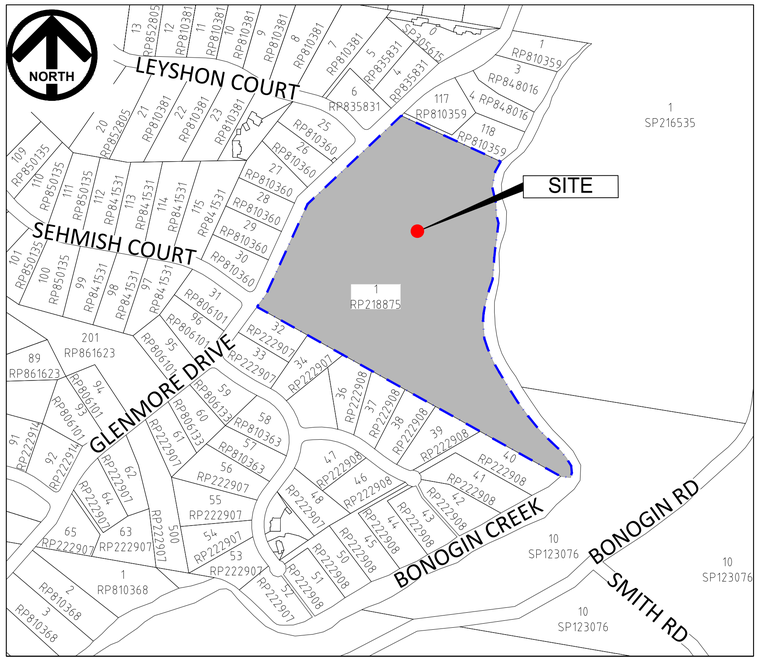
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN
BULK EARTHWORKS, ROADWORKS & CIVIL SERVICES
CONTRACT LC25079



LOCALITY PLAN
N.T.S.

SCHEDULE OF DRAWINGS	
DRAWING No.	DRAWING TITLE
LC25079.C000	COVER PAGE AND DRAWING SCHEDULE
LC25079.C100	TYPICAL SECTION AND DETAILS
LC25079.C150	RETAINING WALL DETAILS
LC25079.C200	BULK EARTHWORKS LAYOUT PLAN
LC25079.C201	BULK EARTHWORKS SECTIONS - SHEET 1
LC25079.C202	BULK EARTHWORKS SECTIONS - SHEET 2
LC25079.C250	EROSION AND SEDIMENT CONTROL LAYOUT PLAN
LC25079.C251	EROSION AND SEDIMENT CONTROL NOTES AND DETAILS
LC25079.C300	ROADWORKS LAYOUT PLAN
LC25079.C301	CONTROL KERB RETURN DETAILS AND SETOUT
LC25079.C310	ROADWORKS LONGITUDINAL SECTION - ROAD 1
LC25079.C311	ROADWORKS LONGITUDINAL SECTION - GLENMORE DRIVE
LC25079.C312	ROADWORKS LONGITUDINAL SECTION - GLENMORE DRIVE
LC25079.C320	ROADWORKS CROSS SECTIONS - SHEET 1
LC25079.C321	ROADWORKS CROSS SECTIONS - SHEET 2
LC25079.C322	ROADWORKS CROSS SECTIONS - SHEET 3
LC25079.C323	ROADWORKS CROSS SECTIONS - SHEET 4
LC25079.C324	ROADWORKS CROSS SECTIONS - SHEET 5
LC25079.C325	ROADWORKS CROSS SECTIONS - SHEET 6
LC25079.C326	ROADWORKS CROSS SECTIONS - SHEET 7
LC25079.C327	ROADWORKS CROSS SECTIONS - SHEET 8
LC25079.C328	ROADWORKS CROSS SECTIONS - SHEET 9
LC25079.C329	ROADWORKS CROSS SECTIONS - SHEET 10
LC25079.C340	JOINTING LAYOUT PLANS - SHEET 1
LC25079.C341	JOINTING LAYOUT PLANS - SHEET 2
LC25079.C342	JOINTING LAYOUT PLANS - SHEET 3
LC25079.C343	RAMP LAYOUT PLANS
LC25079.C350	DRIVEWAYS LAYOUT PLANS - SHEET 1
LC25079.C351	DRIVEWAYS LAYOUT PLANS - SHEET 2
LC25079.C352	DRIVEWAYS LAYOUT PLANS - SHEET 3
LC25079.C370	SIGHT DISTANCE LAYOUT PLAN 1
LC25079.C371	SIGHT DISTANCE LAYOUT PLAN 2
LC25079.C372	LONGITUDINAL SECTIONS - CSD3 AND CSD4
LC25079.C373	SIGHT DISTANCE LAYOUT PLAN 3
LC25079.C374	SIGHT DISTANCE LAYOUT PLAN 4
LC25079.C375	SIGHT DISTANCE LAYOUT PLAN 5
LC25079.C376	SIGHT DISTANCE LAYOUT PLAN 6
LC25079.C380	SWEPT PATH LAYOUT PLAN 1
LC25079.C381	SWEPT PATH LAYOUT PLAN 2
LC25079.C400	STORMWATER CATCHMENT LAYOUT PLAN
LC25079.C401	STORMWATER DRAINAGE LAYOUT PLAN
LC25079.C402	STORMWATER LONGITUDINAL SECTIONS - SHEET 1
LC25079.C403	STORMWATER LONGITUDINAL SECTIONS - SHEET 2
LC25079.C404	STORMWATER LONGITUDINAL SECTIONS - SHEET 3
LC25079.C405	STORMWATER LONGITUDINAL SECTIONS - SHEET 4
LC25079.C410	STORMWATER CALCULATION TABLE - SHEET 1
LC25079.C411	STORMWATER CALCULATION TABLE - SHEET 2
LC25079.C500	WATER RETICULATION LAYOUT PLAN AND DETAILS



NEIGHBOURHOOD PLAN
N.T.S.

DETAILED DESIGN
NOT FOR CONSTRUCTION

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION 98 GLENMORE DRIVE, BONOGIN

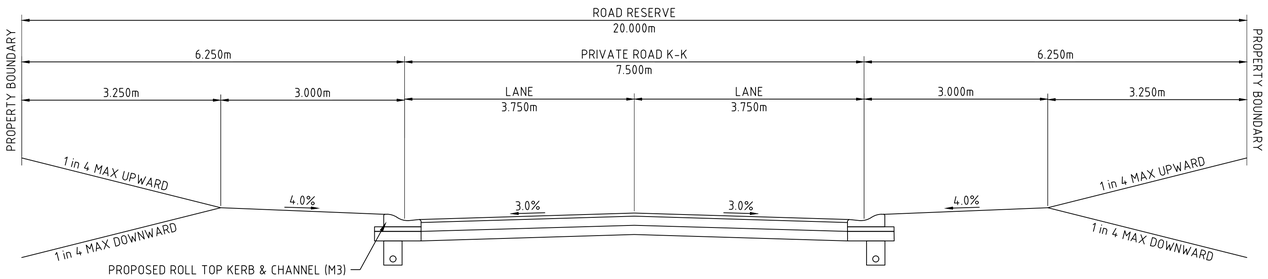
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: COVER PAGE AND DRAWING SCHEDULE

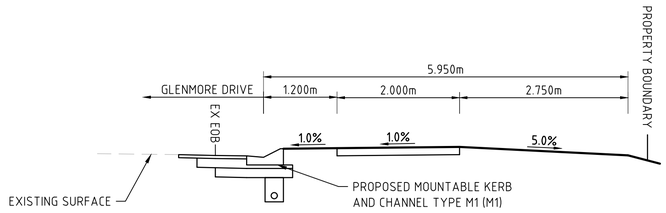
DRAWING NO. LC25079.C000

REV. C



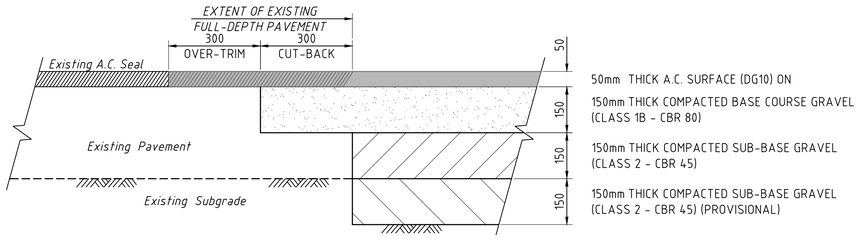
TYPICAL SECTION - PRIVATE ROAD

SCALE: 1:50



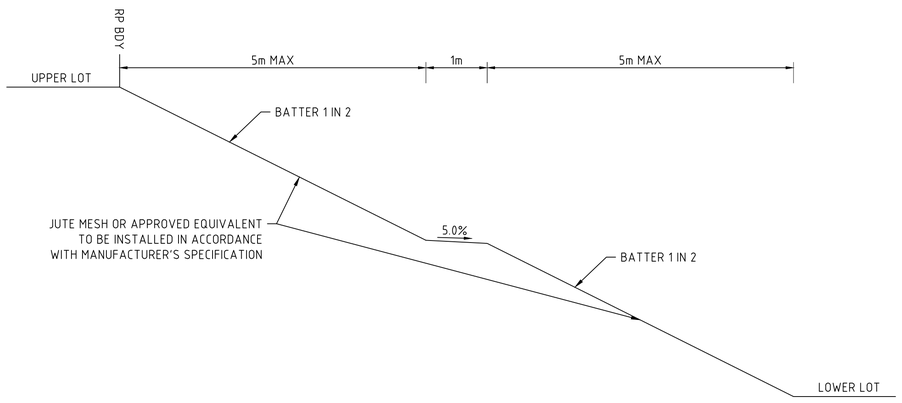
TYPICAL SECTION - EX ROAD

SCALE: 1:50



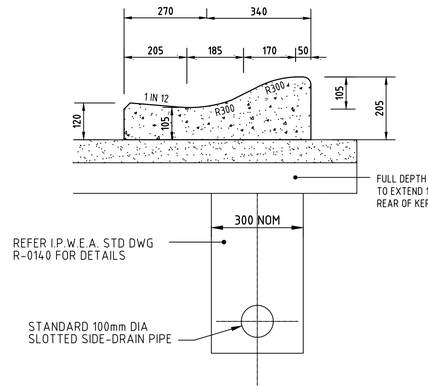
PAVEMENT TIE-IN DETAILS

SCALE 1:10



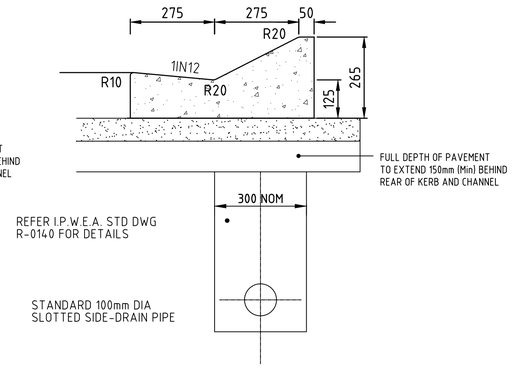
BATTER DETAIL

NTS



ROLL TOP KERB & CHANNEL (M3)

SCALE: 1:10



MOUNTABLE KERB AND CHANNEL TYPE M1 (M1)

SCALE 1:10

PAVEMENT AND KERB NOTES:

1. BATTER SLOPES AND PAVEMENT CROSSFALLS SHOWN ON THIS DRAWING ARE TYPICAL ONLY. FOR VARIATION FROM THE STANDARD PROFILES REFER RELEVANT ROADWORKS DRAWINGS.
2. PAVEMENT DEPTHS SHOWN ON THIS DRAWING ARE DESIGN DEPTHS ONLY AND MAY BE VARIED ONCE SUBGRADE TESTS ARE TAKEN. TURNOUTS ARE TO BE PAVED WITH THE SAME MATERIAL AND COMPACTED TO THE SAME STANDARD AS THE ROAD ADJACENT.
3. KERB AND CHANNEL, MEDIAN KERB AND OTHER EDGE SECTIONS SHALL BE CONCRETE CLASS S25, AND THE MIX DESIGNED SPECIFICALLY FOR EXTRUSION.
4. REFER IPWEAQ STD DWG RS-080 FOR TYPICAL KERB DETAILS AND NOTES.
5. FOR DETAILS OF SIDE-DRAIN CONSTRUCTION REFER IPWEAQ STD DWGS RS-140 AND RS-142.
6. 1.5m WIDE REINFORCED CONCRETE FOOTPATH INCLUDING KERB RAMPS AND JOINTING TO BE CONSTRUCTED IN ACCORDANCE WITH IPWEAQ STD DWGS RS-065, RS-090 AND RS-094.

PLANTING

IN AREAS WITH A GRADE OF 1:2 OR STEEPER PLANTING DENSITY SHOULD BE 6/m^2
IN AREAS WITH A GRADE BETWEEN 1:4 AND 1:2 PLANTING DENSITY SHOULD BE 4/m^2

LATIN NAME	COMMON NAME	MATURE HEIGHT	MATURE SPREAD	SCHEDULED SIZE	% PLANTING COVER
MYOPORUM PAVIFOLIUM	CREEPING BOOBIALLA	0.45-0.6m	1.2-2.0m	TUBE STOCK	10
HIBBERTIA SCANDENS	GOLDEN GUINEA FLOWER, SNAKE VINE	0.0-3.0m	3.5-6m	TUBE STOCK	10
CHLORIS TRUNCATA	WINDMILL GRASS	0.3-0.45m	0.3-0.6m	TUBE STOCK	10
DIANELLA CAERUIEA	PAROO LILY, BLUE FLAX-LILY	0.45-0.6m	0.3-0.6m	TUBE STOCK	10
CAPILLIPEDIUM SPICIGERUM	SCENT TOP GRASS	0.5-1.2m	0.4-0.6m	TUBE STOCK	10
LOMANDRA LONGIFOLIA	SPINY-HEADED MAT-RUCH	0.75-0.9m	0.9-1.2m	TUBE STOCK	30
THEMEDA AUSTRALIA/TRIANDRA	KANGAROO GRASS	0.75-0.9m	0.6-0.9m	TUBE STOCK	20
TURF - OFF FORMATION SECTIONS WITH A GRADE LESS THAN 1:4					
CYNODON DACTYLON	GRADE A GREEN COUCH GRASS	0.15-0.25m		TURF	

SPECIFICATION NOTES

1. PREPARATION: ENSURE THAT ALL PLANTING AND TURF AREAS ARE FREE OF DEBRIS AND WEED BEFORE RIPPING AND CULTIVATION TAKES PLACE.
2. RIPPING AND CULTIVATION: ALL AREAS IDENTIFIED TO BE PLANTED ARE TO BE RIPPED TO A DEPTH OF 300mm, CULTIVATE TO 150mm.
3. SOIL IMPROVED PLANTING AREAS: TERRCOTEM SOIL IMPROVER (OR EQUIVALENT AND APPROVED) IS TO BE ADDED TO ALL PLANTING AND TURF AREAS AND INSTALLED TO MANUFACTURER'S SPECIFICATIONS.
4. MINIMUM 1.2m WIDE TURF STRIP TO BE PLACED ADJACENT TO DISTURBED BATTERS FOR OFF-FORMATION PATH SECTIONS UNLESS NOTED OTHERWISE.
5. JUTE MESH: JUTE MESH IS TO INSTALLED TO ALL BATTERS STEEPER THAN 1:4 OVER MULCH BEFORE PLANTING.
6. TOP SOIL AND SEEDING TO BE PLACED TO ALL DISTURBED BATTERS THROUGH 'ON FORMATION' SECTIONS. REFER MRTS17 FOR GRASS SEED MIX APPLICATION RATE.
7. MULCH: 50mm FOREST BLEND MULCH TO BE USED ON ALL PLANTING AREAS.
8. MAINTENANCE AND ESTABLISHMENT: MAINTENANCE AND ESTABLISHMENT PERIOD TO BE FOR 12 WEEKS AFTER PRACTICAL COMPLETION. AT COMPLETION WORKS TO BE INSPECTED BY SITE SUPERINTENDENT FOR COMPLIANCE. IF INCOMPLETE WORKS ARE IDENTIFIED ESTABLISHMENT PERIOD SHALL BE EXTENDED UNTIL THESE ARE COMPLETED TO THE SATISFACTION OF THE SITE SUPERINTENDENT.
9. DEFECTS LIABILITY PERIOD: AFTER PRACTICAL COMPLETION AWARDED AT 52-WEEKS DEFECTS LIABILITY PERIOD SHALL COMMENCE. DURING THIS PERIOD THE CONTRACTOR SHALL MAKE GOOD ANY OMISSION IN THE WORKS. DEFECTIVE WORK AND MATERIALS THAT BECOME APPARENT THROUGH NORMAL USE. RECTIFICATION WORKS TO BE AT CONTRACTORS' EXPENSE.

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:10 0 0.1 0.2 0.3 0.4 0.5m 1:50 0 0.5 1 1.5 2 2.5m

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RPEQ No. 31580
J.WEBSTER
09-10-2026

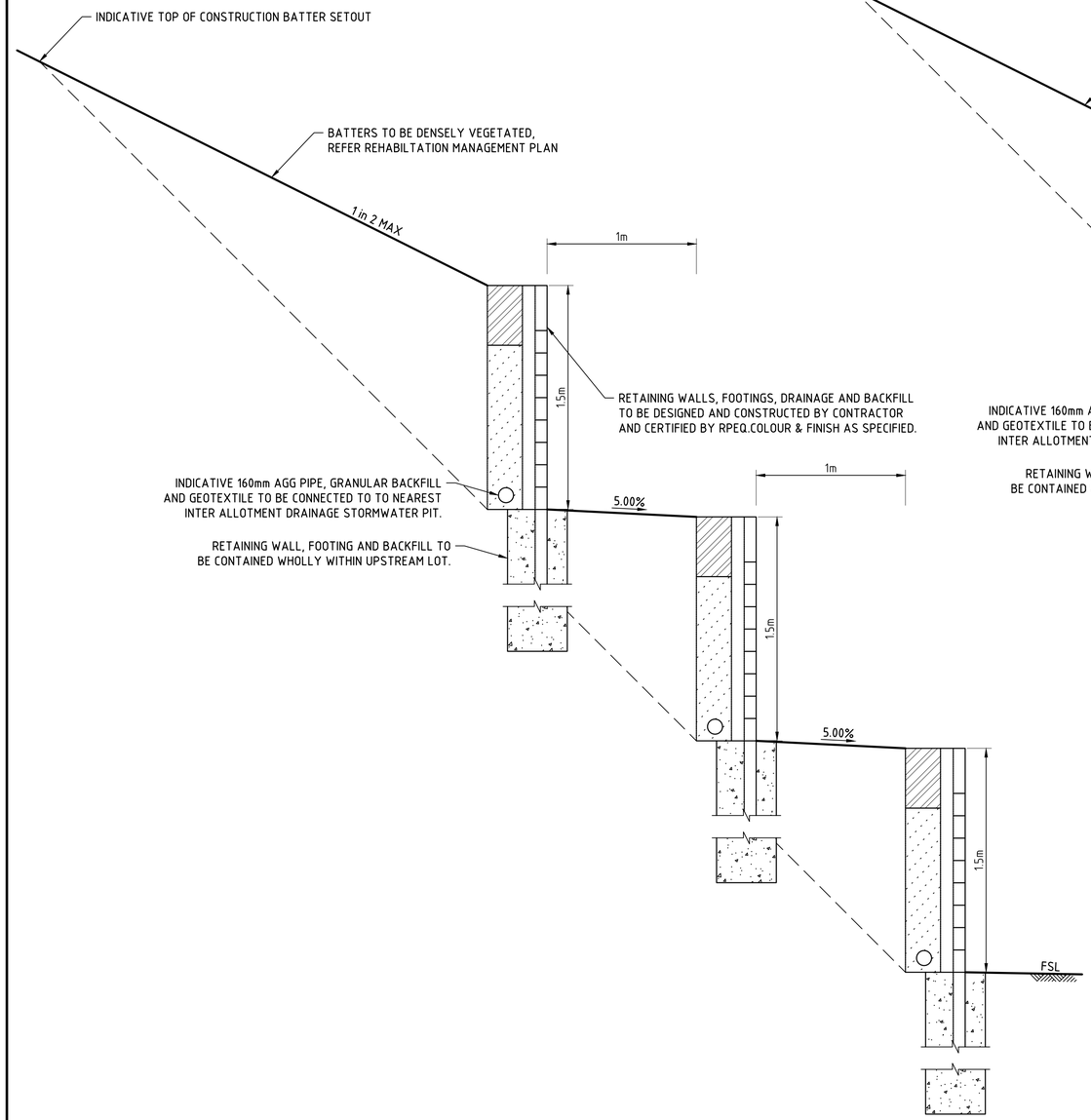
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

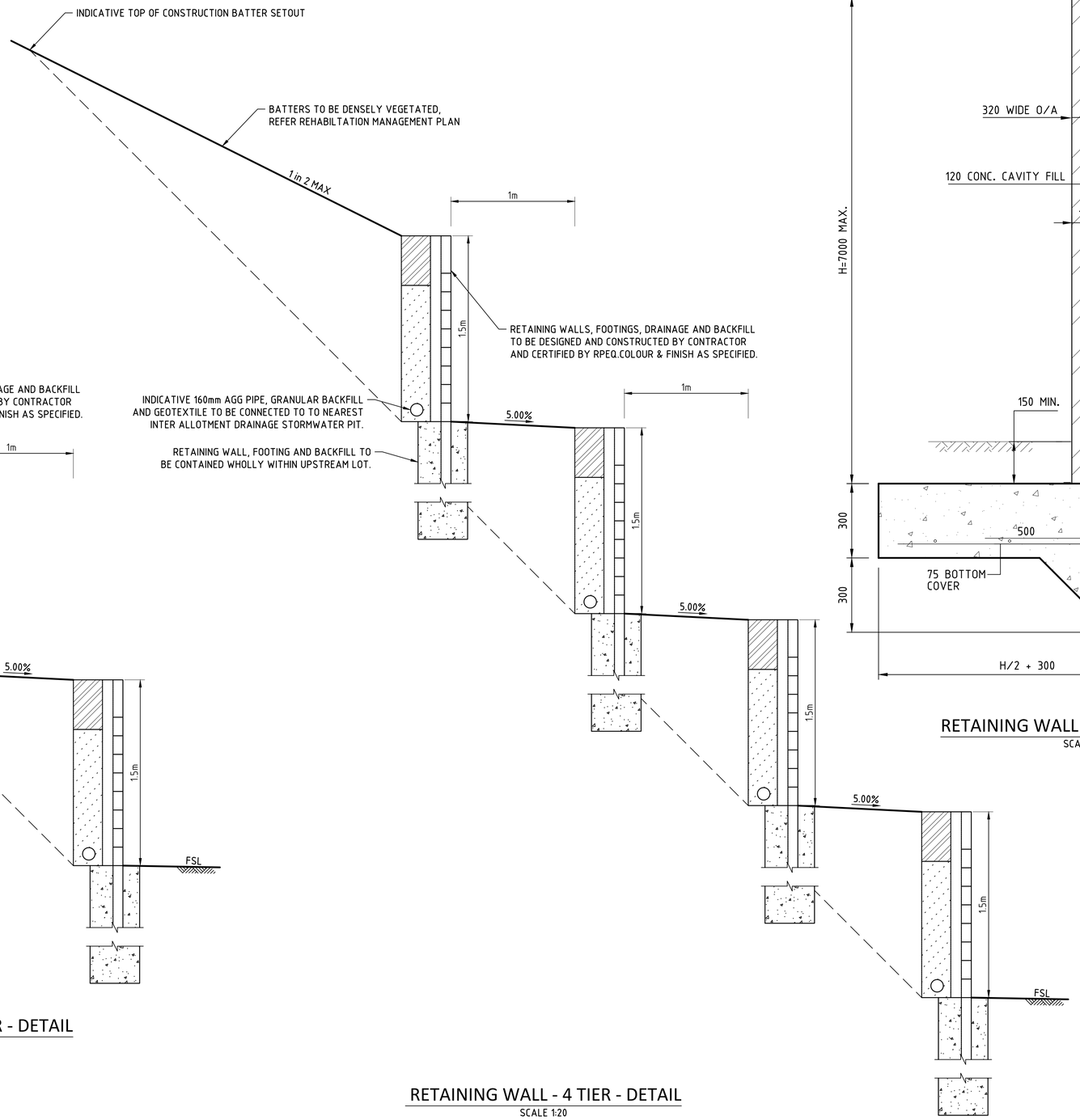
CLIENT
SALT DEVELOPMENT SERVICES

TITLE
TYPICAL SECTION AND DETAILS

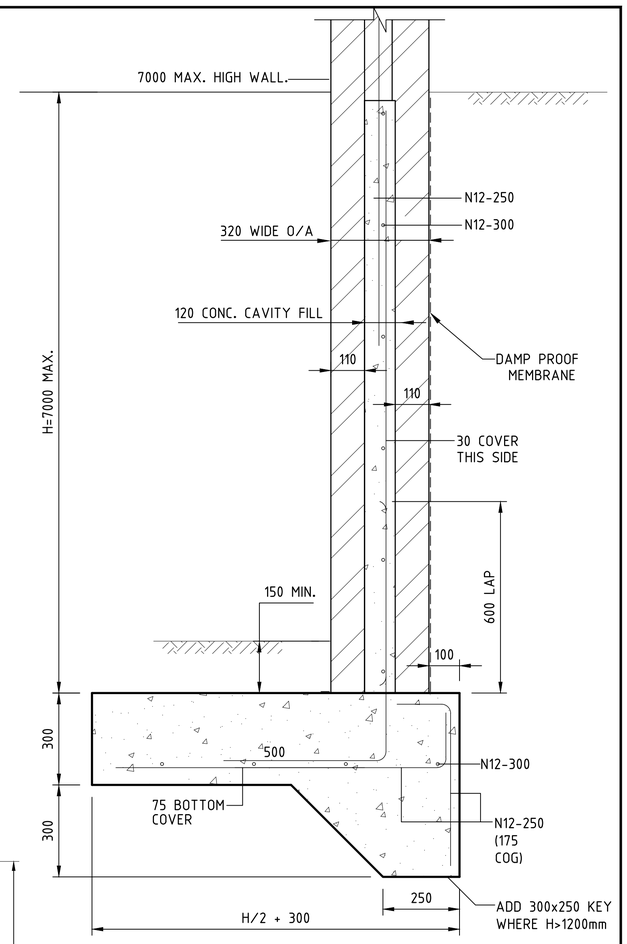
DRAWING NO. LC25079.C100
REV. C



RETAINING WALL - 3 TIER - DETAIL
SCALE 1:20



RETAINING WALL - 4 TIER - DETAIL
SCALE 1:20



RETAINING WALL - 7m MAX - DETAIL
SCALE 1:20

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:20 0 0.2 0.4 0.6 0.8 1.0m

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A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL
RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

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SERVICES

TITLE
RETAINING WALL DETAILS

DRAWING NO.
LC25079.C150

REV.
B



BULK EARTHWORKS LAYOUT PLAN

SCALE: 1:1000

LEGEND:

- EXISTING CONTOUR (0.5m INTERVAL)
- DESIGN CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- EXISTING ELECTRICITY POLE
- EXISTING SWALE
- EXISTING TOB/BOB EARTHWORK
- EXISTING WATERWAY
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- DESIGN LEVEL
- PROTECTION BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL
- EARTHWORKS AREA OF CUT
- EARTHWORKS AREA OF FILL

GENERAL EARTHWORKS NOTES:

1. ALL EARTHWORKS CONSTRUCTION UNDER THIS CONTRACT IS TO BE PERFORMED STRICTLY IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER'S REPORT PREPARED BY THE PRINCIPAL'S GEOTECHNICAL CONSULTANT.
2. ALL COMPACTION TESTING UNDER THIS CONTRACT IS TO BE CARRIED OUT TO AS3798 LEVEL 1 STANDARD BY A NATA-ACCREDITED TESTING AUTHORITY. CERTIFICATION FOR ALL EARTHWORKS CONSTRUCTION AND TESTING IS TO BE PROVIDED BY A REGISTERED PROFESSIONAL ENGINEER (RPEQ) ENGAGED BY THE CONTRACTOR.
3. ALL DESIGN LEVELS SHOWN ON THE CONTRACT DRAWINGS ARE FINISHED SURFACE LEVELS FOLLOWING TOPSOIL REPLACEMENT.
4. ALL STRUCTURAL FILL MATERIAL PLACED SHALL BE COMPACTED TO THE FOLLOWING MINIMUM DENSITY IN ACCORDANCE WITH THE SPECIFICATION AND THE GEOTECHNICAL REPORT.

