDMSD-431
15	SIDE ENTRY PIT	748741.270	5834200.585	0.60	0.90	375	404.108	375	404.078	405.722	1.644	B	IDMSD-431
16	SIDE ENTRY PIT	748736.755	5834207.786	0.60	0.90	375	404.226	375	404.196	405.722	1.526	B	IDMSD-431
17	SIDE ENTRY PIT	748802.547	5834249.035	0.60	0.90	300	405.357	375	405.327	406.834	1.507	B	IDMSD-431
18	SIDE ENTRY PIT	748834.954	5834269.354	0.60	0.90			300	405.903	407.498	1.595	B	IDMSD-431
19	JUNCTION PIT	748712.698	5834192.880	0.60	0.90			225	404.557	405.514	0.957	B	IDMSD-425
20	SIDE ENTRY PIT	748807.062	5834241.834	0.60	0.90			300	405.476	406.834	1.358	B	IDMSD-431
21	JUNCTION PIT	748781.990	5834185.336	0.60	0.90	300	404.031	300	403.974	404.856	0.882	B	IDMSD-425
22	JUNCTION PIT	748820.967	5834209.773	0.60	0.90	300	405.019	300	404.989	405.825	0.836	B	IDMSD-425
23	JUNCTION PIT	748864.600	5834237.129	0.60	0.90	225	406.137	300	405.837	406.969	1.132	B	IDMSD-425
24	JUNCTION PIT	748855.676	5834251.363	0.60	0.90			225	406.676	407.412	0.737	B	IDMSD-425
25	JUNCTION PIT	748717.063	5834082.799	0.90	1.20	300	399.530			400.630	1.710	D	IDMSD-425 Haunched to SD-410
26	SIDE ENTRY PIT	748718.001	5834081.303	0.60	0.90			300	399.565	400.711	1.146	B	IDMSD-431
27	JUNCTION PIT	748791.668	5834130.179	0.90	1.20	300	401.390			402.743	2.586	D	IDMSD-425 Haunched to SD-410
28	SIDE ENTRY PIT	748792.878	5834128.249	0.60	0.90			300	401.436	402.808	1.372	B	IDMSD-431

NOTES

1. SETOUT CO-ORDINATES TO PIT CENTRE
2. SETOUT LEVEL TO PIT COVER LEVEL
3. COVER LEVELS AND PIT CO-ORDINATES ARE APPROX ONLY AND SHOULD BE CONSTRUCTED TO SUIT FINISHED SURFACE

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REV	DESCRIPTION	DATE	DRN.	APP.	REV	DESCRIPTION	DATE	DRN.	APP.
P2	AMENDED AS PER COUNCIL COMMENTS	25.10.2024	TT	MJ					
P1	AMENDED AS PER COUNCIL COMMENTS	10.09.2024	TT	MJ					
P0	ISSUED FOR INFORMATION	16.06.2023	TT	MJ					



Designed
Drawn
Checked
Date
Approved
Reg. No.
Date
PS Number
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Project
Title
DRAINAGE LONGITUDINAL SECTIONS
& DRAINAGE PIT SCHEDULE
SHEET 3 OF 3

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Scale

Project Ref
2000887
Stage No
03
Drawing No
402
Rev
P2

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