BULK EARTHWORKS SUMMARY

STRUCTURAL FILLING

AREA	NETT SOLID FILL	incl. COMPACTION FACTOR (0.85)
OVERALL FILLING		
	57,126 cu.m.	
TOTAL FILL	57,126 cu.m.	67,207 cu.m.

EXCAVATION

AREA	NETT CUT	
OVERALL EXCAVATION		
	58,721 cu.m.	
TOTAL CUT	58,721 cu.m.	

SUMMARY:
TOTAL MATERIAL ON LEADS (NETT CUT) = 58,721 cu.m.
i.e. 67,207 cu.m. - 58,721 cu.m. = 8,486 cu.m. IMPORTED MATERIAL

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

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B	25.03.26	DETAILED DESIGN	JW
A	27.02.26	ORIGINAL ISSUED	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

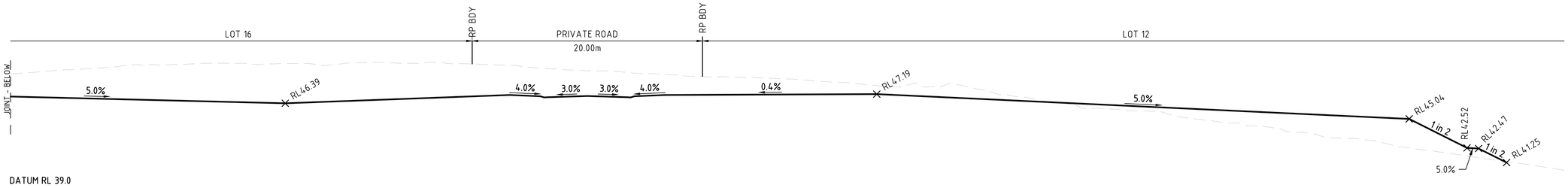
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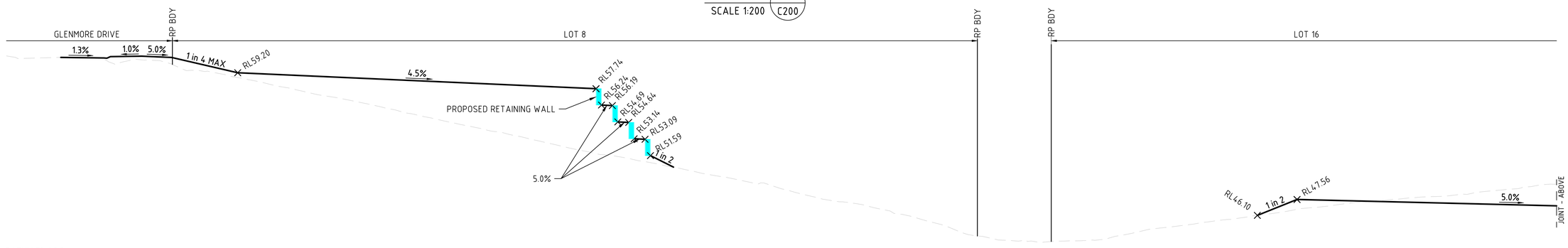
TITLE
BULK EARTHWORKS LAYOUT PLAN

DRAWING NO. LC25079.C200

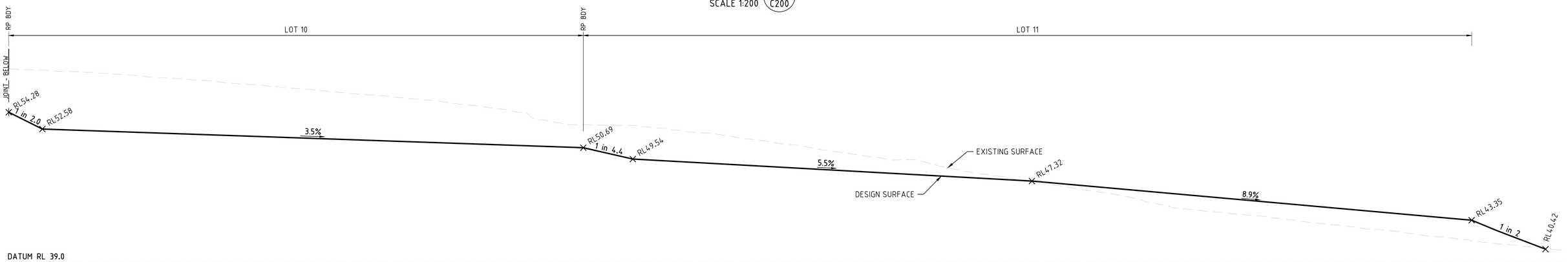
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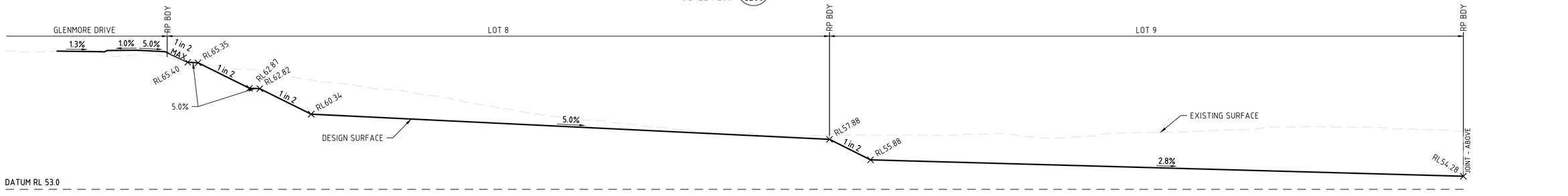
SECTION B
SCALE 1:200 C200



SECTION B
SCALE 1:200 C200



SECTION A
SCALE 1:200 C200



SECTION A
SCALE 1:200 C200

DETAILED DESIGN
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1:200 0 2 4 6 8 10m

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98 GLENMORE DRIVE, BONOGIN

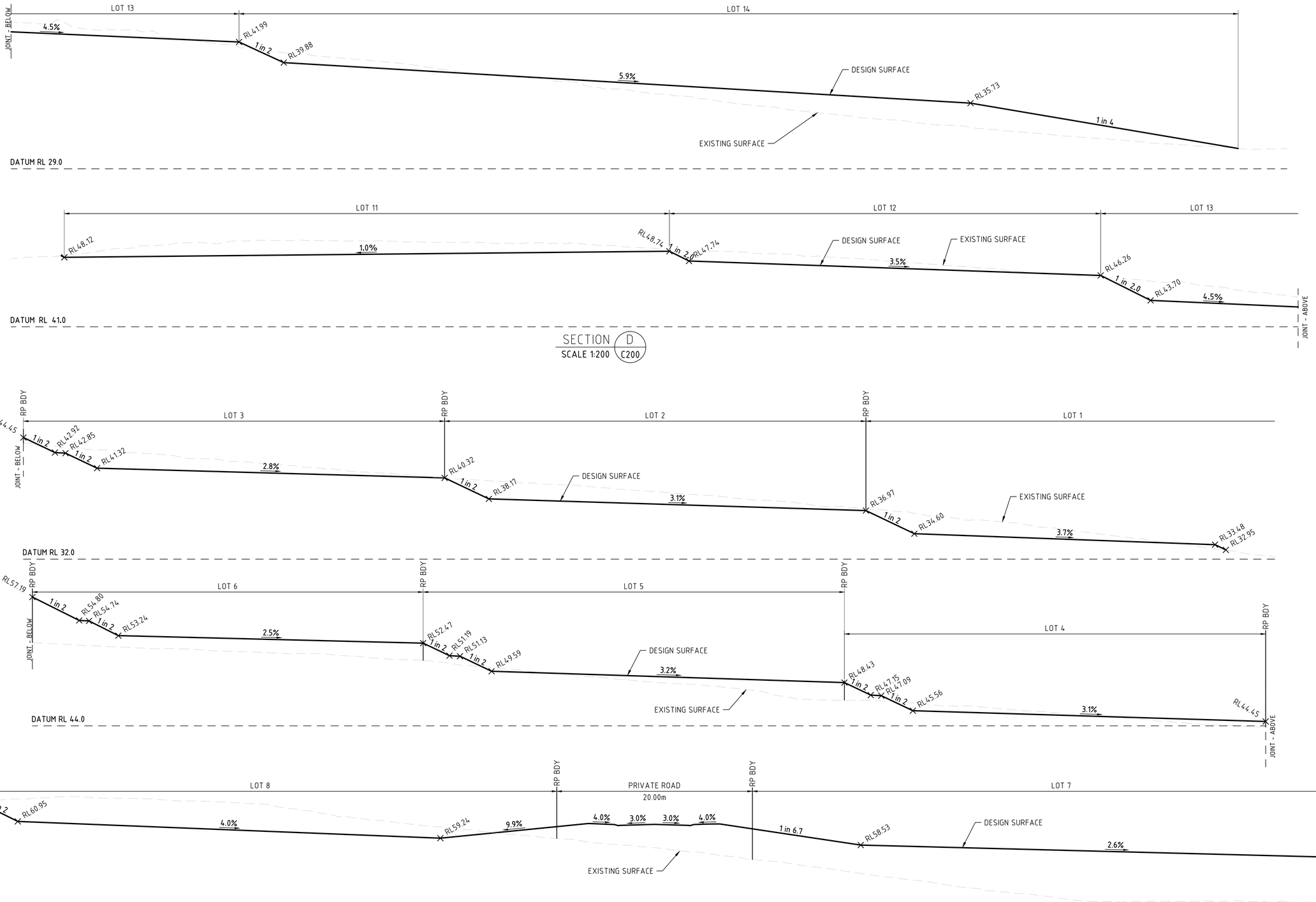
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GRID REF.	AHD

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TITLE
BULK EARTHWORKS SECTIONS - SHEET 1

DRAWING NO. LC25079.C201

REV. C



DETAILED DESIGN
NOT FOR CONSTRUCTION

1:200 0 2 4 6 8 10m

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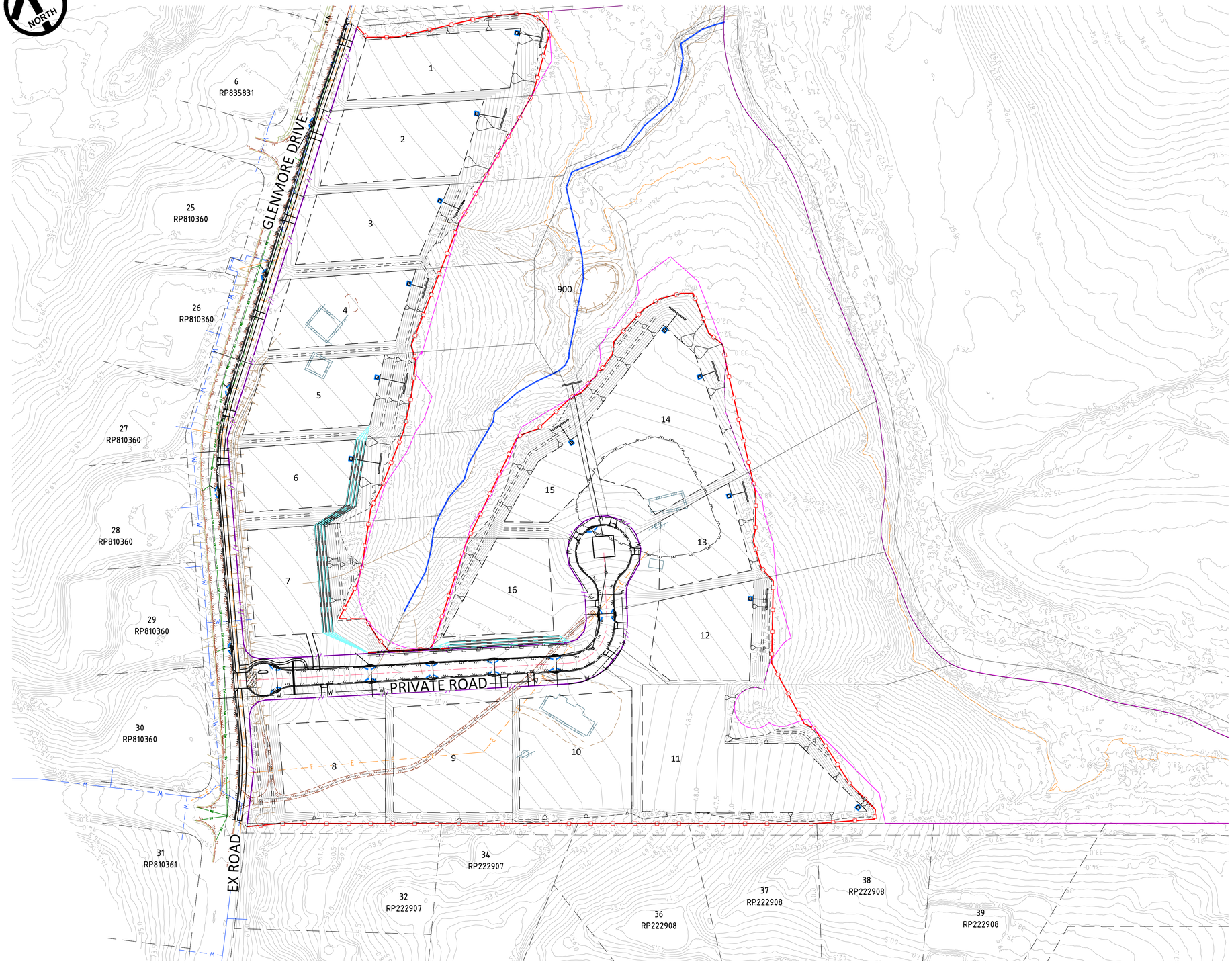
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GRID REF.	AHD

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TITLE
BULK EARTHWORKS SECTIONS - SHEET 2

DRAWING NO. LC25079.C202

REV. C



LEGEND:

- FINISHED CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- EXISTING ELECTRICITY POLE
- EXISTING TOB/BOB EARTHWORK
- EXISTING WATERWAY
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL
- SHAKE DOWN AREA
- PROPOSED SEDIMENT FENCE
- PROPOSED DUST FENCE
- PROPOSED FILTER ROLL
- PROPOSED STORMWATER INLET SEDIMENT TRAP

EROSION AND SEDIMENT CONTROL LAYOUT PLAN

SCALE 1:1000

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

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98 GLENMORE DRIVE, BONOGIN

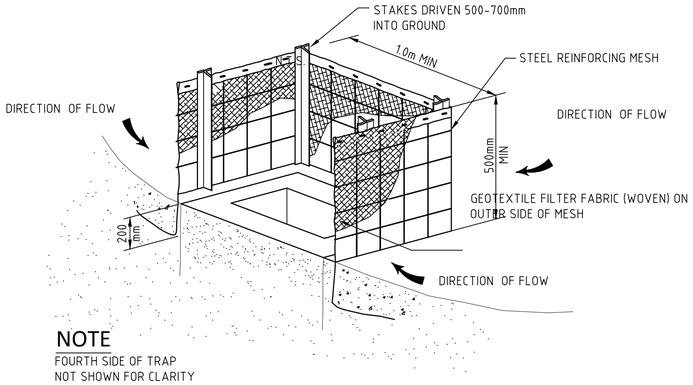
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DESIGNED	TV
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DATE	FEB 26
GRID REF.	AHD

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SALT DEVELOPMENT SERVICES

TITLE
EROSION AND SEDIMENT CONTROL LAYOUT PLAN

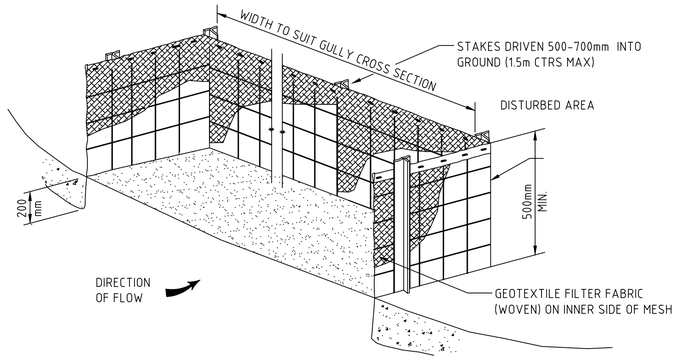
DRAWING NO. LC25079.C250

REV. C

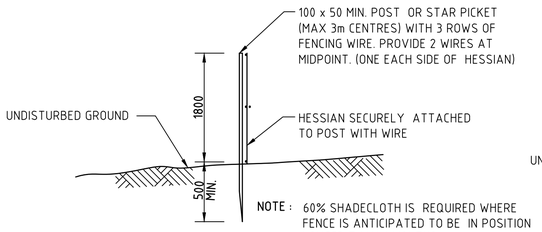


NOTE
FOURTH SIDE OF TRAP NOT SHOWN FOR CLARITY

STORMWATER INLET SEDIMENT TRAP
N.T.S.



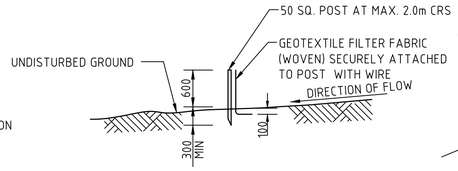
DRAINAGE GULLY SEDIMENT TRAP
N.T.S.



NOTE : 60% SHADECLOTH IS REQUIRED WHERE FENCE IS ANTICIPATED TO BE IN POSITION LONGER THAN 6 MONTHS

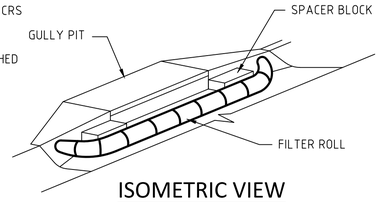
DUST CONTROL FENCE
N.T.S.

NOTE: DUST CONTROL FENCE TO BE PLACED AS DIRECTED ON-SITE BY SUPERINTENDENT.

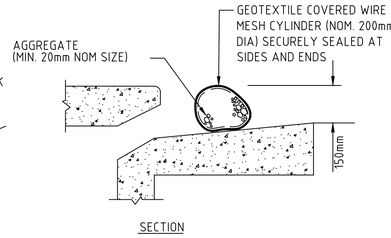


SEDIMENT FENCE
N.T.S.

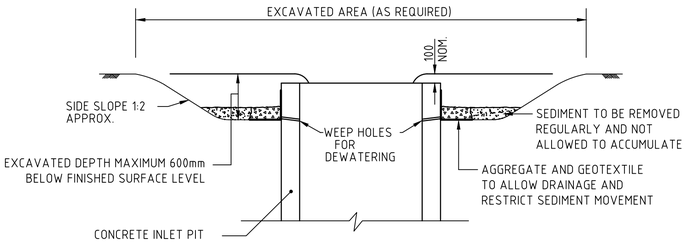
NOTE : SILT FENCE TO HAVE TURNOUTS AT 50m MAX INTERVALS.



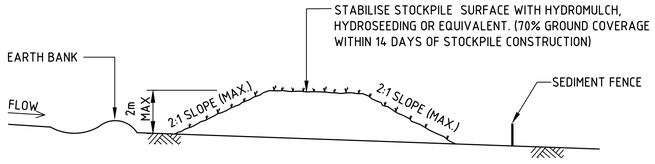
ISOMETRIC VIEW



FILTER ROLL
N.T.S.



EXCAVATED INLET ARRANGEMENT
N.T.S.

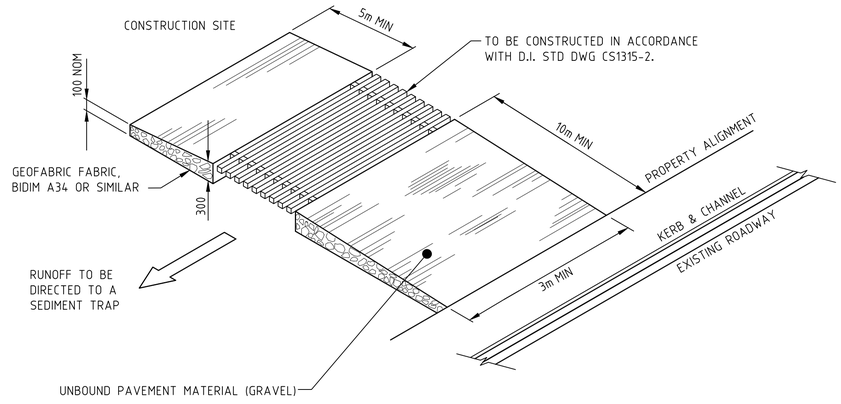


TYPICAL STOCKPILE CONFIGURATION
N.T.S.

NOTES
1. LOCATE STOCKPILES AT TOP OF CATCHMENT ON FLAT GROUND AND NOT WITHIN 5m OF CONCENTRATED FLOW PATHS.
2. STOCKPILES SHOULD HAVE EARTHBANKS UPSLOPE FOR DIVERSION OF UPSTREAM WATER AROUND STOCKPILE AND SEDIMENT FENCES PLACED 1-2m DOWNSLOPE.

SEDIMENT AND EROSION CONTROL NOTES

1. THIS DRAWING HAS BEEN PREPARED AS A GUIDE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MANAGE SITE SEDIMENT AND EROSION CONTROL MEASURES AND DURING THE CONSTRUCTION PERIOD INSTALL ADDITIONAL MEASURES WHERE SCOUR OR SEDIMENT TRANSPORT IS LIKELY TO OCCUR.
2. DELAY CLEARING, GRUBBING AND TOPSOIL STRIPPING UNTIL NECESSARY.
3. COMMENCE WORK ON SITE ONLY AFTER SEDIMENT AND EROSION CONTROL MEASURES ARE IN PLACE.
4. MANAGE SITE ENTRY/EXIT POINTS TO ENSURE SEDIMENT IS NOT TRACKED OFF SITE.
5. SHAKEDOWN AREA: PROVIDES FOR CONSTRUCTION, SERVICE AND STAFF VEHICLES ENTERING PUBLIC ROADS. CONTRACTOR SHALL LOCATE TO SUIT SITE ACTIVITIES. CONSTRUCTED AS 250mm THICK LAYER OF COARSE (150mm -200mm) RIVER GRAVEL OVER A SINGLE LAYER OF HIGH STRENGTH GEOTEXTILE (15m x 5m).
6. THE CONTRACTOR SHALL INSTALL EITHER STORMWATER INLET SEDIMENT TRAPS OR EXCAVATED INLET ARRANGEMENT AT ALL STORMWATER STRUCTURES DURING THE CONSTRUCTION.
7. FILTER ROLLS SHALL BE INSTALLED AT GULLY PITS IMMEDIATELY AFTER GULLY PIT CONSTRUCTION AND LEFT IN PLACE DURING THE MAINTENANCE PERIOD. OPERATION OF ROLLS DURING PERIODS OF HEAVY RAIN TO BE MONITORED TO PREVENT FLOODING AND EROSION DAMAGE ELSEWHERE.
8. ARRANGE FOR EROSION CONTROL MEASURES TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE SOURCE OF EROSION.
9. ENSURE STOCKPILED TOPSOIL AND EARTHWORKS ARE NOT ERODED BY WIND AND STORMWATER RUN-OFF AND ARE PROVIDED WITH A SILT FENCE AROUND THE LOW SIDE.
10. SILT FENCES HAVE BEEN ESTABLISHED UNDER BULK EARTHWORKS CONTRACT. ERECT SILT FENCES IF REQUIRED, GENERALLY ALONG THE LOW SIDE OF THE CONSTRUCTION SITE AND ALONG A LINE OF CONSTANT LEVEL. AS AN ALTERNATIVE TO BURYING THE SILT FENCE LOWER EDGE, THE CONTRACTOR MAY ELECT TO PLACE 200mm OF THE FABRIC ON THE GROUND UP-SLOPE OF THE FENCE AND COVER WITH 100mm MIN LAYER OF AGGREGATE.
11. TO PREVENT EROSION, TOPSOIL AND SEED IMMEDIATELY AFTER COMPLETION OF BULK EARTHWORKS TO FINISHED PROFILES.
12. PROVIDE TURF STRIP ADJACENT TO KERB FOR FULL LENGTH OF NEW ROAD AND TURF STRIP PLACED AT 90° TO KERB EVERY 10m FOR FULL WIDTH OF VERGE.
13. PRIOR TO COMPLETION OF CONSTRUCTION OF PAVEMENT AND SEALING, PLACE SANDBAGS AT 45° TO ARREST SCOUR AGAINST KERB AND CHANNEL AS FOLLOWS:
    ROAD GRADE 0.5% - 5% - 25m MAX CRS.
    5% - 10% - 10m MAX CRS.
    10% - 15% - 15m MAX CRS.
    15% - 20% - 5m MAX CRS.
14. SWEEP EXTERNAL ROADS WHERE SEDIMENT HAS BEEN DROPPED FROM CONSTRUCTION VEHICLES. DO NOT WASH SILT INTO THE STORMWATER SYSTEM.
15. ALL SEDIMENT AND EROSION CONTROL STRUCTURES, TRENCHES ETC. SHALL BE REGULARLY MAINTAINED AND INSPECTED FOR EFFECTIVENESS.
16. THE USE OF POTABLE WATER IS NOT PERMITTED IN SITE EARTHWORKS OPERATIONS, ROAD AND PAVEMENT CONSTRUCTION OR DUST SUPPRESSION. RECYCLED WATER IS REQUIRED TO BE USED AND IS TO BE IN ACCORDANCE WITH C.o.G.C GUIDELINES.



TEMPORARY CONSTRUCTION ENTRY/EXIT
N.T.S.

DETAILED DESIGN
NOT FOR CONSTRUCTION

Legend Consultants
Efficiency • Innovation • Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION 98 GLENMORE DRIVE, BONOGIN

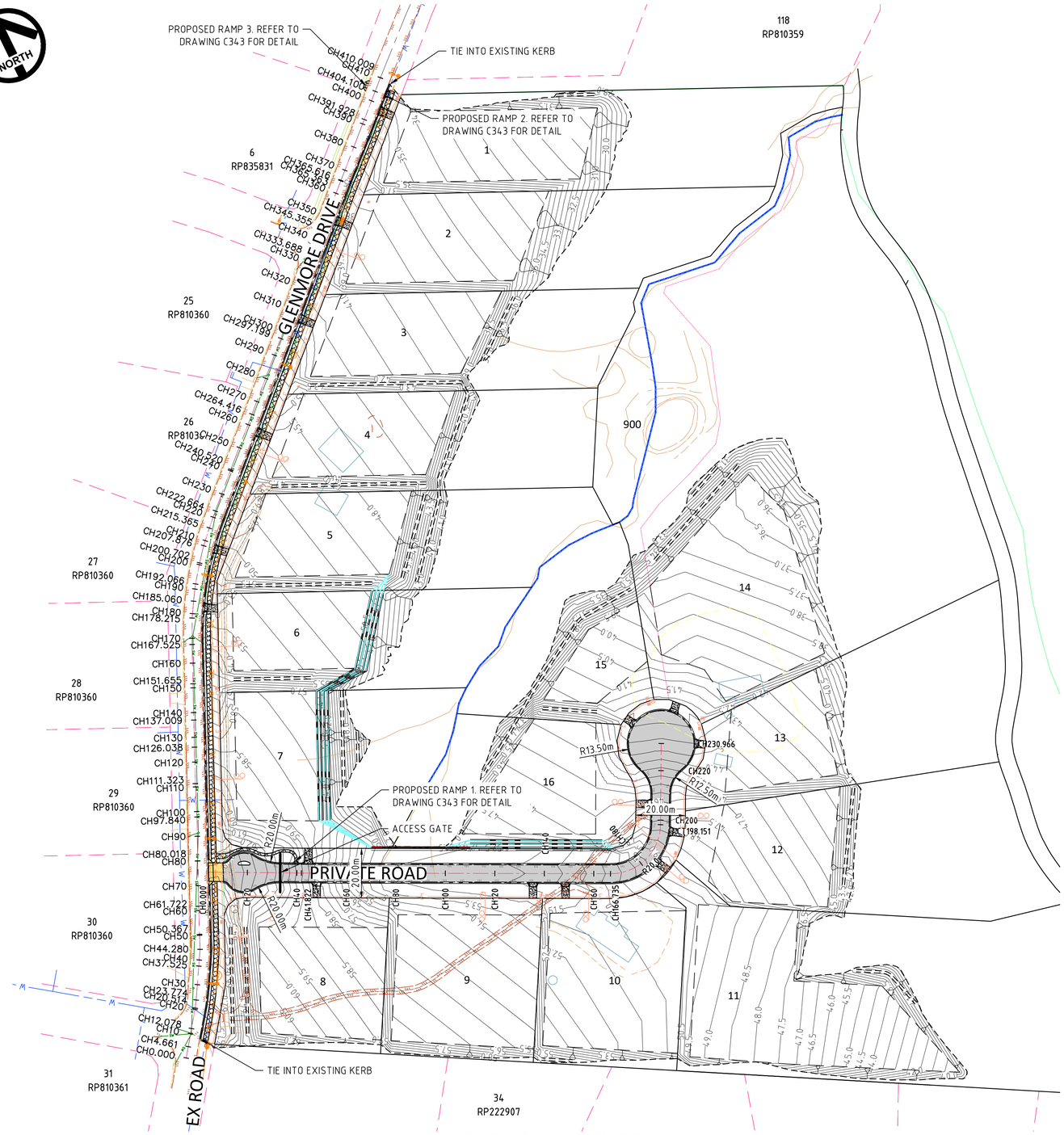
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: EROSION AND SEDIMENT CONTROL NOTES AND DETAILS

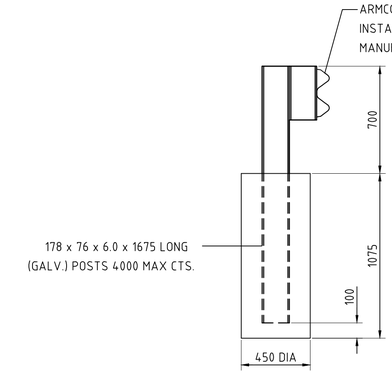
DRAWING NO. LC25079.C251

REV. B



ROADWORKS LAYOUT PLAN

SCALE: 1:1000



GUARD RAIL DETAIL

SCALE: 1:20

LEGEND:

- DESIGN CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING SEWER
- EXISTING WATER
- EXISTING STORMWATER
- EXISTING SWALE
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICAL POLE
- EXISTING OVERHEAD ELECTRICITY
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL
- PROPOSED GUARDRAIL
- PROPOSED POST AND RAIL FENCE
- PROPOSED SAFETY FENCE REFER TO IPWEA STANDARD DRAWINGS NO GS-044
- PROPOSED ELECTRICITY
- PROPOSED ELECTRICAL POLE
- PROPOSED PRIVATE ROAD PAVEMENT
- PROPOSED VEHICLE CROSSOVERS
- PROPOSED MAIN ENTRANCE VXO
- PROPOSED CONCRETE FOOTPATH

ROADWORKS NOTES:

1. FOR LOCATIONS OF ELECTRICAL ROAD CROSSING CONDUITS REFER ELECTRICAL CONSULTANT'S DRAWINGS.
2. THE CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING SERVICES. ANY DAMAGE TO EXISTING SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE RECTIFIED AT HIS EXPENSE.
3. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH GOLD COAST CITY COUNCIL STANDARD SPECIFICATIONS AND DRAWINGS.
4. THE CONTRACTOR SHALL HAVE AN APPROVED SET OF CONSTRUCTION PLANS AND ALL RELEVANT CURRENT GOLD COAST CITY COUNCIL & IPWEA STANDARD DRAWINGS AND SPECIFICATIONS ON SITE AT ALL TIMES DURING THE CONSTRUCTION PHASE.
5. DESIGN CONTOURS SHOWN FOR FINISHED ALLOTMENTS AND ROADS.
6. THE CONTRACTOR'S CONSTRUCTION TRAFFIC MANAGEMENT PLAN IS TO MAINTAIN VEHICULAR ACCESS TO ALL EXISTING ALLOTMENTS DURING THE COURSE OF THE WORKS. ANY DISRUPTIONS TO NORMAL ACCESS TO BE MINIMIZED AS MUCH AS POSSIBLE.
7. ALL ROAD CENTRELINES TO BE PEGGED BY THE PRINCIPAL'S SURVEYOR.
8. DRIVEWAY CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH IPWEA DRG RSD-100 & RSD-101.

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:20 0 0.2 0.4 0.6 0.8 1.0m
1:1000 0 10 20 30 40 50m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

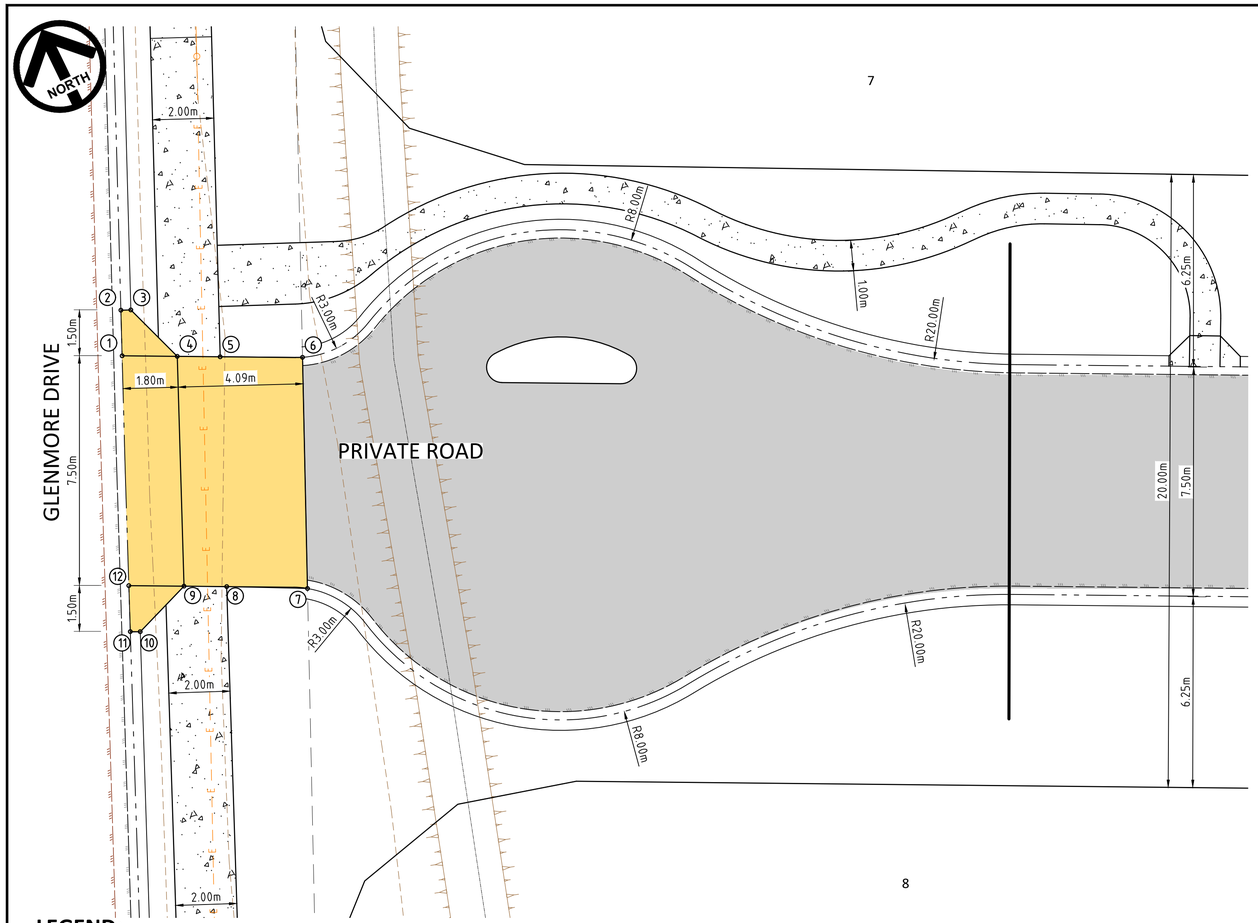
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

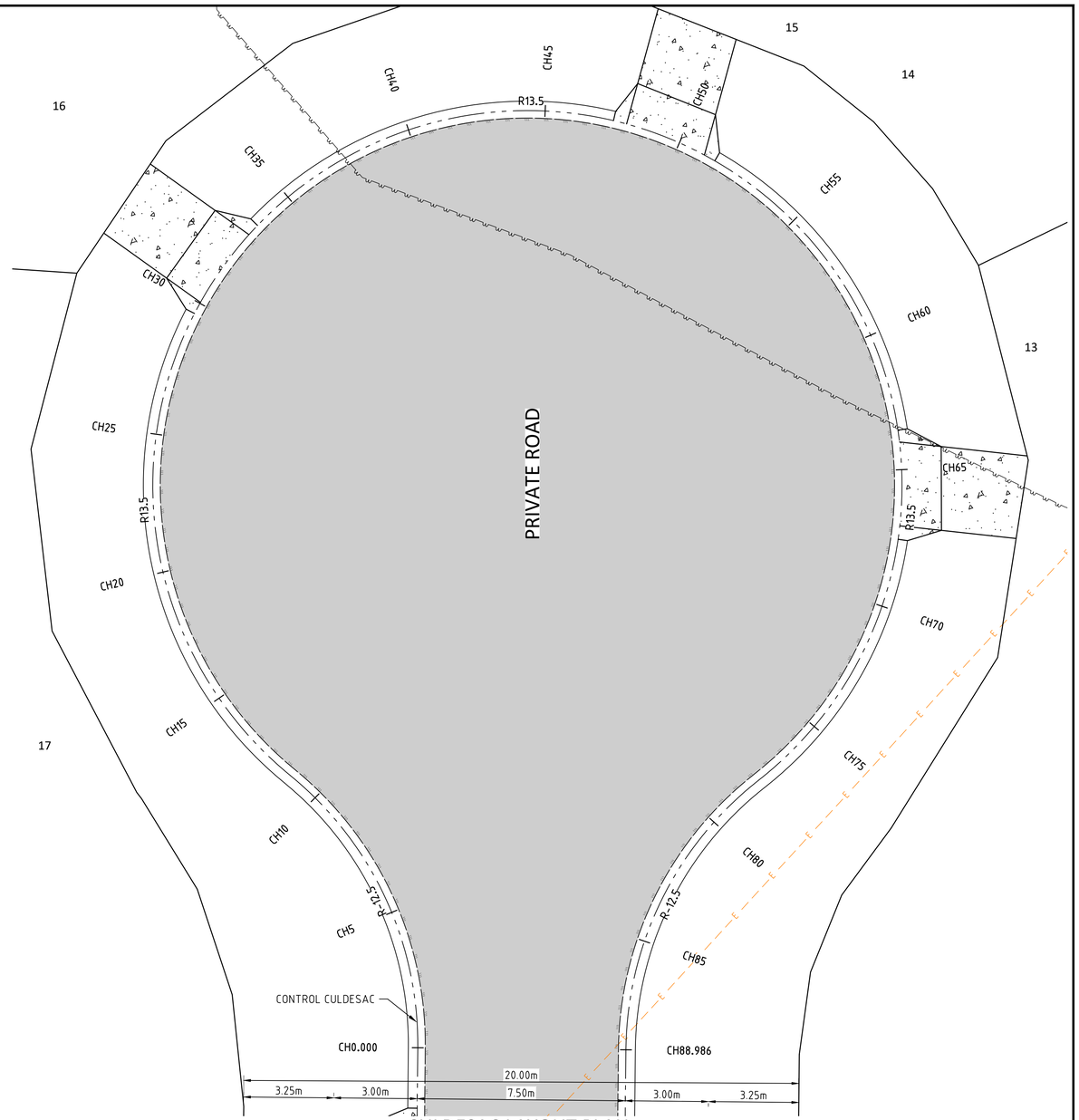
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS LAYOUT PLAN

DRAWING NO. LC25079.C300
REV. C





LEGEND:

- 39.0 — DESIGN CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- S — EXISTING SEWER
- W — EXISTING WATER
- SW — EXISTING STORMWATER
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY PILLAR
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED PAVEMENT
- PROPOSED VXO

VXO LAYOUT PLAN

SCALE: 1:100

VXO SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
1	534648.317	6889101.548	62.754
2	534648.931	6889102.905	62.608
3	534649.227	6889102.771	62.748
4	534649.929	6889100.746	62.898
5	534651.185	6889100.124	62.933
6	534653.593	6889098.931	63.179
7	534650.443	6889092.073	63.261
8	534648.098	6889093.279	63.673
9	534646.850	6889093.901	63.638
10	534644.916	6889093.188	63.793
11	534644.619	6889093.321	63.654
12	534645.237	6889094.703	63.493

CULDESAC LAYOUT PLAN

SCALE: 1:100

CONTROL CULDESAC SETOUT TABLE

PT	CHAINAGE	EASTING	NORTHING	LEVEL	BEARING	RAD/SPIRAL	A.LENGTH	D.ANGLE
IP 1	0.000	534821.566	6889048.492	45.948	26°27'53.87"			
IP 2	5.598	534824.242	6889053.868	45.110		R = -12.500	11.196	51°19'04.13"
CC	11.196	534821.718	6889059.316	44.325	335°08'49.75"			
IP 3	22.295	534815.611	6889072.501	43.080		R = 13.500	22.198	94°12'42.75"
CC	33.394	534829.209	6889077.624	42.335	69°21'32.50"			
IP 4	44.493	534842.807	6889082.746	42.086		R = 13.500	22.198	94°12'42.75"
CC	55.592	534846.917	6889068.808	42.334	163°34'15.25"			
IP 5	66.691	534851.026	6889054.871	43.082		R = 13.500	22.198	94°12'42.75"
CC	77.790	534836.825	6889051.796	44.325	257°46'58.00"			
IP 6	83.388	534830.956	6889050.525	45.110		R = -12.500	11.196	51°19'04.13"
IP 7	88.986	534828.280	6889045.150	45.948	206°27'53.87"			

GENERAL NOTES :

1. ALL KERB SETOUT INFORMATION SHOWN ON THIS DRAWING REFERS TO THE NOMINAL KERB LINE AS SHOWN ON TYPICAL KERB/EDGE DETAILS ON DRAWING LC23095.101.
2. LEVELS SHOWN THUS:
   41.615 - FINISHED KERB INVERT LEVEL
3. PROVIDE STREET SIGNS IN ACCORDANCE WITH IPWEAQ STD DWG RS-130 AND RS-131. POST TO BE LOCATED 300mm BEHIND BACK OF KERB.
4. PROVIDE FOOTPATHS IN ACCORDANCE WITH IPWEAQ STD DWG RS-065.
5. CONCRETE KERB RAMPS IN ACCORDANCE IPWEAQ RS-090.
6. PROVIDE CONCRETE CROSS OVER IN ACCORDANCE WITH IPWEA DRG RS-049 & RS-050.

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

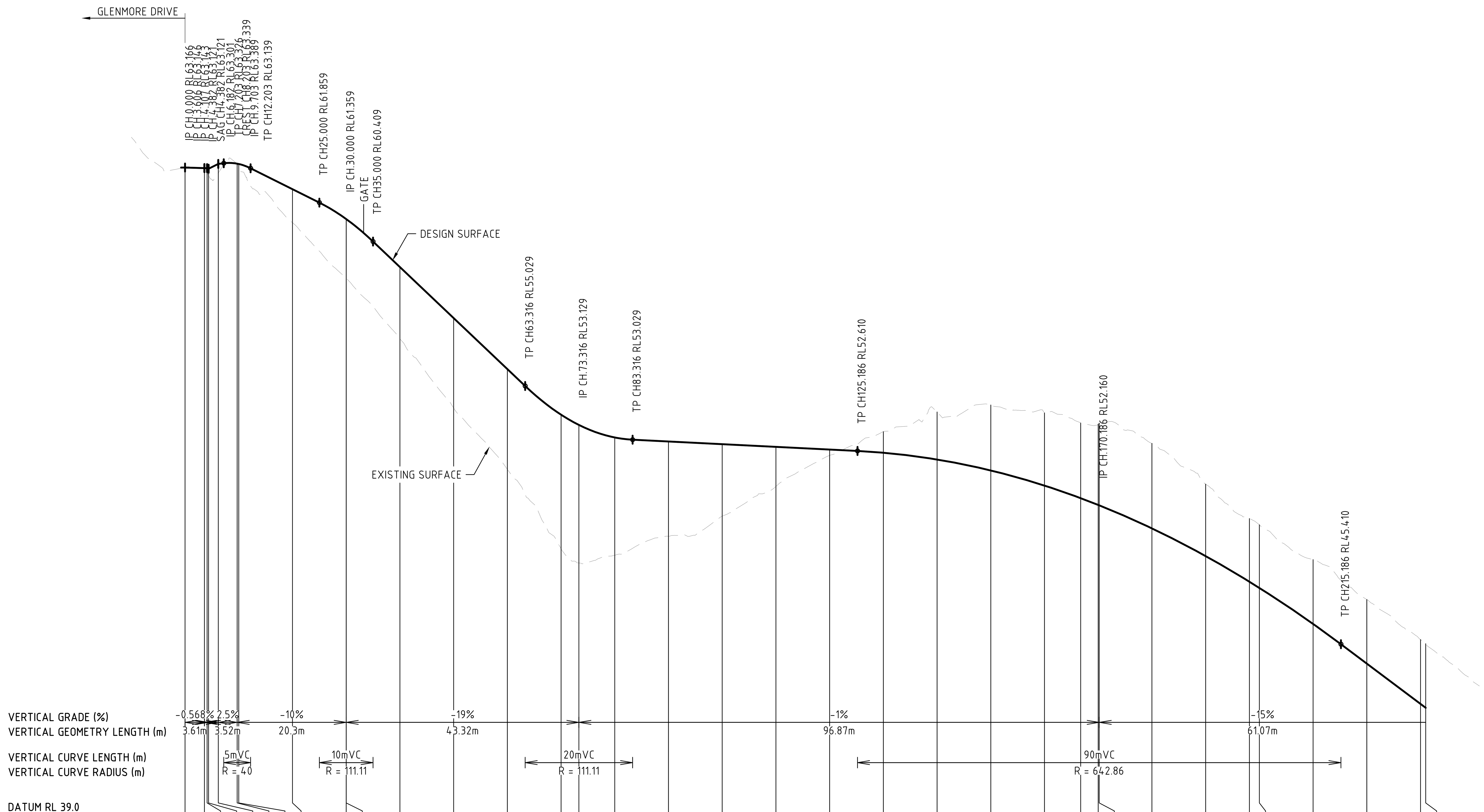
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
CONTROL KERB RETURN DETAILS AND SETOUT

DRAWING NO. LC25079.C301

REV. C



CONTROL LINE CHAINAGE	DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	FINISHED SURFACE LEVEL	EXISTING SURFACE LEVEL
0.000	0.00	63.166	63.17
3.606	0.00	63.146	63.15
4.107	0.18	63.143	62.96
4.382	0.26	63.121	62.87
6.182	0.34	63.301	62.96
9.703	0.02	63.311	63.29
10.000	0.13	63.299	63.17
20.000	1.24	62.359	61.11
30.000	2.21	61.247	59.04
30.000	2.21	61.247	59.04
40.000	2.67	59.459	56.79
50.000	3.35	57.559	54.21
60.000	3.74	55.659	51.92
70.000	5.00	53.960	48.96
73.316	5.14	53.579	48.44
80.000	4.39	53.112	48.73
90.000	3.53	52.962	49.43
100.000	2.68	52.862	50.18
110.000	1.47	52.762	51.29
120.000	0.22	52.662	52.44
130.000	-0.78	52.544	53.33
140.000	-1.77	52.292	54.06
150.000	-2.44	51.883	54.32
160.000	-2.71	51.320	54.03
166.735	-2.80	50.852	53.65
170.000	-3.01	50.600	53.61
170.186	-3.06	50.585	53.65
180.000	-3.16	49.725	52.89
190.000	-2.68	48.695	51.37
198.151	-2.35	47.740	50.09
200.000	-2.35	47.509	49.86
210.000	-2.40	46.167	48.56
220.000	-2.39	44.688	47.08
230.000	-2.39	43.188	45.58
230.966	-2.39	43.043	45.43

HORIZONTAL GEOMETRY

R-20m
31.42m

LONGITUDINAL SECTION - PRIVATE ROAD

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m
1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
D	09.10.26	CHANGED AS RFI	JW
C	06.07.26	LAYOUT UPDATED	JW
B	25.03.26	DETAILED DESIGN	JW
A	27.02.26	ORIGINAL ISSUED	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

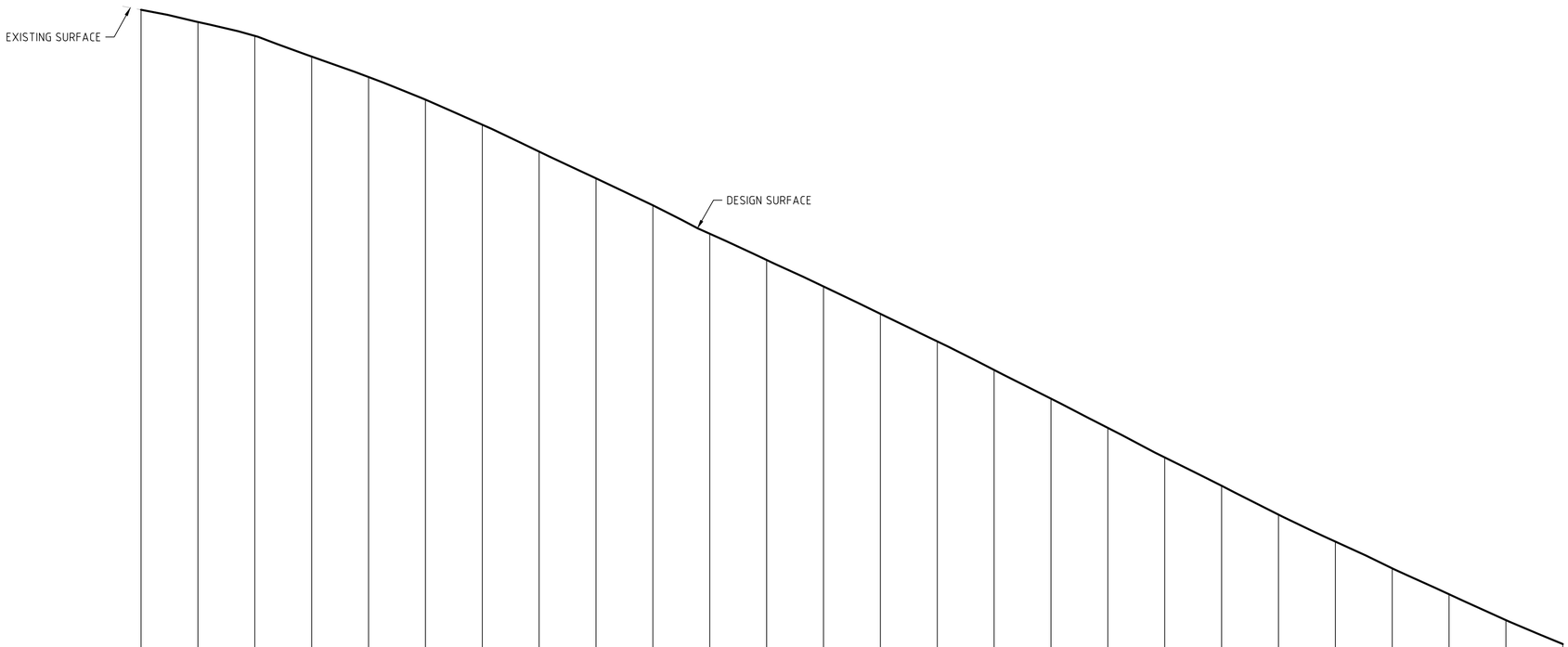
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS LONGITUDINAL SECTION - ROAD 1

DRAWING NO. LC25079.C310
REV. D



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 42.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
FINISHED SURFACE LEVEL	68.68	68.25	67.76	67.04	66.32	65.52	64.64	63.69	62.75	61.81	60.81	59.88	58.95	57.99	57.02	56.02	55.01	53.98	52.94	51.94	50.93	49.98	49.04	48.13	47.22	46.38
EXISTING SURFACE LEVEL	68.68	68.25	67.76	67.04	66.32	65.52	64.64	63.69	62.75	61.81	60.81	59.88	58.95	57.99	57.02	56.02	55.01	53.98	52.94	51.94	50.93	49.98	49.04	48.13	47.22	46.38
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	250.000

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - GLENMORE DRIVE

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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J.WEBSTER
06-07-2026

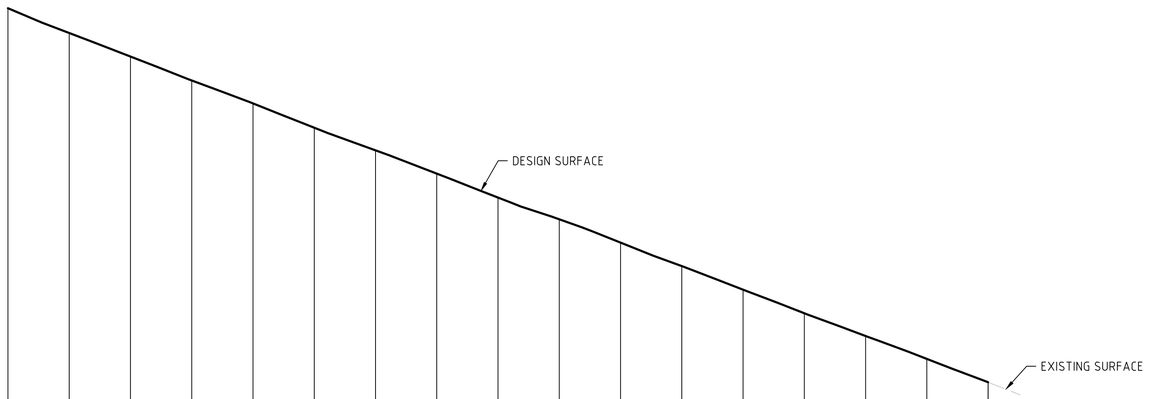
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS LONGITUDINAL SECTION - GLENMORE DRIVE

DRAWING NO. LC25079.C311
REV. B



VERTICAL GRADE (%)																		
VERTICAL GEOMETRY LENGTH (m)																		
VERTICAL CURVE LENGTH (m)																		
VERTICAL CURVE RADIUS (m)																		
DATUM RL 30.0																		
DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
FINISHED SURFACE LEVEL	46.38	45.57	44.80	44.02	43.27	42.48	41.74	40.98	40.20	39.49	38.73	37.96	37.19	36.42	35.68	34.93	34.17	34.17
EXISTING SURFACE LEVEL	46.38	45.57	44.80	44.02	43.27	42.48	41.74	40.98	40.20	39.49	38.73	37.96	37.19	36.42	35.68	34.93	34.17	34.17
CONTROL LINE CHAINAGE	250.000	260.000	270.000	280.000	290.000	300.000	310.000	320.000	330.000	340.000	350.000	360.000	370.000	380.000	390.000	400.000	410.000	410.009

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - GLENMORE DRIVE

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

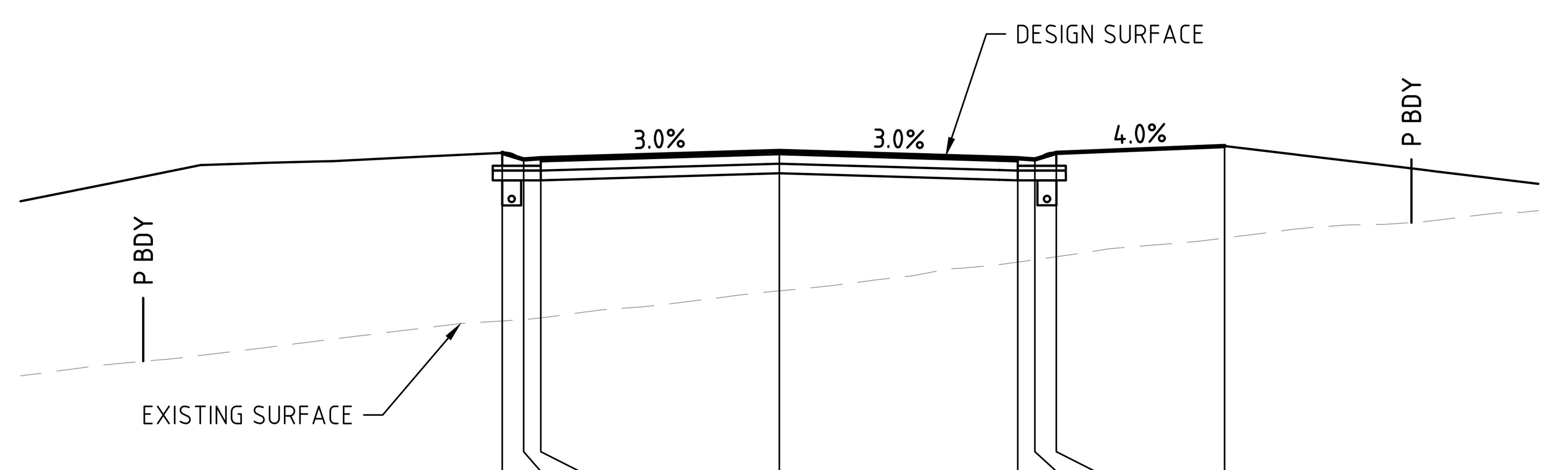
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS LONGITUDINAL SECTION - GLENMORE DRIVE

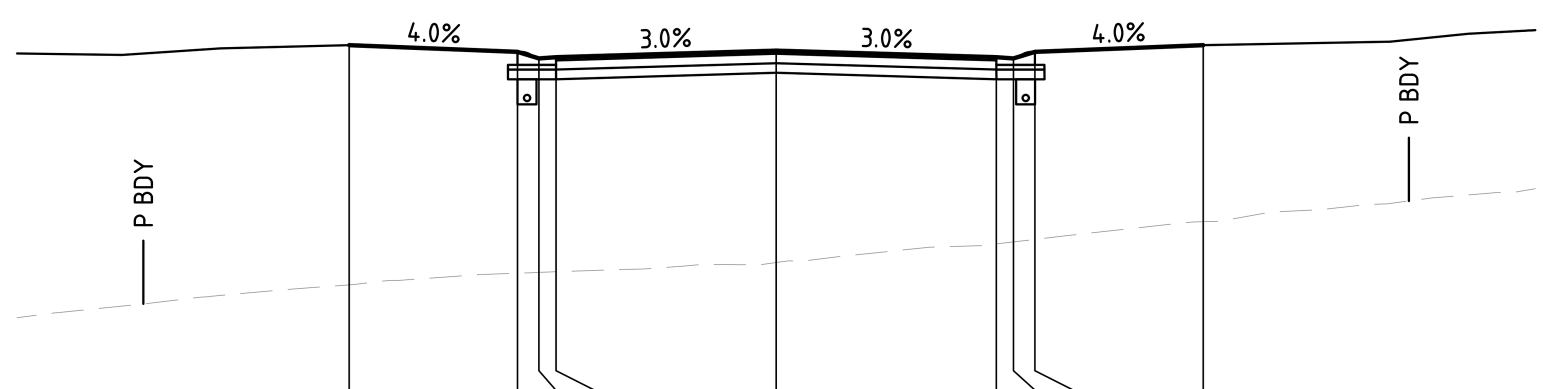
DRAWING NO. LC25079.C312
REV. B



DATUM RL 56.0

FINISHED SURFACE LEVEL	61.219	61.114	61.134	61.247	61.134	61.114	61.219	61.325
EXISTING SURFACE LEVEL	58.564	58.586	58.613	59.039	59.492	59.530	59.577	59.872
OFFSET FROM CONTROL LINE	-4.383	-4.043	-3.773	0.000	3.769	4.039	4.379	7.039

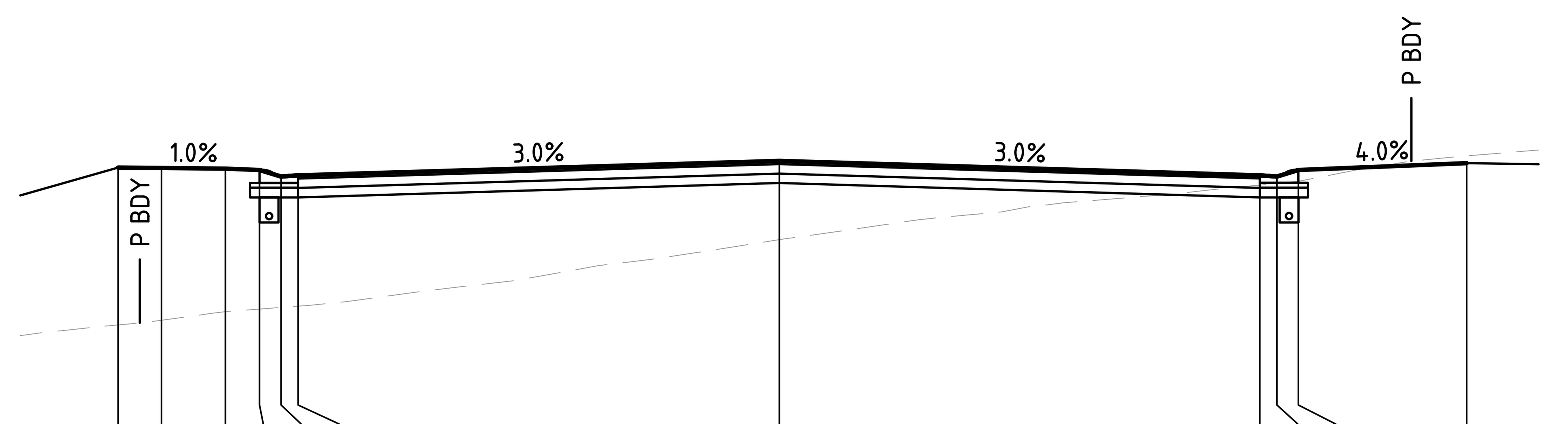
CH 30.000



DATUM RL 52.0

FINISHED SURFACE LEVEL	57.646	57.540	57.435	57.455	57.559	57.455	57.435	57.540	57.646
EXISTING SURFACE LEVEL	53.856	54.041	54.052	54.063	54.209	54.504	54.535	54.575	54.854
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

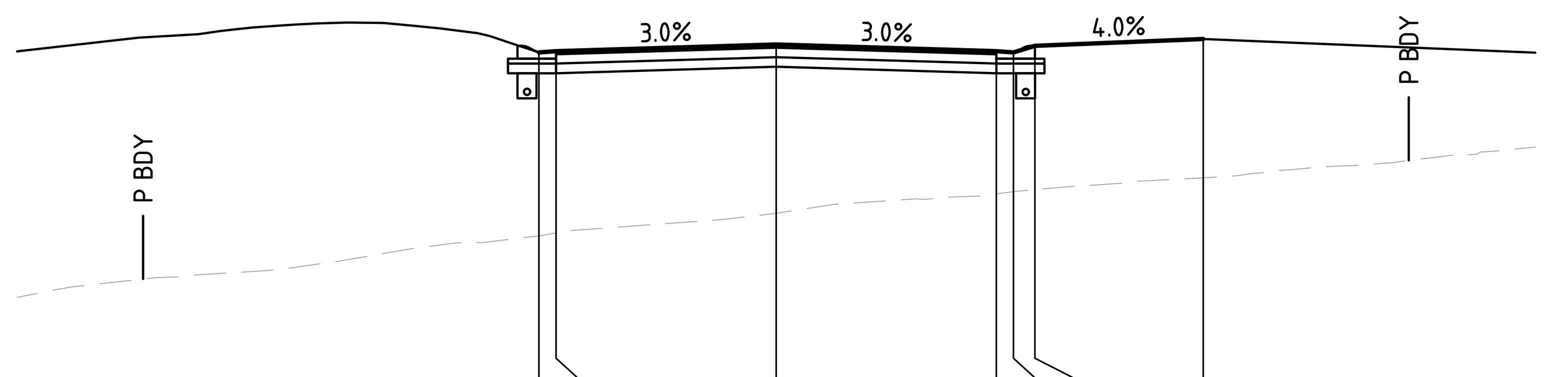
CH 50.000



DATUM RL 58.0

FINISHED SURFACE LEVEL	62.255	62.248	62.238	62.216	62.111	62.131	62.359	62.131	62.111	62.216	62.323
EXISTING SURFACE LEVEL	59.766	59.840	59.975	60.017	60.042	60.063	61.114	61.977	62.005	62.041	62.438
OFFSET FROM CONTROL LINE	-10.453	-9.767	-8.758	-8.217	-7.877	-7.607	0.000	7.594	7.864	8.204	10.864

CH 20.000



DATUM RL 54.0

FINISHED SURFACE LEVEL	59.335	59.355	59.459	59.355	59.335	59.440	59.546
EXISTING SURFACE LEVEL	56.434	56.482	56.792	57.100	57.135	57.166	57.353
OFFSET FROM CONTROL LINE	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 40.000

CROSS SECTION - PRIVATE ROAD

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	06.07.26	LAYOUT UPDATED	JW
B	25.03.26	DETAILED DESIGN	JW
A	27.02.26	ORIGINAL ISSUED	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

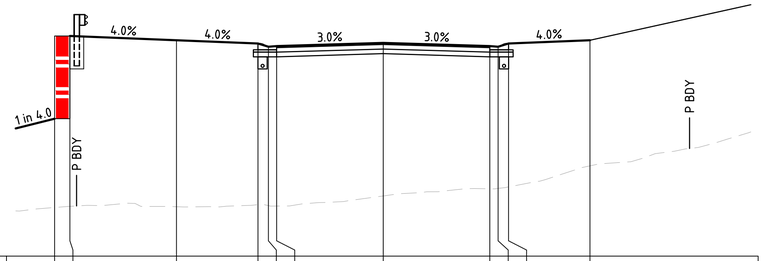
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 1

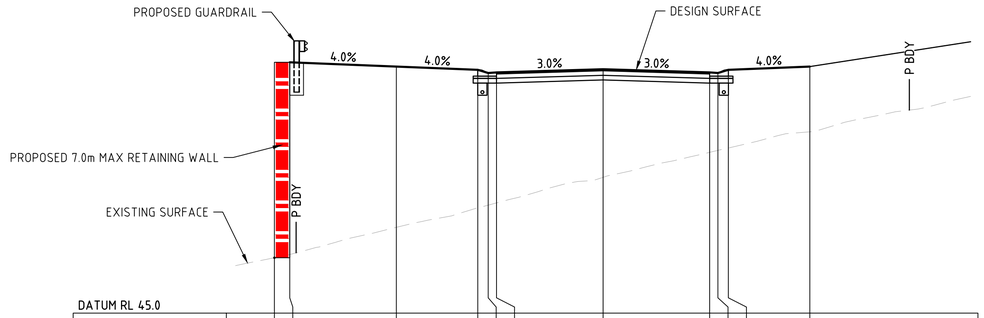
DRAWING NO. LC25079.C320
REV. C



DATUM RL 47.0

FINISHED SURFACE LEVEL	51.486	54.186	54.047	53.941	53.836	53.856	53.960	53.856	53.836	53.941	54.047	
EXISTING SURFACE LEVEL	48.588	48.625	48.613	48.680	48.649	48.635	48.965	49.198	49.210	49.259	49.948	
OFFSET FROM CONTROL LINE	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750	

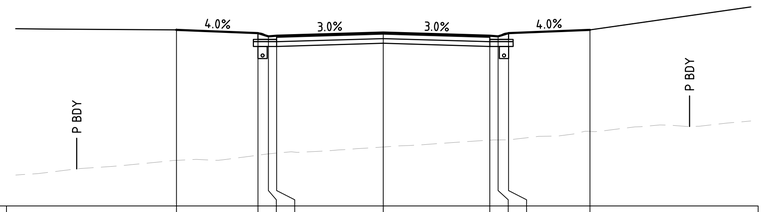
CH 70.000



DATUM RL 45.0

FINISHED SURFACE LEVEL	46.807	46.807	53.049	52.943	52.838	52.858	52.962	52.858	52.838	52.943	53.049	
EXISTING SURFACE LEVEL	46.807	46.915	47.802	48.439	48.526	48.599	49.434	50.249	50.313	50.389	50.918	
OFFSET FROM CONTROL LINE	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750	

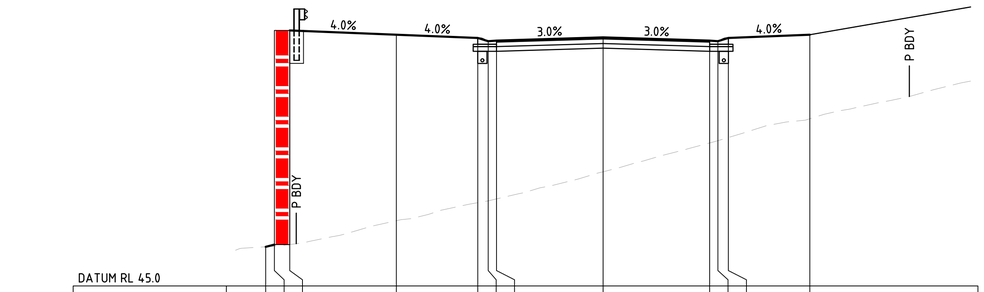
CH 90.000



DATUM RL 50.0

FINISHED SURFACE LEVEL	55.746	55.640	55.535	55.555	55.659	55.555	55.535	55.640	55.746	
EXISTING SURFACE LEVEL	51.487	51.655	51.699	51.724	51.922	52.147	52.154	52.156	52.430	
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750	

CH 60.000



DATUM RL 45.0

FINISHED SURFACE LEVEL	46.276	46.347	53.338	53.199	53.092	52.987	53.007	53.112	53.007	52.987	53.092	53.199
EXISTING SURFACE LEVEL	46.276	46.297	46.350	47.128	47.716	47.776	47.840	48.725	49.666	49.741	49.843	50.456
OFFSET FROM CONTROL LINE	-11.014	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 80.000

CROSS SECTION - PRIVATE ROAD

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	06.07.26	LAYOUT UPDATED	JW
B	25.03.26	DETAILED DESIGN	JW
A	27.02.26	ORIGINAL ISSUED	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

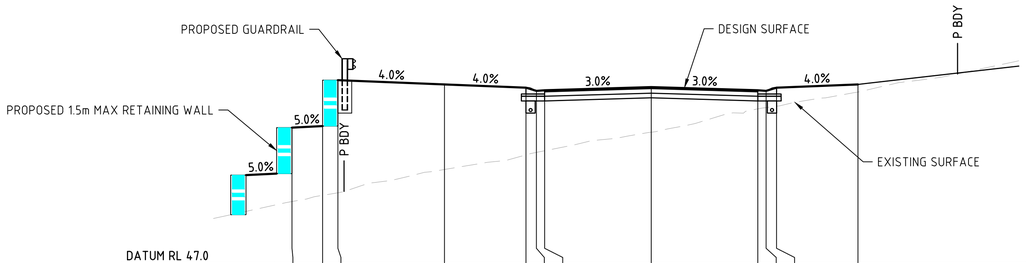
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 2

DRAWING NO. LC25079.C321

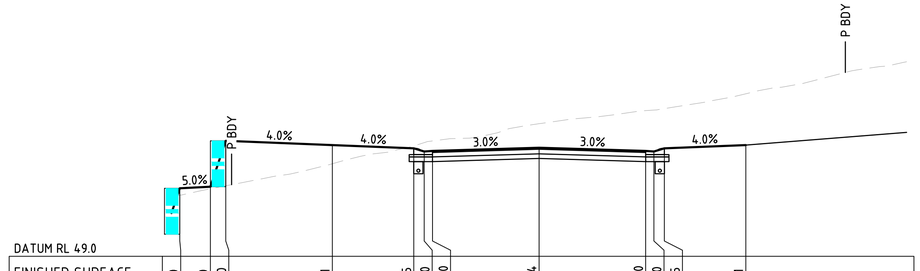
REV. C



DATUM RL 47.0

FINISHED SURFACE LEVEL	51.438	51.488	52.988	52.849	52.743	52.638	52.658	52.762	52.658	52.638	52.743	52.849
EXISTING SURFACE LEVEL	49.026	49.228	49.312	50.072	50.549	50.631	50.684	51.289	52.049	52.094	52.138	52.598
OFFSET FROM CONTROL LINE	-11.730	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

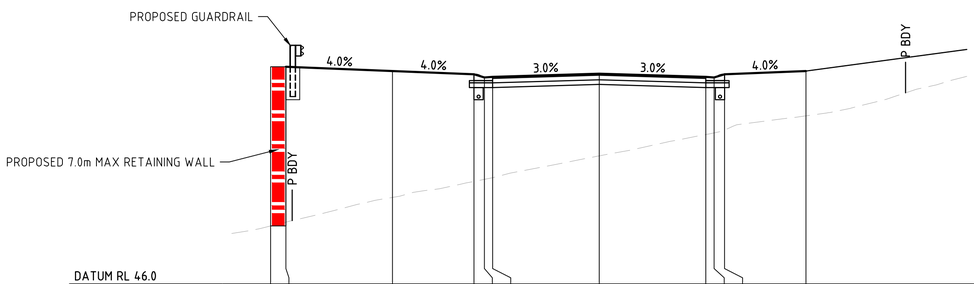
CH 110.000



DATUM RL 49.0

FINISHED SURFACE LEVEL	51.220	51.270	52.770	52.631	52.525	52.420	52.440	52.544	52.440	52.420	52.525	52.631
EXISTING SURFACE LEVEL	50.989	51.204	51.300	52.021	52.604	52.712	52.766	53.328	53.756	53.773	53.821	54.305
OFFSET FROM CONTROL LINE	-11.730	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

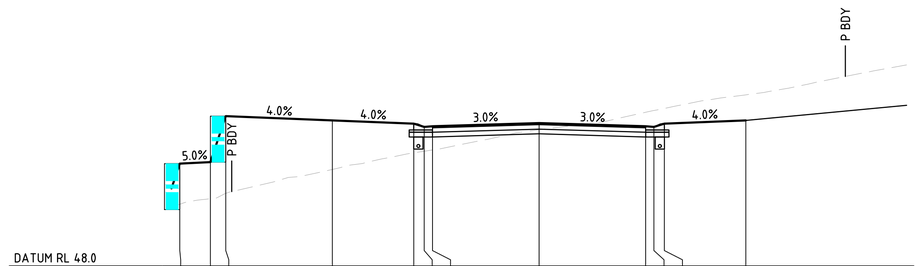
CH 130.000



DATUM RL 46.0

FINISHED SURFACE LEVEL	47.892	53.088	52.949	52.843	52.738	52.758	52.862	52.758	52.738	52.843	52.949	
EXISTING SURFACE LEVEL	47.892	48.017	48.823	49.345	49.412	49.466	50.179	50.875	50.929	51.019	51.485	
OFFSET FROM CONTROL LINE	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750	

CH 100.000



DATUM RL 48.0

FINISHED SURFACE LEVEL	51.338	51.388	52.888	52.749	52.643	52.538	52.558	52.662	52.558	52.538	52.643	52.749
EXISTING SURFACE LEVEL	50.012	50.193	50.367	51.148	51.690	51.743	51.784	52.444	53.015	53.073	53.139	53.584
OFFSET FROM CONTROL LINE	-11.730	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 120.000

CROSS SECTION - PRIVATE ROAD

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	06.07.26	LAYOUT UPDATED	JW
B	25.03.26	DETAILED DESIGN	JW
A	27.02.26	ORIGINAL ISSUED	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

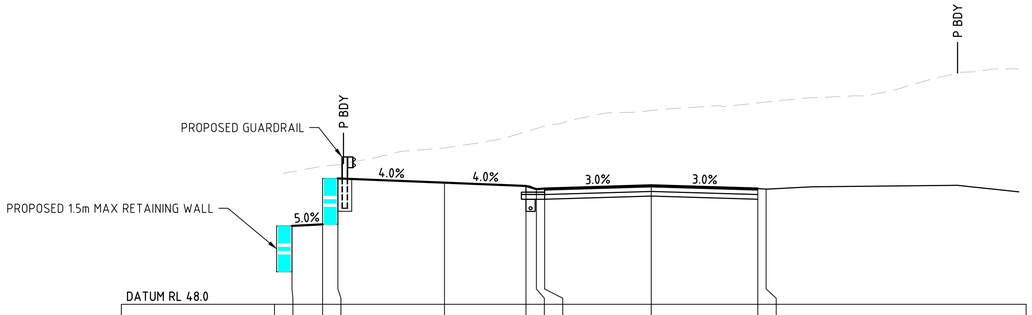
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 3

DRAWING NO. LC25079.C322

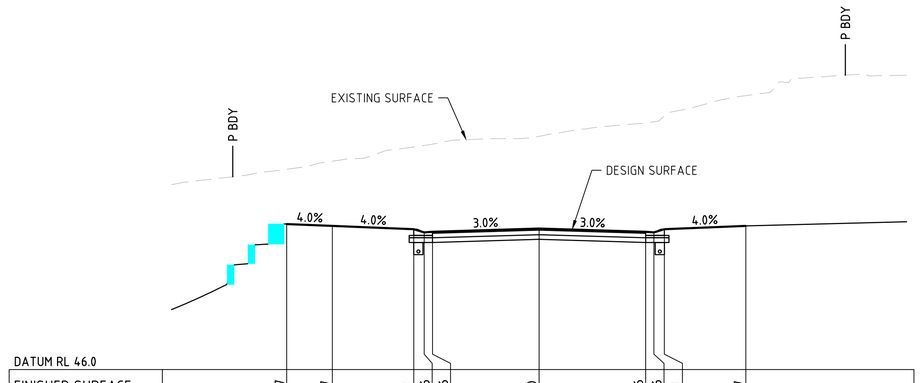
REV. C



DATUM RL 48.0

FINISHED SURFACE LEVEL	50.560	50.610	52.110	51.970	51.864	51.759	51.779	51.883	51.779	51.759			
EXISTING SURFACE LEVEL	52.326	52.508	52.555	53.104	53.639	53.739	53.818	54.323	54.573	54.604			
OFFSET FROM CONTROL LINE	-11.730	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750			

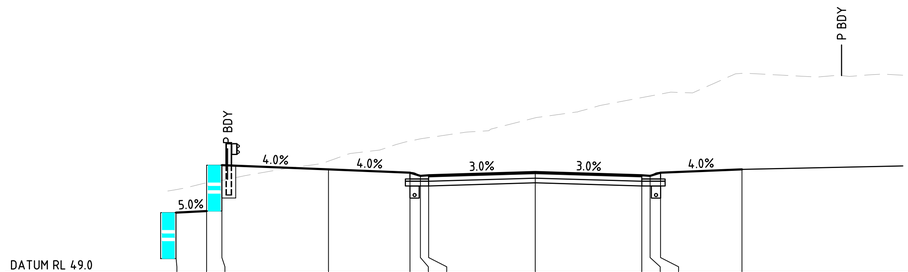
CH 150.000



DATUM RL 46.0

FINISHED SURFACE LEVEL	50.747	50.687	50.581	50.476	50.496	50.600	50.496	50.476	50.581	50.687			
EXISTING SURFACE LEVEL	52.536	52.800	53.264	53.314	53.357	53.610	54.045	54.086	54.279	54.939			
OFFSET FROM CONTROL LINE	-8.239	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750			

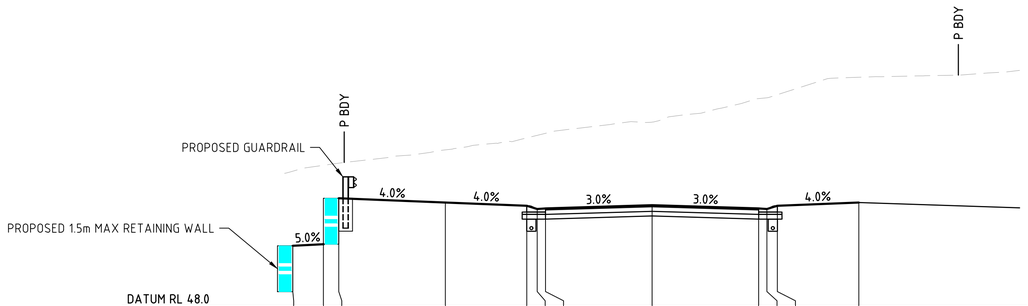
CH 170.000



DATUM RL 49.0

FINISHED SURFACE LEVEL	50.968	51.018	52.518	52.379	52.272	52.167	52.187	52.292	52.187	52.167	52.272	52.379	
EXISTING SURFACE LEVEL	51.717	51.938	52.019	52.648	53.304	53.376	53.416	54.062	54.722	54.773	54.838	55.514	
OFFSET FROM CONTROL LINE	-11.730	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750	

CH 140.000



DATUM RL 48.0

FINISHED SURFACE LEVEL	49.996	50.046	51.546	51.407	51.300	51.195	51.215	51.320	51.215	51.195	51.300	51.407	
EXISTING SURFACE LEVEL	52.429	52.621	52.691	53.125	53.517	53.600	53.666	54.031	54.801	54.826	54.927	55.496	
OFFSET FROM CONTROL LINE	-11.730	-10.730	-10.230	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750	

CH 160.000

CROSS SECTION - PRIVATE ROAD

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	06.07.26	LAYOUT UPDATED	JW
B	25.03.26	DETAILED DESIGN	JW
A	27.02.26	ORIGINAL ISSUED	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

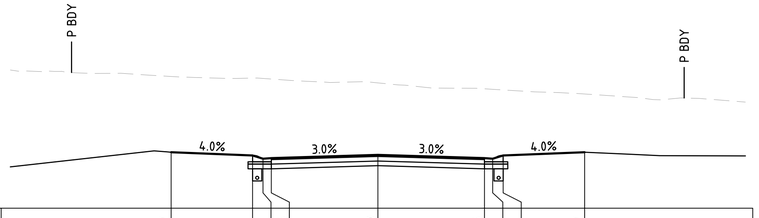
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 4

DRAWING NO.
LC25079.C323

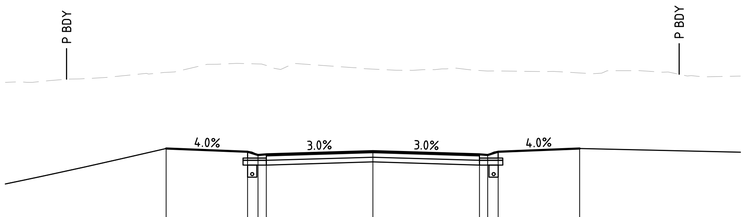
REV.
C



DATUM RL 46.0

FINISHED SURFACE LEVEL	47.827	47.721	47.616	47.636	47.740	47.636	47.616	47.721	47.827
EXISTING SURFACE LEVEL	50.300	50.248	50.236	50.217	50.091	49.898	49.881	49.860	49.728
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 198.151



DATUM RL 46.0

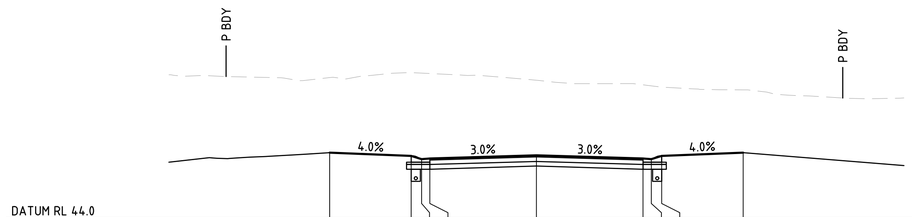
FINISHED SURFACE LEVEL	48.782	48.676	48.571	48.591	48.695	48.591	48.571	48.676	48.782
EXISTING SURFACE LEVEL	51.267	51.551	51.542	51.492	51.373	51.328	51.312	51.313	51.248
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 190.000

DATUM RL 46.0

FINISHED SURFACE LEVEL	49.812	49.706	49.601	49.621	49.725	49.621	49.601	49.706	49.812
EXISTING SURFACE LEVEL	52.366	52.601	52.610	52.617	52.890	53.209	53.236	53.250	53.370
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

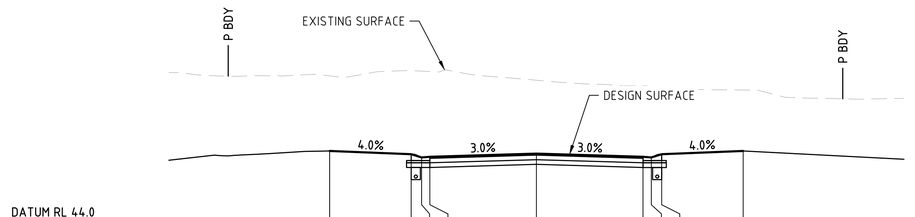
CH 180.000



DATUM RL 44.0

FINISHED SURFACE LEVEL	46.159	46.053	45.948	45.968	46.072	45.968	45.948	46.053	46.159
EXISTING SURFACE LEVEL	48.609	48.772	48.755	48.742	48.524	48.373	48.340	48.300	48.209
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

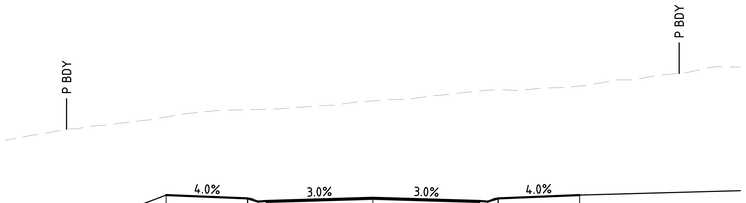
CH 210.670



DATUM RL 44.0

FINISHED SURFACE LEVEL	46.254	46.148	46.043	46.063	46.167	46.063	46.043	46.148	46.254
EXISTING SURFACE LEVEL	48.705	48.876	48.860	48.847	48.563	48.383	48.363	48.324	48.243
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 210.000



DATUM RL 46.0

FINISHED SURFACE LEVEL	47.596	47.490	47.385	47.405	47.509	47.405	47.385	47.490	47.596
EXISTING SURFACE LEVEL	50.056	50.034	50.026	50.025	49.859	49.625	49.621	49.604	49.405
OFFSET FROM CONTROL LINE	-6.750	-4.090	-3.750	-3.480	0.000	3.480	3.750	4.090	6.750

CH 200.000

CROSS SECTION - PRIVATE ROAD

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

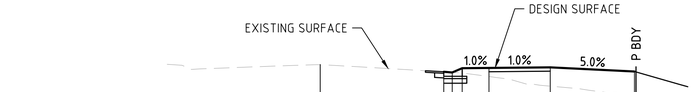
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 5

DRAWING NO. LC25079.C324

REV. B



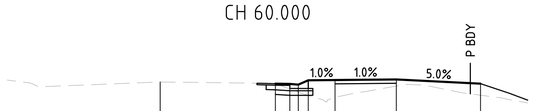
DATUM RL 65.0								
FINISHED SURFACE LEVEL			67.527	67.504	67.644	67.653	67.673	67.535
EXISTING SURFACE LEVEL	67.763		67.527	67.511	67.488	67.373	67.058	66.698
OFFSET FROM CONTROL LINE	0.000		4.035	4.310	4.635	5.510	7.510	10.260

CH 20.000



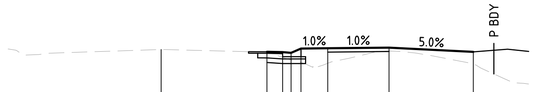
DATUM RL 63.0								
FINISHED SURFACE LEVEL			64.638	64.638	64.615	64.755	64.764	64.784	64.646
EXISTING SURFACE LEVEL	64.639		64.638	64.505	64.433	64.348	64.239	64.682	64.510
OFFSET FROM CONTROL LINE	0.000		3.717	4.217	4.492	4.817	5.692	7.692	10.442

CH 60.000



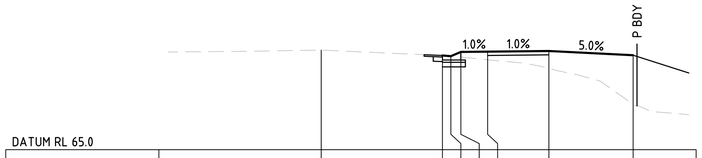
DATUM RL 63.0								
FINISHED SURFACE LEVEL			65.465	65.458	65.435	65.575	65.583	65.603	65.466
EXISTING SURFACE LEVEL	65.522		65.465	65.299	65.192	65.083	65.018	65.386	65.089
OFFSET FROM CONTROL LINE	0.000		3.760	4.234	4.509	4.834	5.709	7.709	10.459

CH 50.000



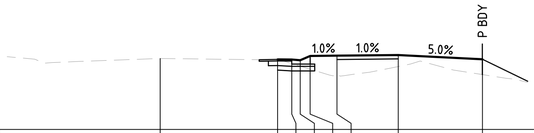
DATUM RL 59.0								
FINISHED SURFACE LEVEL			61.730	61.719	61.696	61.836	61.845	61.865	61.727
EXISTING SURFACE LEVEL	61.806		61.730	61.547	61.464	61.378	61.356	61.750	61.345
OFFSET FROM CONTROL LINE	0.000		3.454	3.966	4.241	4.566	5.441	7.441	10.191

CH 90.000



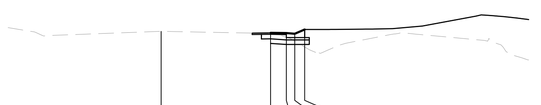
DATUM RL 65.0								
FINISHED SURFACE LEVEL			68.075	68.052	68.192	68.201	68.221	68.083
EXISTING SURFACE LEVEL	68.251		68.075	68.055	68.022	67.934	67.658	66.477
OFFSET FROM CONTROL LINE	0.000		3.958	4.233	4.558	5.433	7.433	10.183

CH 10.000



DATUM RL 64.0								
FINISHED SURFACE LEVEL			66.286	66.282	66.259	66.399	66.408	66.428	66.291
EXISTING SURFACE LEVEL	66.317		66.286	66.150	66.066	65.967	65.731	66.053	65.790
OFFSET FROM CONTROL LINE	0.000		3.833	4.296	4.571	4.896	5.771	7.771	10.521

CH 40.000



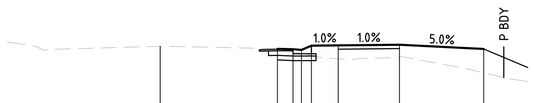
DATUM RL 60.0								
FINISHED SURFACE LEVEL		62.754	62.704	62.697	62.674	62.814		
EXISTING SURFACE LEVEL	62.754	62.704	62.562	62.433	62.242			
OFFSET FROM CONTROL LINE	0.000	3.573	4.087	4.362	4.687			

CH 80.000



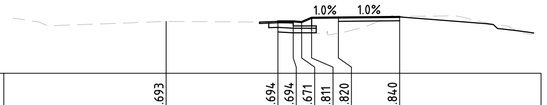
DATUM RL 65.0								
FINISHED SURFACE LEVEL			68.145	68.122	68.262	68.271	68.291	68.154
EXISTING SURFACE LEVEL	68.322		68.145	68.131	68.113	68.040	67.787	66.863
OFFSET FROM CONTROL LINE	0.000		3.939	4.214	4.539	5.414	7.414	10.164

CH 8.496



DATUM RL 64.0								
FINISHED SURFACE LEVEL			66.951	66.940	66.917	67.057	67.066	67.086	66.948
EXISTING SURFACE LEVEL	67.036		66.951	66.854	66.803	66.734	66.637	66.677	66.170
OFFSET FROM CONTROL LINE	0.000		3.828	4.338	4.613	4.938	5.813	7.813	10.563

CH 30.000



DATUM RL 62.0								
FINISHED SURFACE LEVEL		63.693	63.694	63.694	63.671	63.811	63.820	63.840
EXISTING SURFACE LEVEL	63.693	63.694	63.613	63.546	63.416	63.309	63.854	
OFFSET FROM CONTROL LINE	0.000	3.648	4.149	4.424	4.749	5.624	7.624	

CH 70.000

CROSS SECTION - GLENMORE DRIVE

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

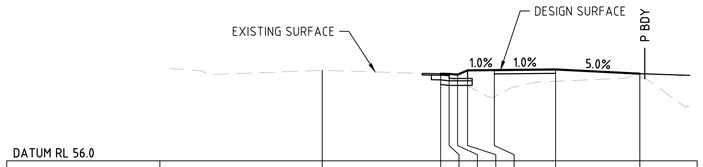
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 6

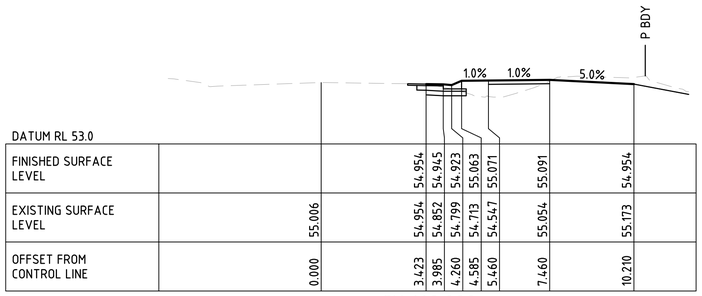
DRAWING NO. LC25079.C325

REV. C



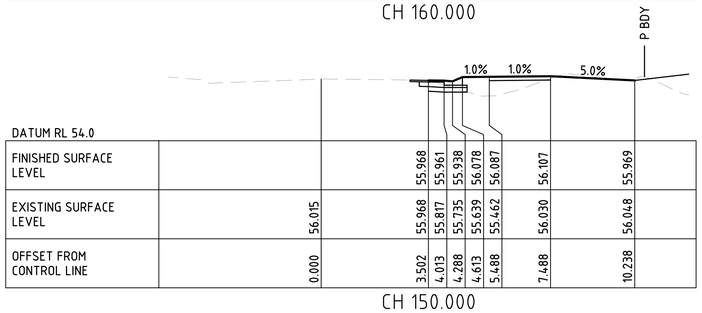
DATUM RL 56.0								
FINISHED SURFACE LEVEL		58.843	58.835	58.812	58.952	58.961	58.981	58.844
EXISTING SURFACE LEVEL	58.952	58.843	58.725	58.608	58.451	58.097	58.597	58.728
OFFSET FROM CONTROL LINE	0.000	3.866	4.144	4.419	4.744	5.619	7.619	10.369

CH 120.000



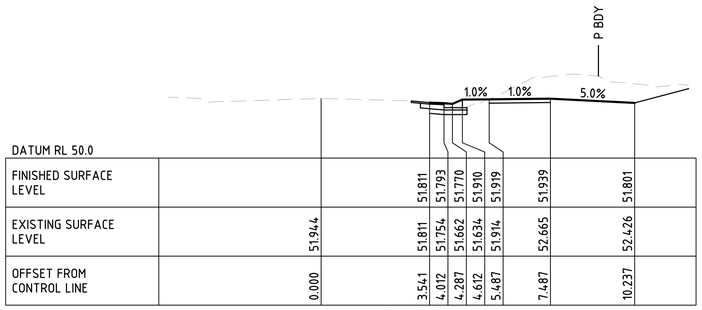
DATUM RL 53.0								
FINISHED SURFACE LEVEL		54.954	54.945	54.923	55.063	55.071	55.091	54.954
EXISTING SURFACE LEVEL	55.006	54.954	54.852	54.799	54.713	54.547	55.054	55.173
OFFSET FROM CONTROL LINE	0.000	3.423	3.985	4.260	4.585	5.460	7.460	10.210

CH 160.000



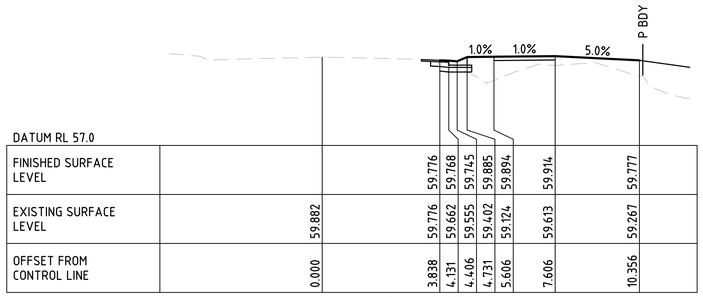
DATUM RL 54.0								
FINISHED SURFACE LEVEL		55.968	55.961	55.938	56.078	56.087	56.107	55.969
EXISTING SURFACE LEVEL	56.015	55.968	55.817	55.735	55.639	55.462	56.030	56.048
OFFSET FROM CONTROL LINE	0.000	3.502	4.013	4.288	4.613	5.488	7.488	10.238

CH 150.000



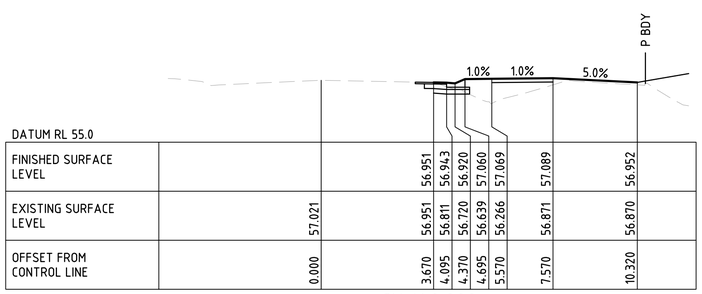
DATUM RL 50.0								
FINISHED SURFACE LEVEL		51.811	51.793	51.770	51.910	51.919	51.939	51.801
EXISTING SURFACE LEVEL	51.944	51.811	51.754	51.662	51.634	51.914	52.665	52.426
OFFSET FROM CONTROL LINE	0.000	3.541	4.012	4.287	4.612	5.487	7.487	10.237

CH 190.000



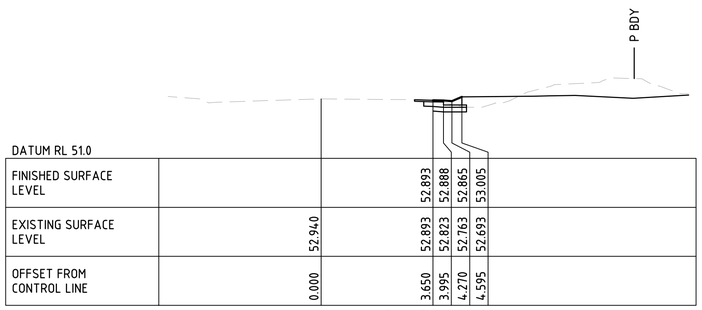
DATUM RL 57.0								
FINISHED SURFACE LEVEL		59.776	59.768	59.745	59.885	59.894	59.914	59.777
EXISTING SURFACE LEVEL	59.882	59.776	59.662	59.555	59.402	59.124	59.613	59.267
OFFSET FROM CONTROL LINE	0.000	3.838	4.131	4.406	4.731	5.606	7.606	10.356

CH 110.000



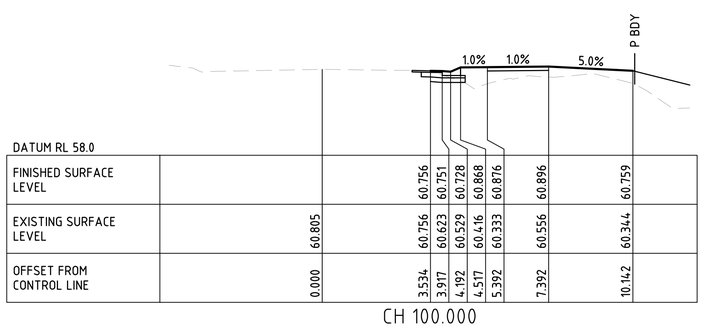
DATUM RL 55.0								
FINISHED SURFACE LEVEL		56.951	56.943	56.920	57.060	57.069	57.089	56.952
EXISTING SURFACE LEVEL	57.021	56.951	56.811	56.720	56.639	56.266	56.871	56.870
OFFSET FROM CONTROL LINE	0.000	3.670	4.095	4.370	4.695	5.570	7.570	10.320

CH 140.000



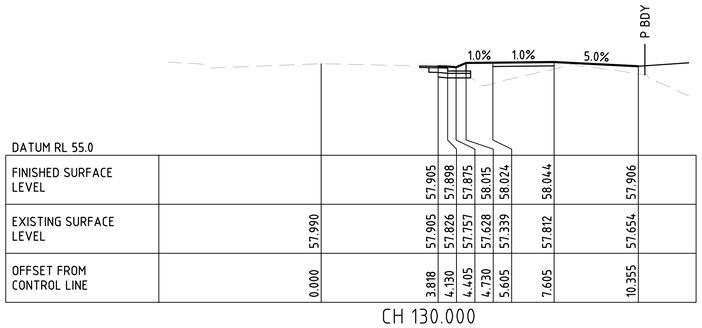
DATUM RL 51.0								
FINISHED SURFACE LEVEL		52.893	52.888	52.865	53.005			
EXISTING SURFACE LEVEL	52.940	52.893	52.823	52.763	52.693			
OFFSET FROM CONTROL LINE	0.000	3.650	3.995	4.270	4.595			

CH 180.000



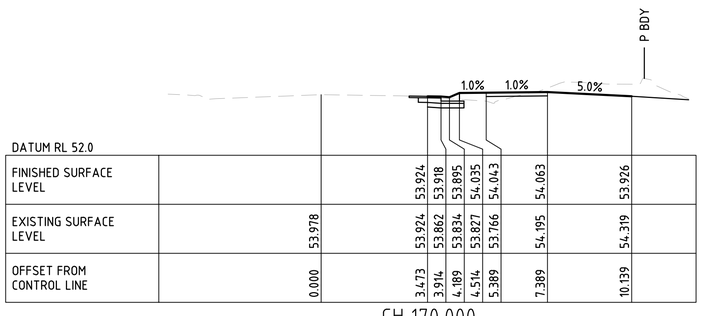
DATUM RL 58.0								
FINISHED SURFACE LEVEL		60.756	60.751	60.728	60.868	60.876	60.896	60.759
EXISTING SURFACE LEVEL	60.805	60.756	60.623	60.529	60.416	60.333	60.556	60.344
OFFSET FROM CONTROL LINE	0.000	3.534	3.917	4.192	4.517	5.392	7.392	10.142

CH 100.000



DATUM RL 55.0								
FINISHED SURFACE LEVEL		57.905	57.898	57.875	58.015	58.024	58.044	57.906
EXISTING SURFACE LEVEL	57.990	57.905	57.826	57.757	57.628	57.339	57.812	57.654
OFFSET FROM CONTROL LINE	0.000	3.818	4.130	4.405	4.730	5.605	7.605	10.355

CH 130.000



DATUM RL 52.0								
FINISHED SURFACE LEVEL		53.924	53.918	53.895	54.035	54.043	54.063	53.926
EXISTING SURFACE LEVEL	53.978	53.924	53.862	53.834	53.827	53.766	54.195	54.319
OFFSET FROM CONTROL LINE	0.000	3.473	3.914	4.189	4.514	5.389	7.389	10.139

CH 170.000

CROSS SECTION - GLENMORE DRIVE

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

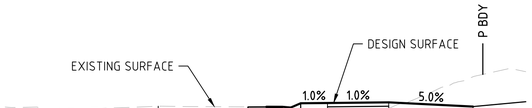
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 7

DRAWING NO. LC25079.C326

REV. B



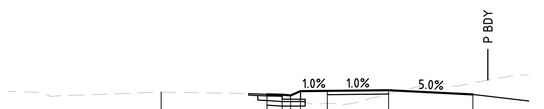
DATUM RL 47.0								
FINISHED SURFACE LEVEL		49.019	49.016	48.993	49.142	49.162	49.025	
EXISTING SURFACE LEVEL	49.039	49.019	48.939	48.898	48.850	48.751	48.980	50.000
OFFSET FROM CONTROL LINE	0.000	3.529	4.052	4.327	4.652	5.527	7.527	10.277

CH 220.000



DATUM RL 44.0					
FINISHED SURFACE LEVEL		45.603	45.608	45.585	
EXISTING SURFACE LEVEL	45.566	45.603	45.543	45.509	
OFFSET FROM CONTROL LINE	0.000	3.563	4.063	4.338	

CH 260.000



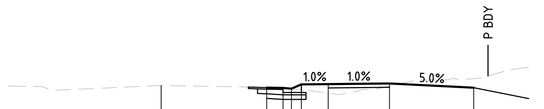
DATUM RL 41.0							
FINISHED SURFACE LEVEL		42.401	42.390	42.367	42.507	42.536	42.398	
EXISTING SURFACE LEVEL	42.476	42.401	42.319	42.273	42.191	42.430	42.773	
OFFSET FROM CONTROL LINE	0.000	3.457	3.951	4.226	4.551	7.426	10.176	

CH 300.000



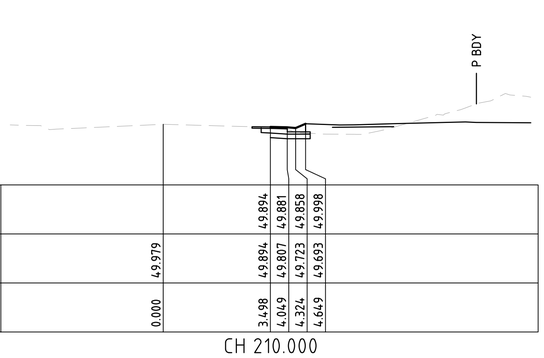
DATUM RL 45.0							
FINISHED SURFACE LEVEL		46.400	46.403	46.380	46.520	46.529	46.549	46.412
EXISTING SURFACE LEVEL	46.377	46.400	46.327	46.302	46.274	46.198	46.265	46.873
OFFSET FROM CONTROL LINE	0.000	3.636	4.115	4.390	4.715	5.590	7.590	10.340

CH 250.000



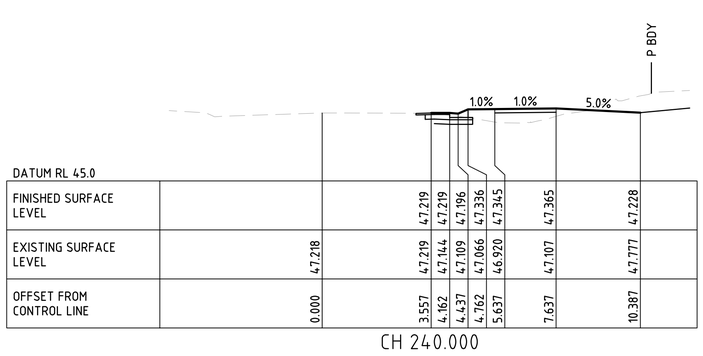
DATUM RL 41.0							
FINISHED SURFACE LEVEL		43.200	43.190	43.167	43.307	43.316	43.336	43.198
EXISTING SURFACE LEVEL	43.270	43.200	43.167	43.160	43.136	43.017	43.251	43.490
OFFSET FROM CONTROL LINE	0.000	3.447	3.979	4.254	4.579	5.454	7.454	10.204

CH 290.000



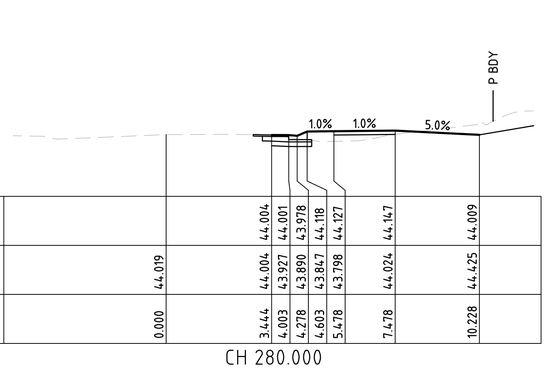
DATUM RL 48.0							
FINISHED SURFACE LEVEL		49.894	49.881	49.858	49.998		
EXISTING SURFACE LEVEL	49.979	49.894	49.807	49.723	49.693		
OFFSET FROM CONTROL LINE	0.000	3.498	4.049	4.324	4.649		

CH 210.000



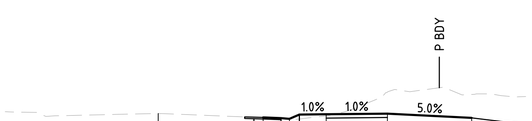
DATUM RL 45.0							
FINISHED SURFACE LEVEL		47.219	47.219	47.196	47.336	47.345	47.365	47.228
EXISTING SURFACE LEVEL	47.218	47.219	47.144	47.109	47.066	46.920	47.107	47.777
OFFSET FROM CONTROL LINE	0.000	3.557	4.162	4.437	4.762	5.637	7.637	10.387

CH 240.000



DATUM RL 42.0							
FINISHED SURFACE LEVEL		44.004	44.001	43.978	44.118	44.127	44.147	44.009
EXISTING SURFACE LEVEL	44.019	44.004	43.927	43.890	43.847	43.798	44.024	44.425
OFFSET FROM CONTROL LINE	0.000	3.444	4.003	4.278	4.603	5.478	7.478	10.228

CH 280.000



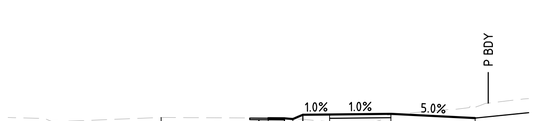
DATUM RL 49.0							
FINISHED SURFACE LEVEL		50.800	50.777	50.754	50.894	50.903	50.923	50.786
EXISTING SURFACE LEVEL	50.929	50.800	50.753	50.732	50.748	50.852	51.625	51.549
OFFSET FROM CONTROL LINE	0.000	3.424	4.008	4.283	4.608	5.483	7.483	10.233

CH 200.000



DATUM RL 46.0							
FINISHED SURFACE LEVEL		48.103	48.099	48.076	48.216	48.225	48.245	48.108
EXISTING SURFACE LEVEL	48.128	48.103	48.037	48.007	47.970	47.876	47.967	48.665
OFFSET FROM CONTROL LINE	0.000	3.537	4.128	4.403	4.728	5.603	7.603	10.353

CH 230.000



DATUM RL 43.0							
FINISHED SURFACE LEVEL		44.775	44.771	44.748	44.888	44.897	44.917	44.779
EXISTING SURFACE LEVEL	44.799	44.775	44.760	44.753	44.744	44.654	44.887	45.133
OFFSET FROM CONTROL LINE	0.000	3.497	4.027	4.302	4.627	5.502	7.502	10.252

CH 270.000

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

CROSS SECTION - GLENMORE DRIVE

Scale 1:100

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 8

DRAWING NO.
LC25079.C327

REV.
B



DATUM RL 38.0								
FINISHED SURFACE LEVEL			40.139	40.132	40.109	40.249	40.258	40.278	40.140	
EXISTING SURFACE LEVEL	40.196		40.139	40.124	40.113	40.098	40.062	40.210	40.589	
OFFSET FROM CONTROL LINE	0.000		3.420	3.836	4.111	4.436	5.311	7.311	10.061	

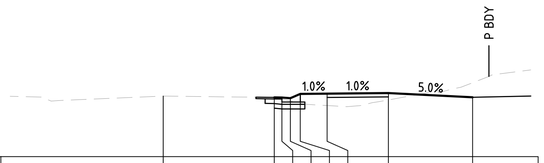
CH 330.000

DATUM RL 36.0								
FINISHED SURFACE LEVEL			37.847	37.829	37.806	37.946	37.955	37.975	37.838	
EXISTING SURFACE LEVEL	37.960		37.847	37.791	37.759	37.721	37.713	38.012	38.573	
OFFSET FROM CONTROL LINE	0.000		3.242	3.765	4.040	4.365	5.240	7.240	9.990	

CH 360.000

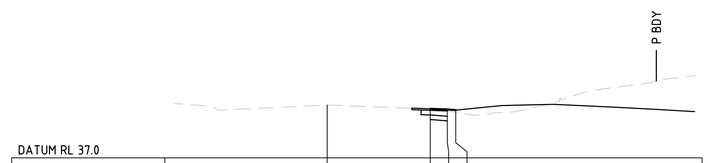
DATUM RL 34.0								
FINISHED SURFACE LEVEL			35.605	35.594	35.571	35.711	35.720	35.740	35.603	
EXISTING SURFACE LEVEL	35.678		35.605	35.537	35.499	35.455	35.403	35.619	36.237	
OFFSET FROM CONTROL LINE	0.000		3.604	4.112	4.387	4.712	5.587	7.587	10.337	

CH 390.000



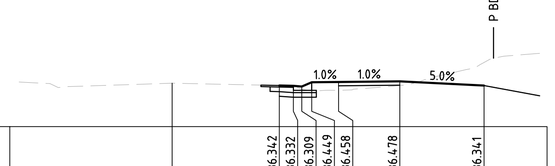
DATUM RL 39.0								
FINISHED SURFACE LEVEL			40.933	40.930	40.907	41.047	41.056	41.076	40.938	
EXISTING SURFACE LEVEL	40.977		40.933	40.880	40.817	40.741	40.668	40.851	41.412	
OFFSET FROM CONTROL LINE	0.000		3.626	3.875	4.150	4.475	5.350	7.350	10.100	

CH 320.000



DATUM RL 37.0								
FINISHED SURFACE LEVEL			38.601	38.580	38.557					
EXISTING SURFACE LEVEL	38.726		38.601	38.521	38.481					
OFFSET FROM CONTROL LINE	0.000		3.366	3.922	4.197					

CH 350.000



DATUM RL 35.0								
FINISHED SURFACE LEVEL			36.342	36.332	36.309	36.449	36.458	36.478	36.341	
EXISTING SURFACE LEVEL	36.419		36.342	36.284	36.217	36.167	36.188	36.340	37.094	
OFFSET FROM CONTROL LINE	0.000		3.498	3.958	4.233	4.558	5.433	7.433	10.183	

CH 380.000

DATUM RL 40.0								
FINISHED SURFACE LEVEL			41.655	41.644	41.622	41.762				
EXISTING SURFACE LEVEL	41.738		41.655	41.559	41.498	41.417				
OFFSET FROM CONTROL LINE	0.000		3.471	3.913	4.188	4.513				

CH 310.000

DATUM RL 38.0								
FINISHED SURFACE LEVEL			39.361	39.339	39.316	39.456	39.464	39.484	39.347	
EXISTING SURFACE LEVEL	39.487		39.361	39.313	39.267	39.244	39.335	39.653	40.053	
OFFSET FROM CONTROL LINE	0.000		3.335	3.916	4.191	4.516	5.391	7.391	10.141	

CH 340.000



DATUM RL 35.0								
FINISHED SURFACE LEVEL			37.076	37.059	37.036	37.176	37.185	37.205	37.067	
EXISTING SURFACE LEVEL	37.188		37.076	36.998	36.950	36.894	36.881	37.128	37.856	
OFFSET FROM CONTROL LINE	0.000		3.248	3.739	4.014	4.339	5.214	7.214	9.964	

CH 370.000

CROSS SECTION - GLENMORE DRIVE

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

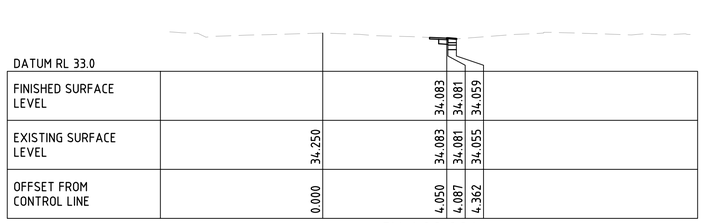
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

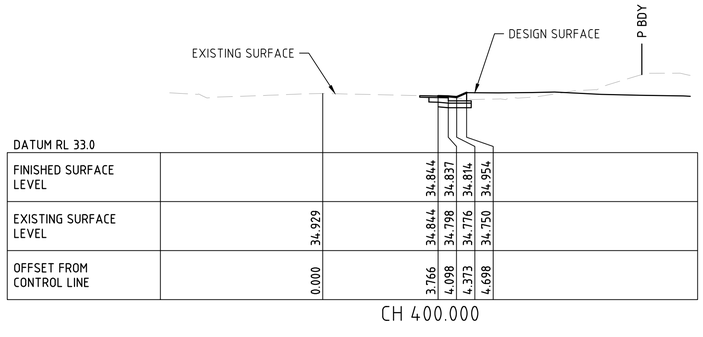
TITLE
ROADWORKS CROSS SECTIONS - SHEET 9

DRAWING NO. LC25079.C328

REV. B



CH 408.924



CH 400.000

CROSS SECTION - GLENMORE DRIVE

Scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
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A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

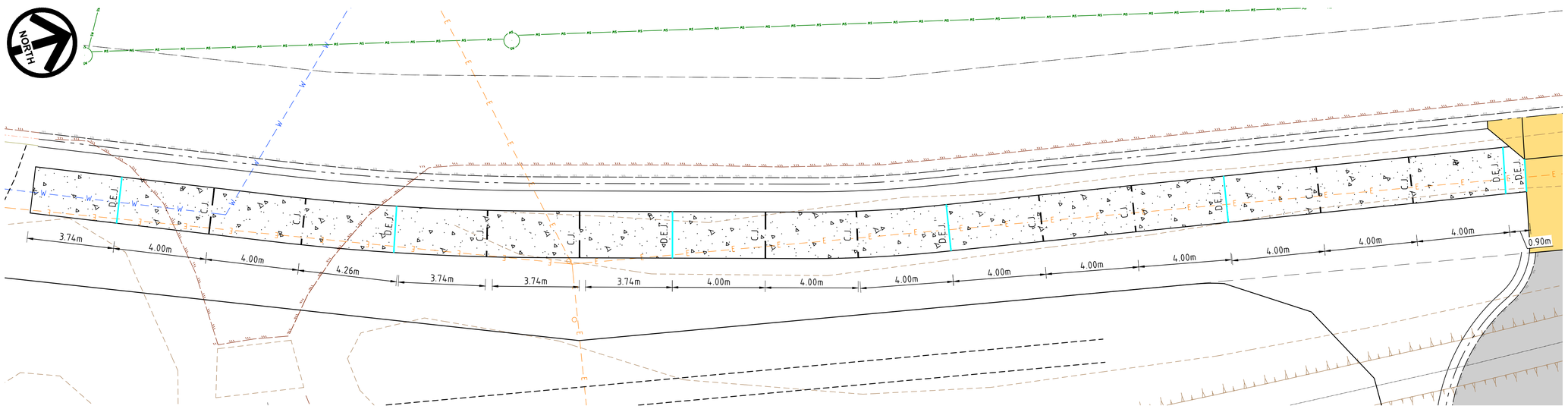
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
ROADWORKS CROSS SECTIONS - SHEET 10

DRAWING NO. LC25079.C329

REV. B

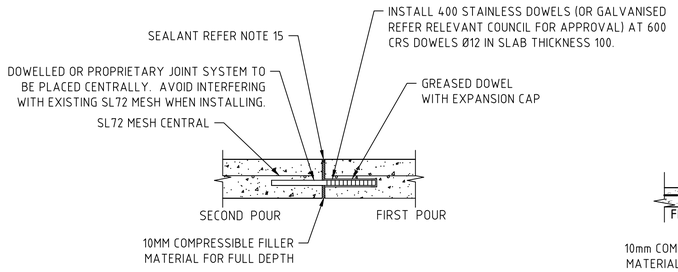


LEGEND:

- DESIGN CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING SEWER
- EXISTING WATER
- EXISTING STORMWATER
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY PILLAR
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED CONCRETE DRIVEWAY
- C.J — CONTROL JOINT (C.J)
- D.E.J — CONTROL JOINT (D.E.J)

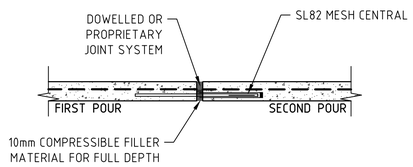
JOINTING LAYOUT PLAN

SCALE: 1:100



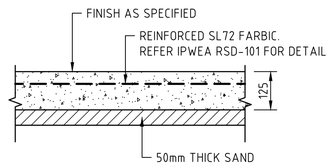
DOWELLED EXPANSION JOINT DETAIL (DEJ)

N.T.S



CONSTRUCTION JOINT - C.J.

SCALE 1:20



TYPICAL CONCRETE DETAIL

SCALE 1:10

CONCRETE PAVEMENT NOTES:

1. MATERIALS AND WORKMANSHIP SHALL COMPLY WITH AS1379, AS3600 AND AS3610.
2. CONCRETE SHALL BE QUICK SET HIGH STRENGTH 32MPa FOR PAVEMENT & 25MPa FOR WALKWAYS.
3. PROJECT ASSESSMENT OF STRENGTH IN ACCORDANCE WITH AS3600 SHALL BE ADOPTED FOR SAMPLING AND TESTING. CONTRACTOR SHALL PAY ALL COSTS.
4. CONSTRUCTION JOINTS SHALL BE MADE ONLY AT APPROVED LOCATIONS.
5. 2-N12 TRIMMER BARS TO BE PLACED AT 45° TO RE-ENTRANT CORNERS.
6. ALL JOINTS ARE TO BE SEALED JUST PRIOR TO HANDOVER WITH DOW CORNING '888' SEALANT OR APPROVED EQUIVALENT, INSTALLED IN ACCORDANCE WITH MANUFACTURING RECOMMENDATIONS.
7. JOINTS ARE TO BE INSPECTED AND SEALANT REGULARLY REPLACED IF REQUIRED.
8. DIMENSIONAL TOLERANCES OF AS3600, MODIFIED BY AS3610, SHALL APPLY UNLESS OTHERWISE NOTED. SLAB SURFACE FLATNESS TOLERANCE SHALL BE 5mm MAXIMUM DEVIATION FOR A 3m STRAIGHT EDGE.
9. CONCRETE PAVEMENTS ARE TO BE BROOM FINISHED. SLAB THICKNESSES NOTED ARE EXCLUSIVE OF APPLIED FINISHES
10. CURE ALL CONCRETE BY AN APPROVED METHOD FOR 7 DAYS AFTER HARDENING. PVA AND RESIN BASED CURING COMPOUNDS SHALL NOT BE USED. THE METHOD OF CURING IS TO BE SUBMITTED FOR APPROVAL.
11. GEOTECHNICAL TESTING OF THE SUBGRADE SHALL BE CARRIED OUT IN ACCORDANCE WITH C.o.G.C COUNCIL SPECIFICATIONS. TEST CERTIFICATES ARE TO BE PREPARED BY A N.A.T.A. REGISTERED MATERIALS TEST AUTHORITY AND PROVIDED TO THE ENGINEER IN ORDER TO VERIFY THE PROPOSED PAVEMENT DESIGN.
12. UNLESS SPECIFIED DIFFERENTLY BY THE RELEVANT LOCAL AUTHORITY, THE MINIMUM COMPACTION REQUIREMENTS SHALL BE:
    - SUBGRADE - 100% STANDARD COMPACTION
    - SUBGRADE REPLACEMENT MATERIAL - 95% MODIFIED COMPACTION
    - SUB-BASE - 95% MODIFIED COMPACTION
    - BASE - 98% MODIFIED COMPACTION
13. THE CONTRACTOR IS TO PROVIDE COMPACTION TESTS ON SUBGRADE, SUBGRADE REPLACEMENT, SUB-BASE AND BASE LAYERS AT A FREQUENCY OF ONE (1) TEST PER 100 METRES FOR ROADWAY OR ONE (1) TEST PER 500m² FOR CAR PARKS.
14. FOR DIGITAL SETOUT REFER TO CONSULTING ENGINEER FOR DATA.

NOTES:

1. SAWCUT WITHIN 4 - 6 HOURS AFTER CONCRETE IS POURED UNLESS AGREED OTHERWISE BY THE ENGINEER.
2. USE "SOFF-CUT" TM SAW, OR APPROVED EQUIVALENT.

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:10 0 0.1 0.2 0.3 0.4 0.5m 1:20 0 0.2 0.4 0.6 0.8 1.0m 1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	09.10.26	CHANGED AS RFI	JW
A	06.07.26	LAYOUT UPDATED	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION 98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

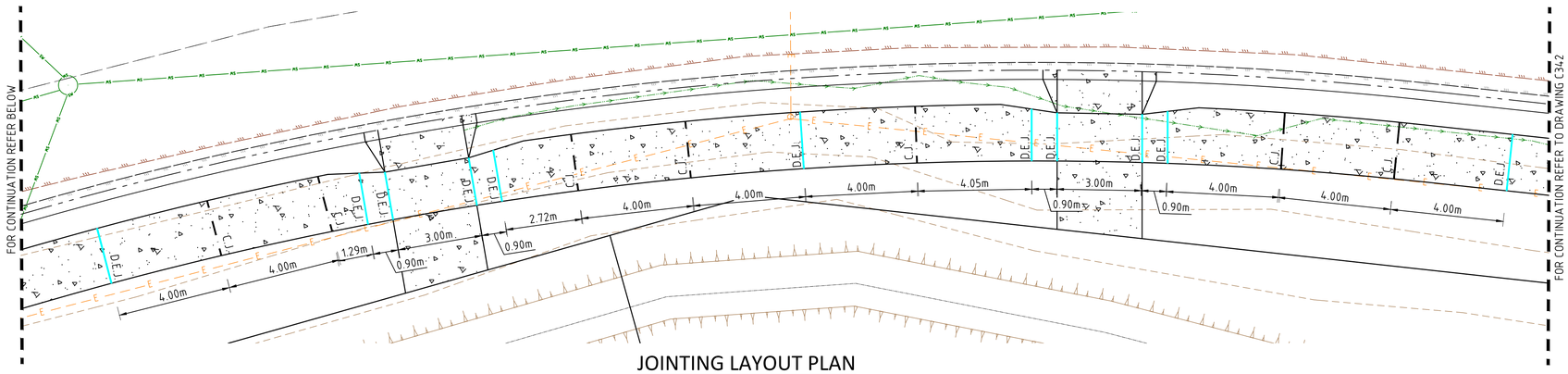
CLIENT: SALT DEVELOPMENT SERVICES

TITLE: JOINTING LAYOUT PLANS - SHEET 1

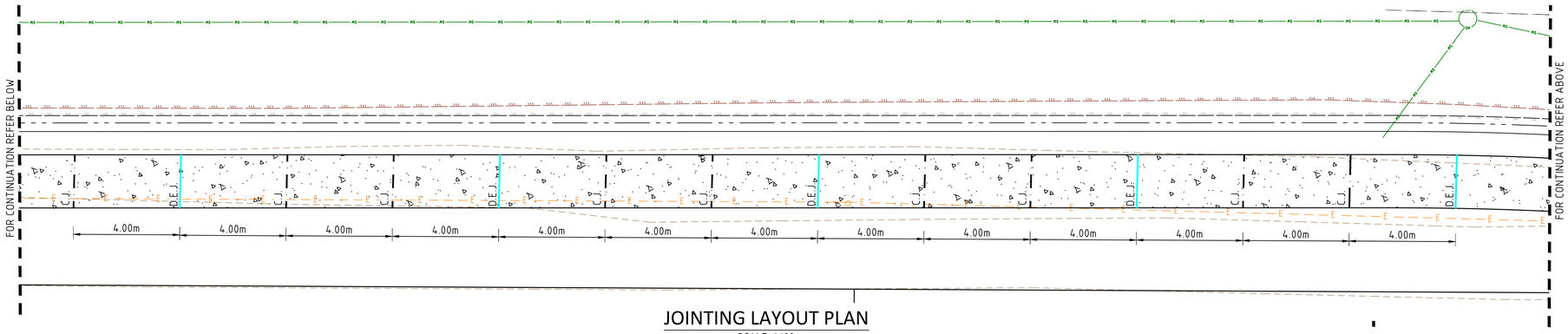
DRAWING NO. LC25079.C340

REV. B

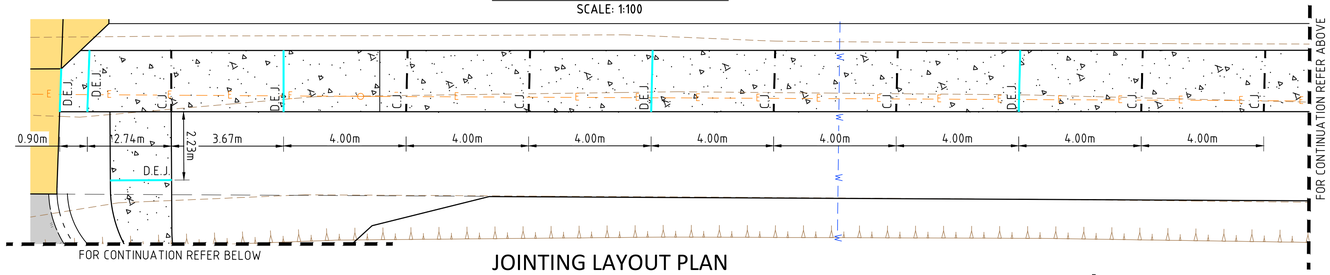
NORTH



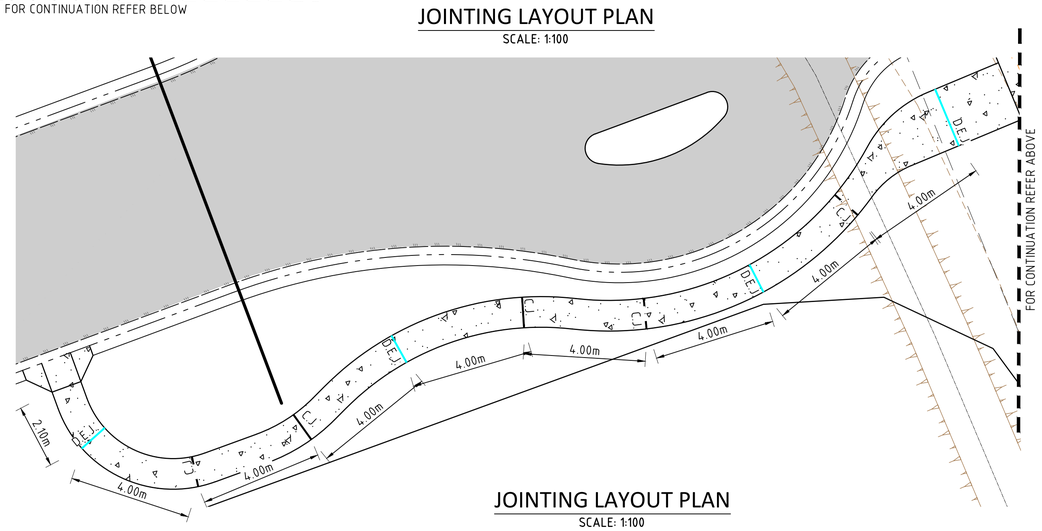
JOINTING LAYOUT PLAN
SCALE: 1:100



JOINTING LAYOUT PLAN
SCALE: 1:100



JOINTING LAYOUT PLAN
SCALE: 1:100



JOINTING LAYOUT PLAN
SCALE: 1:100

LEGEND:

- 39.0 — DESIGN CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- S — EXISTING SEWER
- W — EXISTING WATER
- SW — EXISTING STORMWATER
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY PILLAR
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED CONCRETE DRIVEWAY
- C.J — CONTROL JOINT (C.J)
- D.E.J — CONTROL JOINT (D.E.J)

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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B	09.10.26	CHANGED AS RFI	JW
A	06.07.26	LAYOUT UPDATED	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

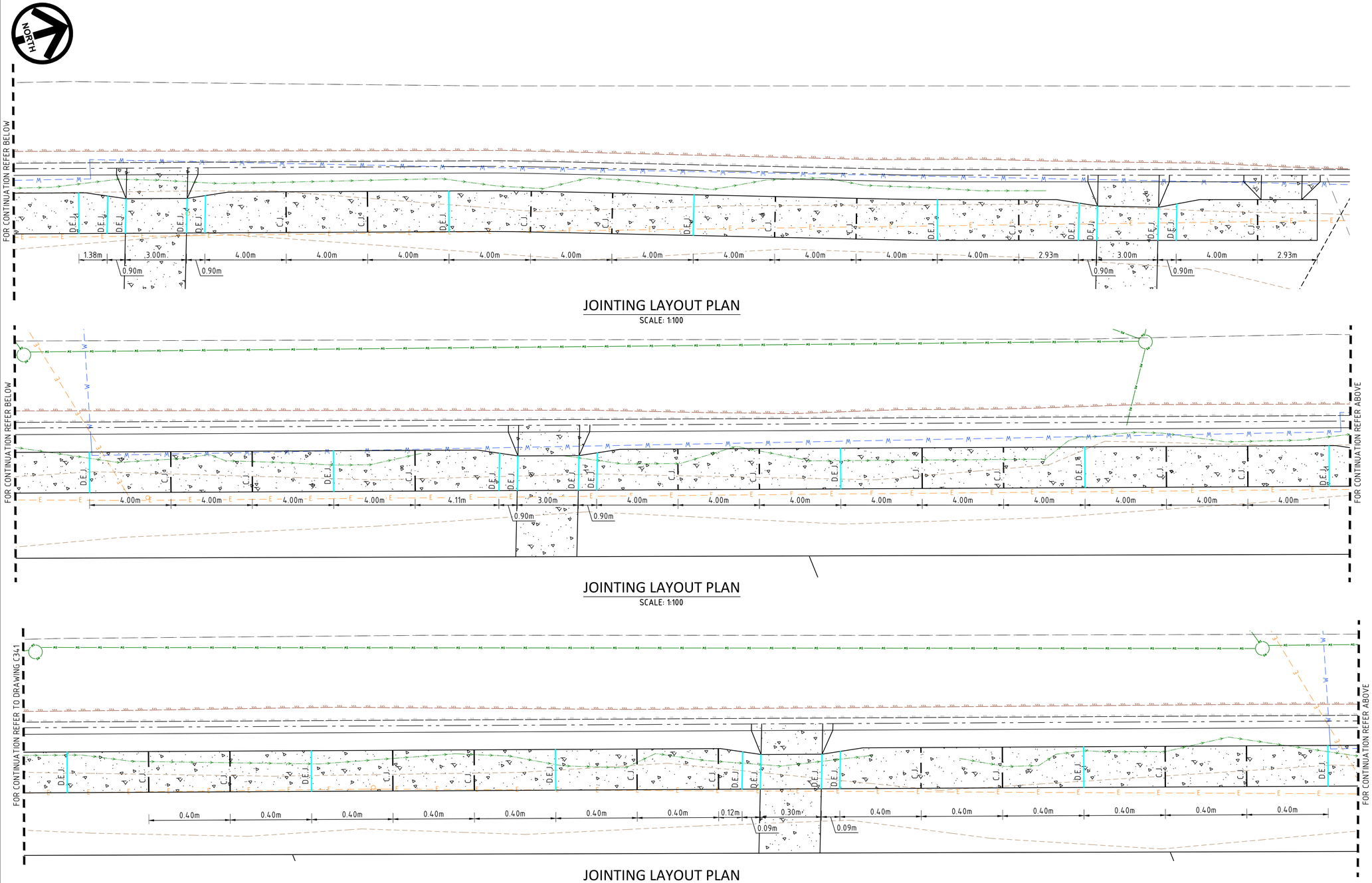
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
JOINTING LAYOUT PLANS - SHEET 2

DRAWING NO. LC25079.C341
REV. B



JOINTING LAYOUT PLAN
SCALE: 1:100

JOINTING LAYOUT PLAN
SCALE: 1:100

JOINTING LAYOUT PLAN
SCALE: 1:100

LEGEND:

- 39.0 — DESIGN CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- S — EXISTING SEWER
- W — EXISTING WATER
- SW — EXISTING STORMWATER
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY PILLAR
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED CONCRETE DRIVEWAY
- C.J — CONTROL JOINT (C.J)
- D.E.J — CONTROL JOINT (D.E.J)

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
A	06.07.26	LAYOUT UPDATED	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

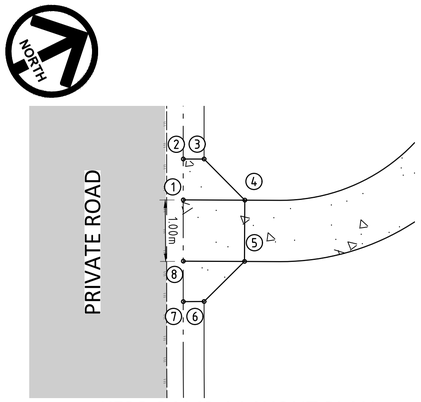
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
JOINTING LAYOUT PLANS - SHEET 3

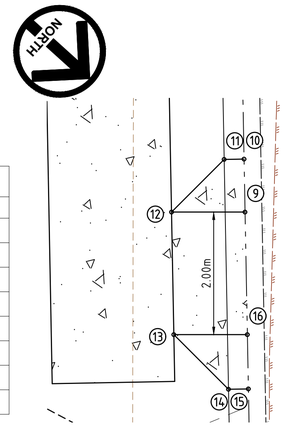
DRAWING NO. LC25079.C342

REV. A



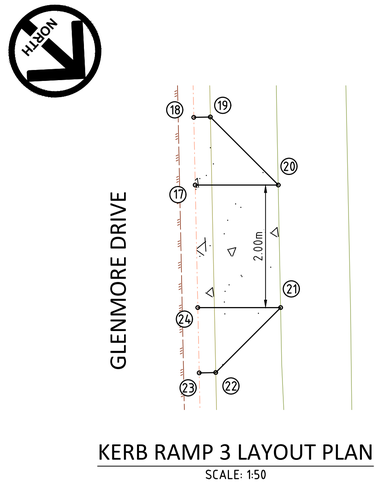
KERB RAMP 1 LAYOUT PLAN
SCALE: 1:50

SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
1	534679.510	6889086.020	59.509
2	534678.913	6889086.317	59.635
3	534679.064	6889086.621	59.740
4	534679.962	6889086.917	59.635
5	534680.855	6889086.467	59.645
6	534681.146	6889085.585	59.298
7	534680.997	6889085.280	59.195
8	534680.405	6889085.574	59.322



KERB RAMP 2 LAYOUT PLAN
SCALE: 1:50

SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
9	534847.918	6889349.246	34.480
10	534847.287	6889348.654	34.555
11	534847.510	6889348.417	34.695
12	534848.723	6889348.355	34.630
13	534850.182	6889349.724	34.460
14	534850.246	6889350.983	34.375
15	534850.024	6889351.221	34.235
16	534849.377	6889350.614	34.310



KERB RAMP 3 LAYOUT PLAN
SCALE: 1:50

SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
17	534842.443	6889355.302	34.475
18	534841.639	6889354.544	34.557
19	534841.454	6889354.741	34.689
20	534841.534	6889356.309	34.638
21	534842.996	6889357.677	34.498
22	534844.490	6889357.601	34.377
23	534844.675	6889357.404	34.246
24	534843.899	6889356.673	34.325

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:50 0 0.5 1 1.5 2 2.5m

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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	09.10.26	CHANGED AS RFI	JW
A	06.07.26	LAYOUT UPDATED	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

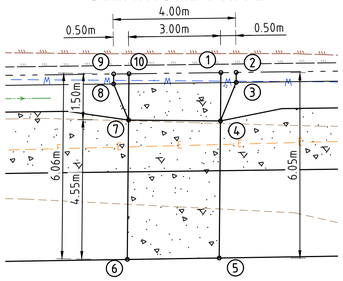
TITLE
RAMP LAYOUT PLANS

DRAWING NO. LC25079.C343
REV. B

LEGEND:

EXISTING BOUNDARY
EXISTING RETAINING WALL
EXISTING ROAD EDGE OF BITUMEN
EXISTING SEWER
EXISTING WATER
EXISTING STORMWATER
EXISTING FENCE
EXISTING KERB
EXISTING GARDEN
EXISTING ELECTRICITY PILLAR
EXISTING TOB/BOB EARTHWORK
EXISTING TREE
PROPOSED BATTER
PROPOSED CONTROL LINE
PROPOSED BDY
PROPOSED 1.5m MAX RETAINING WALL
PROPOSED CONCRETE DRIVEWAY

GLENMORE DRIVE

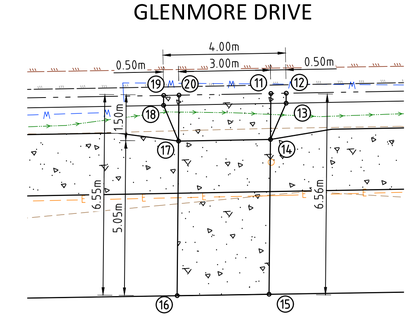


DRIVEWAY TO LOT 1 SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
1	534844.255	6889345.811	34.897
2	534844.620	6889346.153	34.860
3	534844.837	6889345.911	35.000
4	534845.308	6889344.638	35.019
5	534848.297	6889341.308	35.000
6	534846.114	6889339.249	35.162
7	534843.076	6889342.634	35.242
8	534841.919	6889343.174	35.300
9	534841.702	6889343.416	35.159
10	534842.067	6889343.758	35.122

DRIVEWAY TO LOT 1 LAYOUT PLAN
SCALE: 1:100

GLENMORE DRIVE

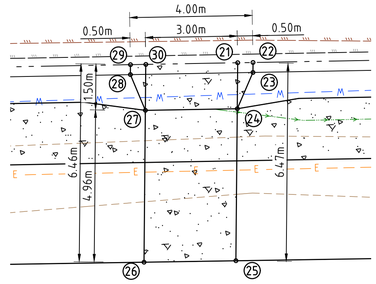


DRIVEWAY TO LOT 2 SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
11	534809.193	6889313.422	38.461
12	534809.556	6889313.766	38.424
13	534809.774	6889313.524	38.564
14	534810.194	6889312.304	38.611
15	534813.571	6889308.545	38.500
16	534811.388	6889306.486	38.710
17	534808.017	6889310.242	38.845
18	534806.869	6889310.772	38.874
19	534806.652	6889311.014	38.734
20	534807.015	6889311.358	38.695

DRIVEWAY TO LOT 2 LAYOUT PLAN
SCALE: 1:100

GLENMORE DRIVE

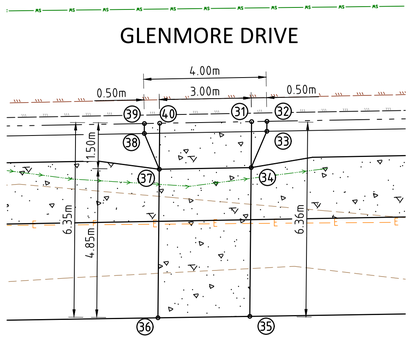


DRIVEWAY TO LOT 3 SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
21	534778.571	6889284.406	41.693
22	534778.934	6889284.750	41.657
23	534779.151	6889284.508	41.793
24	534779.573	6889283.289	41.843
25	534782.888	6889279.597	41.800
26	534780.705	6889277.537	42.000
27	534777.395	6889281.226	42.062
28	534776.247	6889281.756	42.089
29	534776.030	6889281.998	41.948
30	534776.393	6889282.342	41.912

DRIVEWAY TO LOT 3 LAYOUT PLAN
SCALE: 1:100

GLENMORE DRIVE

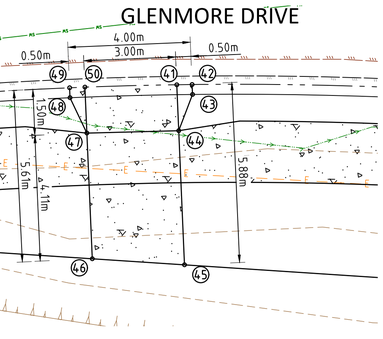


DRIVEWAY TO LOT 4 SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
31	534743.063	6889250.760	45.578
32	534743.426	6889251.104	45.540
33	534743.643	6889250.862	45.680
34	534744.065	6889249.643	45.728
35	534747.309	6889246.029	45.730
36	534745.126	6889243.970	45.852
37	534741.886	6889247.580	45.961
38	534740.739	6889248.110	45.990
39	534740.521	6889248.352	45.850
40	534740.884	6889248.696	45.811

DRIVEWAY TO LOT 4 LAYOUT PLAN
SCALE: 1:100

GLENMORE DRIVE

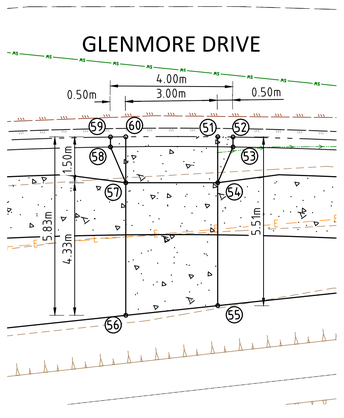


DRIVEWAY TO LOT 5 SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
41	534706.771	6889215.822	49.907
42	534707.104	6889216.194	49.864
43	534707.352	6889215.984	50.000
44	534707.913	6889214.848	49.982
45	534711.247	6889212.006	50.080
46	534709.052	6889209.935	50.320
47	534705.927	6889212.599	50.261
48	534704.706	6889212.982	50.375
49	534704.460	6889213.193	50.235
50	534704.784	6889213.573	50.186

DRIVEWAY TO LOT 5 LAYOUT PLAN
SCALE: 1:100

GLENMORE DRIVE



DRIVEWAY TO LOT 6 SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
51	534692.378	6889196.527	52.382
52	534692.640	6889196.953	52.325
53	534692.919	6889196.787	52.464
54	534693.668	6889195.761	52.532
55	534697.117	6889193.713	52.806
56	534695.858	6889190.972	53.111
57	534692.136	6889193.182	52.866
58	534690.877	6889193.348	52.907
59	534690.597	6889193.514	52.770
60	534690.847	6889193.947	52.716

DRIVEWAY TO LOT 6 LAYOUT PLAN
SCALE: 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

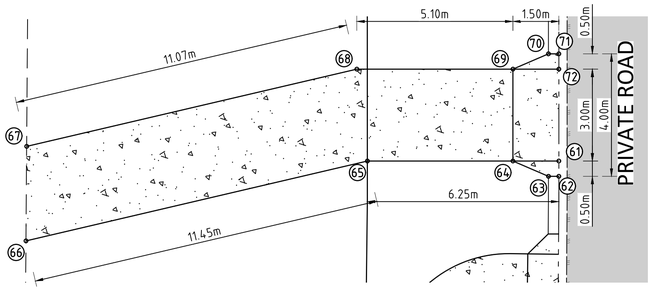
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
DRIVEWAYS LAYOUT PLANS - SHEET 1

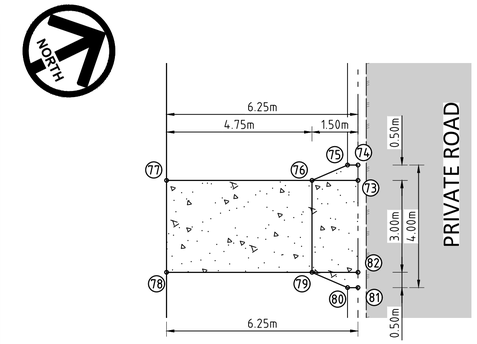
DRAWING NO. LC25079.C350
REV. B



DRIVEWAY TO LOT 7 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 7 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
61	534683.133	6889084.227	58.735
62	534682.683	6889084.447	58.830
63	534682.833	6889084.752	58.936
64	534683.791	6889085.575	58.885
65	534685.876	6889089.844	58.748
66	534688.425	6889101.003	58.223
67	534691.188	6889099.629	58.080
68	534688.724	6889088.838	58.261
69	534686.487	6889084.259	58.315
70	534686.427	6889082.997	58.175
71	534686.278	6889082.691	58.070
72	534685.828	6889082.911	58.165



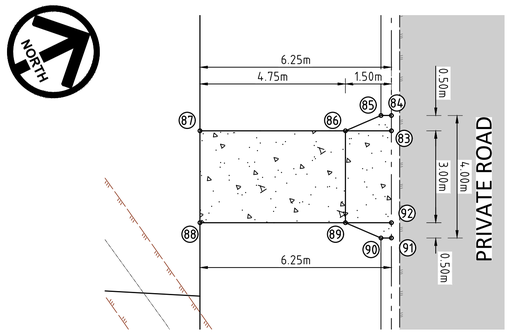
DRIVEWAY TO LOT 8 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 8 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
73	534682.844	6889076.022	58.100
74	534682.395	6889076.241	58.195
75	534682.246	6889075.935	58.300
76	534682.186	6889074.674	58.250
77	534680.101	6889070.406	58.400
78	534682.797	6889069.089	57.800
79	534684.881	6889073.357	57.680
80	534685.840	6889074.180	57.540
81	534685.989	6889074.486	57.435
82	534685.540	6889074.705	57.530

LEGEND:

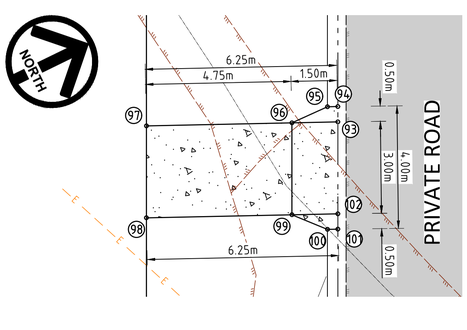
- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING SEWER
- EXISTING WATER
- EXISTING STORMWATER
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY PILLAR
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED CONCRETE DRIVEWAY



DRIVEWAY TO LOT 9 LAYOUT PLAN

SCALE: 1:100

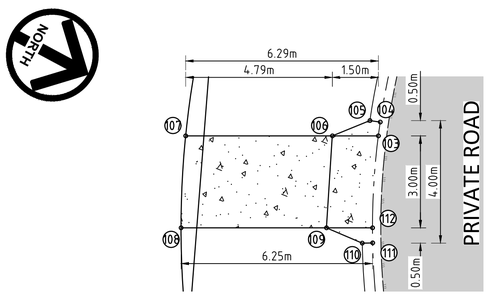
DRIVEWAY TO LOT 9 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
83	534761.392	6889037.656	52.336
84	534760.943	6889037.876	52.347
85	534760.794	6889037.570	52.455
86	534760.734	6889036.309	52.456
87	534758.649	6889032.041	52.916
88	534761.345	6889030.724	52.829
89	534763.430	6889034.992	52.445
90	534764.388	6889035.815	52.352
91	534764.537	6889036.120	52.242
92	534764.088	6889036.340	52.257



DRIVEWAY TO LOT 10 LAYOUT PLAN

SCALE: 1:100

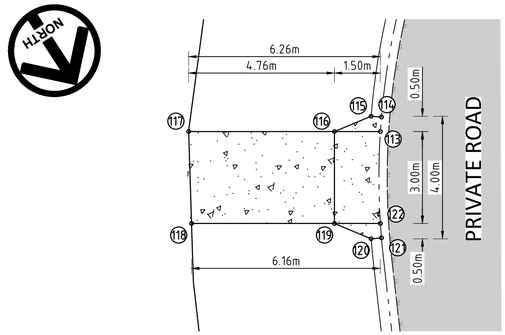
DRIVEWAY TO LOT 10 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
93	534773.145	6889031.916	51.893
94	534772.695	6889032.135	51.920
95	534772.553	6889031.827	52.020
96	534772.515	6889030.555	51.968
97	534770.519	6889026.243	52.000
98	534773.215	6889024.926	51.880
99	534775.211	6889029.238	51.834
100	534776.147	6889030.071	51.837
101	534776.290	6889030.380	51.735
102	534775.841	6889030.599	51.759



DRIVEWAY TO LOT 11 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 11 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
103	534809.921	6889022.343	49.280
104	534809.494	6889022.184	49.319
105	534809.610	6889021.865	49.424
106	534810.631	6889021.018	49.430
107	534812.891	6889016.798	49.291
108	534815.606	6889018.083	49.101
109	534813.365	6889022.267	49.171
110	534813.254	6889023.533	49.083
111	534813.087	6889023.829	48.978
112	534812.655	6889023.592	49.021



DRIVEWAY TO LOT 12 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 12 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
113	534820.506	6889030.366	48.046
114	534820.220	6889029.989	48.090
115	534820.489	6889029.780	48.194
116	534821.764	6889029.549	48.196
117	534825.757	6889026.958	48.131
118	534827.309	6889029.527	47.926
119	534823.397	6889032.066	47.927
120	534822.666	6889033.136	47.796
121	534822.367	6889033.297	47.691
122	534822.139	6889032.882	47.739

DETAILED DESIGN

NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

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RPEQ No. 31580

J.WEBSTER
06-07-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

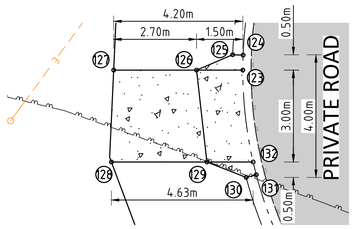
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: DRIVEWAYS LAYOUT PLANS - SHEET 2

DRAWING NO. LC25079.C351

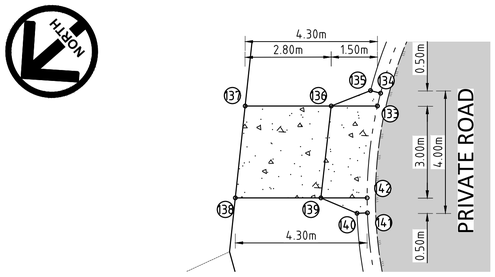
REV. B



DRIVEWAY TO LOT 13 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 13 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
123	534845.404	6889057.816	43.110
124	534845.137	6889057.407	43.155
125	534845.418	6889057.216	43.260
126	534846.683	6889057.014	43.261
127	534848.975	6889055.578	43.358
128	534850.632	6889058.078	43.099
129	534847.991	6889059.735	43.005
130	534847.172	6889060.843	42.925
131	534846.848	6889060.945	42.820
132	534846.712	6889060.537	42.855



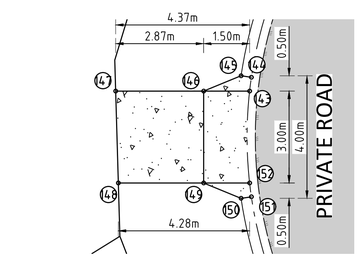
DRIVEWAY TO LOT 14 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 14 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
133	534844.902	6889072.908	42.170
134	534845.149	6889072.555	42.181
135	534845.431	6889072.746	42.286
136	534845.898	6889074.042	42.320
137	534847.751	6889076.155	42.209
138	534845.707	6889078.375	42.170
139	534843.865	6889076.274	42.259
140	534842.711	6889075.717	42.207
141	534842.497	6889075.455	42.102
142	534842.870	6889075.140	42.109

LEGEND:

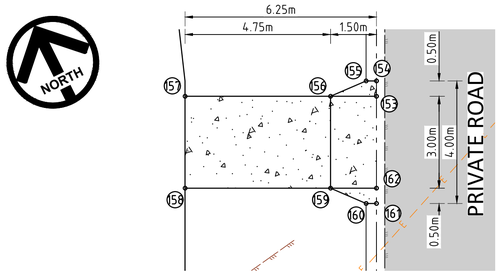
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- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED CONCRETE DRIVEWAY



DRIVEWAY TO LOT 15 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 15 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
143	534828.885	6889077.497	42.351
144	534829.309	6889077.661	42.328
145	534829.192	6889077.980	42.433
146	534828.170	6889078.815	42.536
147	534826.799	6889081.340	42.432
148	534824.204	6889079.832	42.572
149	534825.533	6889077.384	42.664
150	534825.677	6889076.072	42.639
151	534825.880	6889075.800	42.533
152	534826.249	6889076.066	42.507



DRIVEWAY TO LOT 16 LAYOUT PLAN

SCALE: 1:100

DRIVEWAY TO LOT 16 SETOUT TABLE			
POINT	EASTING	NORTHING	LEVEL
153	534820.373	6889046.095	46.324
154	534820.595	6889046.543	46.255
155	534820.291	6889046.694	46.356
156	534819.030	6889046.764	46.494
157	534814.778	6889048.881	46.481
158	534813.441	6889046.195	46.853
159	534817.693	6889044.078	46.908
160	534818.508	6889043.114	46.904
161	534818.813	6889042.962	46.801
162	534819.036	6889043.410	46.734

DETAILED DESIGN

NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m

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RPEQ No. 31580

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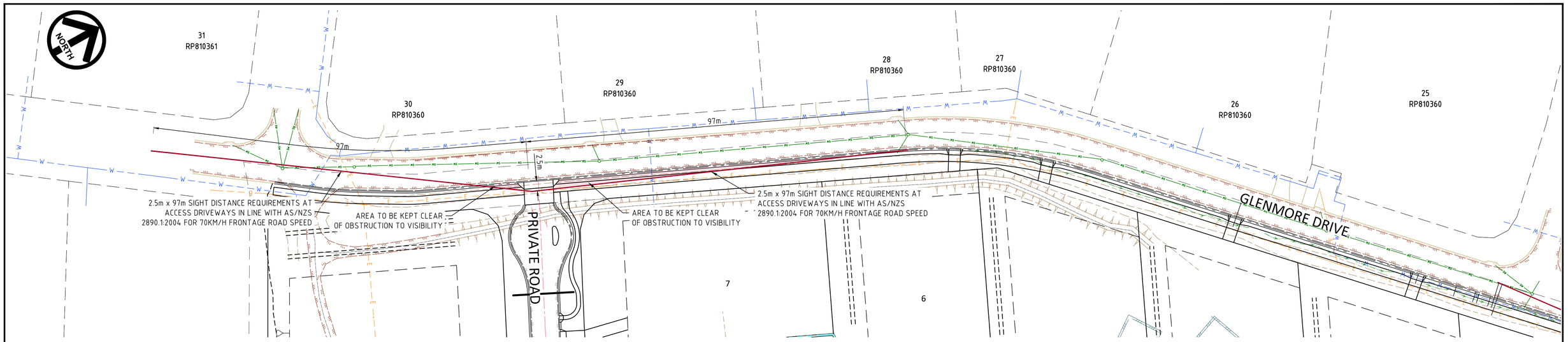
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: DRIVEWAYS LAYOUT PLANS - SHEET 3

DRAWING NO. LC25079.C352

REV. C

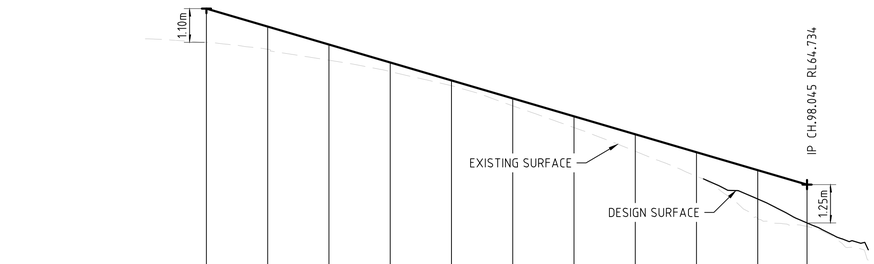


LEGEND:

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL

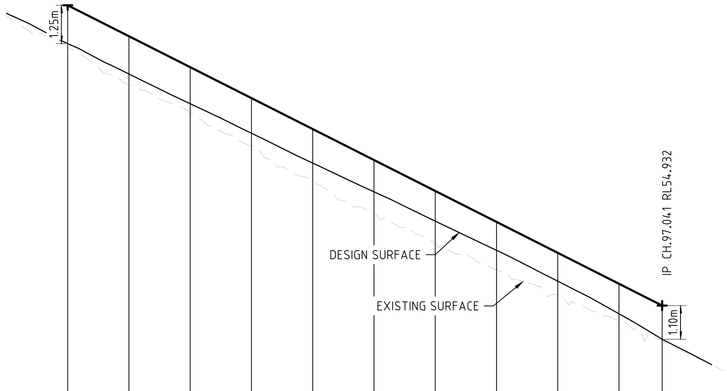
SIGHT DISTANCE LAYOUT PLAN 1

SCALE: 1:500



VERTICAL GRADE (%) / VERTICAL GEOMETRY LENGTH (m) / VERTICAL CURVE LENGTH (m) / VERTICAL CURVE RADIUS (m)											
DATUM RL 58.0											
DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.10	0.74	0.51	0.30	0.17	0.24	0.37	0.55	0.78	0.94	1.25
FINISHED SURFACE LEVEL	70.479	69.893	69.307	68.721	68.135	67.549	66.963	66.377	65.791	65.205	64.734
EXISTING SURFACE LEVEL	69.38	69.15	68.80	68.43	67.96	67.31	66.60	65.83	65.01	64.26	63.48
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	98.045

HORIZONTAL GEOMETRY



VERTICAL GRADE (%) / VERTICAL GEOMETRY LENGTH (m) / VERTICAL CURVE LENGTH (m) / VERTICAL CURVE RADIUS (m)											
DATUM RL 48.0											
DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.25	1.23	1.19	1.15	1.11	1.04	0.98	0.93	0.93	0.98	1.10
FINISHED SURFACE LEVEL	64.734	63.724	62.714	61.704	60.694	59.684	58.674	57.664	56.654	55.644	54.932
EXISTING SURFACE LEVEL	63.48	62.49	61.52	60.56	59.58	58.65	57.69	56.74	55.73	54.66	53.83
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	97.041

HORIZONTAL GEOMETRY

LONGITUDINAL SECTIONS - PRIVATE ROAD

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

Legend Consultants
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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

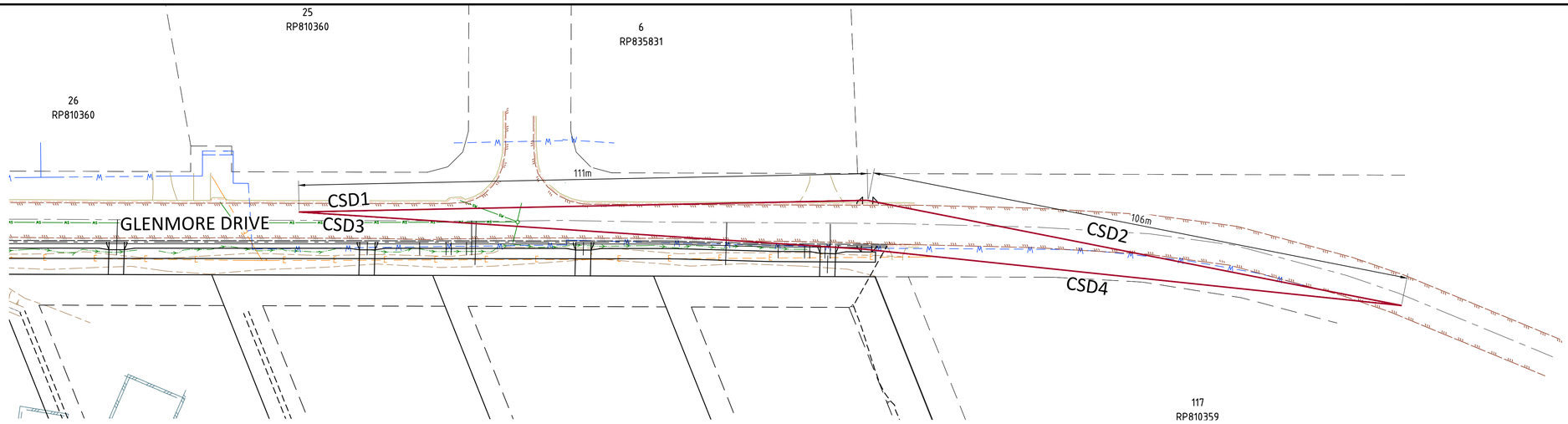
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 1

DRAWING NO. LC25079.C370
REV. C

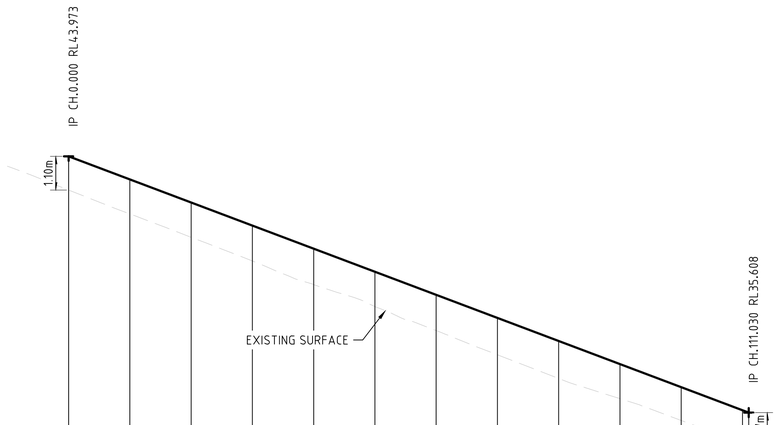


SIGHT DISTANCE LAYOUT PLAN 2

SCALE: 1:500

LEGEND:

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL

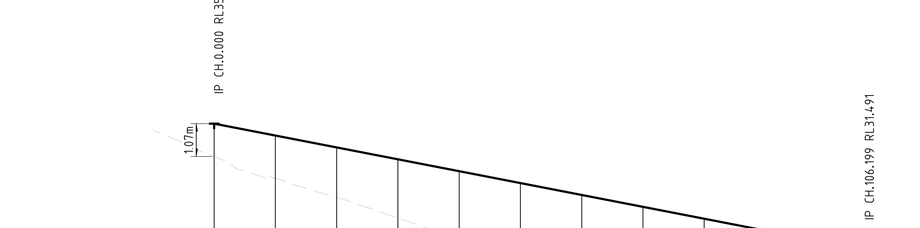


VERTICAL GRADE (%)													
VERTICAL GEOMETRY LENGTH (m)													
VERTICAL CURVE LENGTH (m)													
VERTICAL CURVE RADIUS (m)													
DATUM RL 29.0													
DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.10	1.13	1.14	1.15	1.17	1.14	1.17	1.20	1.22	1.13	1.09	1.07	1.07
FINISHED SURFACE LEVEL	43.973	43.220	42.466	41.713	40.959	40.206	39.453	38.699	37.946	37.192	36.439	35.685	35.608
EXISTING SURFACE LEVEL	42.87	42.09	41.33	40.56	39.79	39.07	38.28	37.50	36.72	36.06	35.35	34.61	34.54
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	111.030

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - CSD1

Horizontal scale 1:500
Vertical scale 1:100



VERTICAL GRADE (%)													
VERTICAL GEOMETRY LENGTH (m)													
VERTICAL CURVE LENGTH (m)													
VERTICAL CURVE RADIUS (m)													
DATUM RL 26.0													
DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.07	1.39	1.63	1.91	2.23	2.34	2.35	2.32	2.19	2.01	1.59	1.10	
FINISHED SURFACE LEVEL	35.608	35.220	34.832	34.445	34.057	33.669	33.282	32.894	32.507	32.119	31.731	31.491	
EXISTING SURFACE LEVEL	34.54	33.83	33.20	32.53	31.83	31.33	30.93	30.58	30.32	30.11	30.14	30.39	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	106.199	

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - CSD2

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

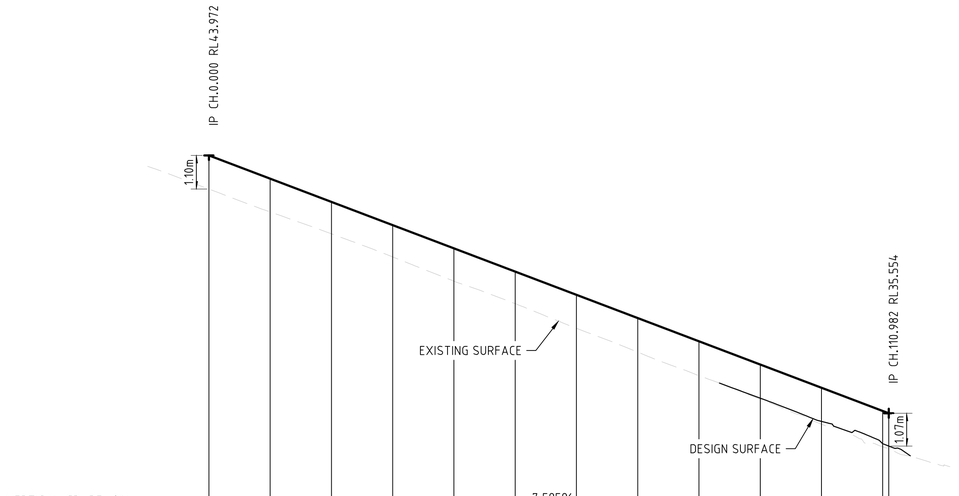
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 2

DRAWING NO. LC25079.C371
REV. B



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

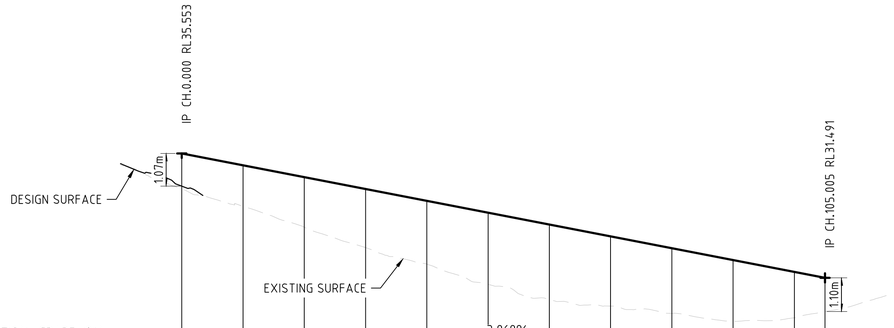
DATUM RL 29.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.10	1.09	1.04	1.04	1.07	1.05	1.09	1.11	1.12	1.10	1.10	1.07	1.07	
FINISHED SURFACE LEVEL	43.972	43.214	42.455	41.697	40.938	40.180	39.421	38.663	37.904	37.146	36.387	35.629	35.554	
EXISTING SURFACE LEVEL	42.87	42.13	41.41	40.66	39.87	39.13	38.33	37.55	36.78	36.05	35.29	34.56	34.48	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	110.982	

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - CSD3

Horizontal scale 1:500
Vertical scale 1:100



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 26.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.07	1.34	1.63	1.91	2.07	2.34	2.45	2.28	2.13	2.00	1.50	1.10		
FINISHED SURFACE LEVEL	35.553	35.166	34.779	34.392	34.006	33.619	33.232	32.845	32.458	32.071	31.685	31.491		
EXISTING SURFACE LEVEL	34.48	33.82	33.14	32.48	31.94	31.28	30.78	30.57	30.33	30.07	30.19	30.39		
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	105.005		

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - CSD4

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

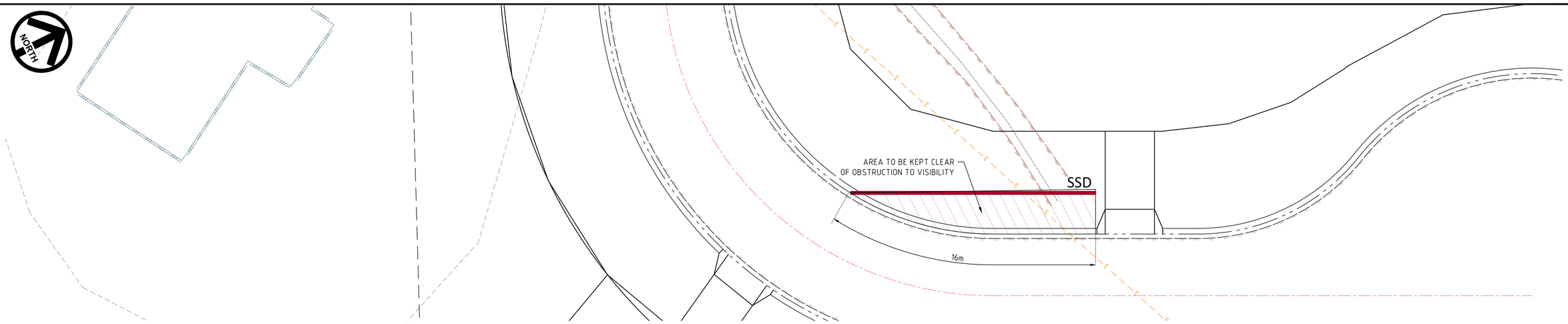
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
LONGITUDINAL SECTIONS - CSD3 AND CSD4

DRAWING NO. LC25079.C372
REV. B

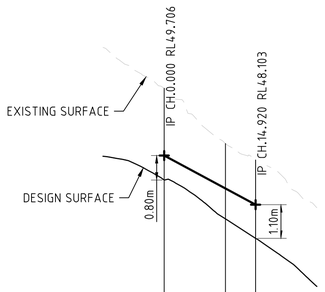


SIGHT DISTANCE LAYOUT PLAN 3

SCALE: 1:500

LEGEND:

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 41.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	0.80	0.99	1.10
FINISHED SURFACE LEVEL	49.706	48.632	48.103
EXISTING SURFACE LEVEL	48.91	47.64	47.00
CONTROL LINE CHAINAGE	0.000	10.000	14.920

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - SSD

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

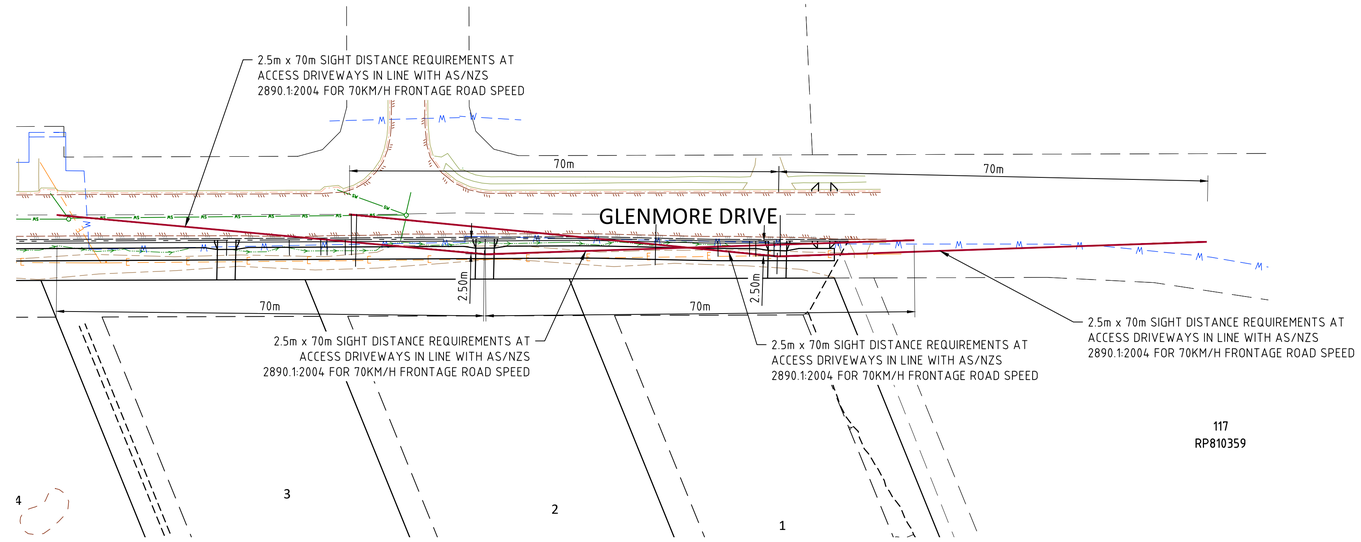
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 3

DRAWING NO. LC25079.C373
REV. B

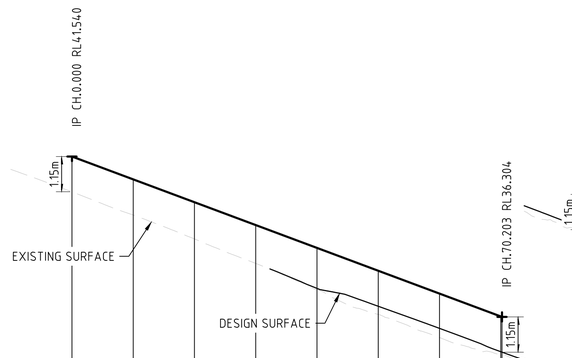


SIGHT DISTANCE LAYOUT PLAN 4

SCALE: 1:500

LEGEND:

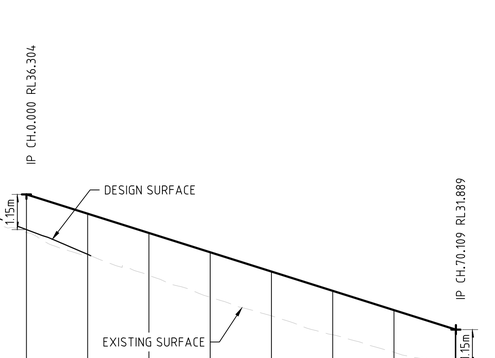
- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL



DATUM RL 30.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.16	1.20	1.25	1.32	1.16	1.13	1.15	1.15
FINISHED SURFACE LEVEL	41.540	40.794	40.048	39.303	38.557	37.811	37.065	36.320	36.304
EXISTING SURFACE LEVEL	40.39	39.63	38.85	38.05	37.24	36.65	35.93	35.17	35.15
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.203

HORIZONTAL GEOMETRY



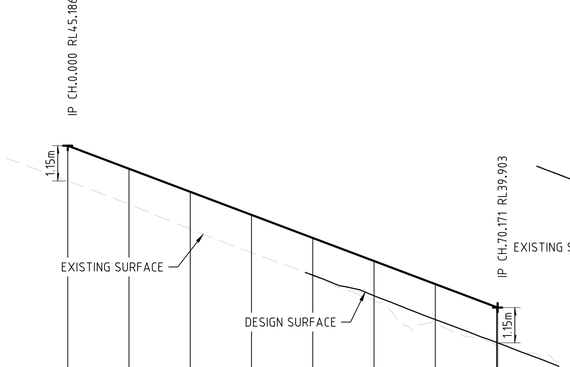
DATUM RL 26.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.33	1.38	1.47	1.45	1.43	1.38	1.15	1.15
FINISHED SURFACE LEVEL	36.304	35.675	35.045	34.415	33.785	33.156	32.526	31.896	31.889
EXISTING SURFACE LEVEL	35.15	34.35	33.66	32.95	32.34	31.72	31.15	30.74	30.74
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.109

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - LOT 1

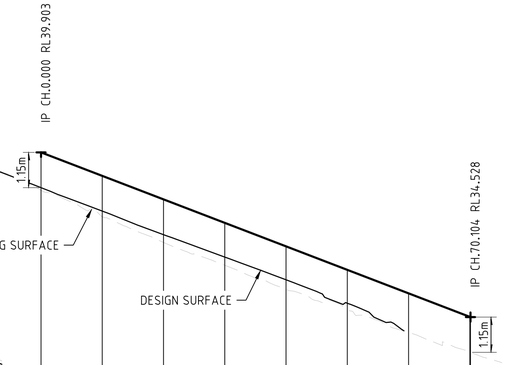
Horizontal scale 1:500
Vertical scale 1:100



DATUM RL 33.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.16	1.21	1.23	1.21	1.13	1.16	1.15	1.15
FINISHED SURFACE LEVEL	45.186	44.433	43.681	42.928	42.175	41.422	40.669	39.916	39.903
EXISTING SURFACE LEVEL	44.04	43.28	42.47	41.70	40.96	40.29	39.51	38.77	38.75
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.171

HORIZONTAL GEOMETRY



DATUM RL 28.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.15	1.15	1.12	1.09	1.09	1.27	1.15	1.15
FINISHED SURFACE LEVEL	39.903	39.136	38.370	37.603	36.836	36.069	35.303	34.536	34.528
EXISTING SURFACE LEVEL	38.75	37.99	37.22	36.49	35.75	34.98	34.03	33.39	33.38
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.104

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - LOT 2

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

Legend Consultants
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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

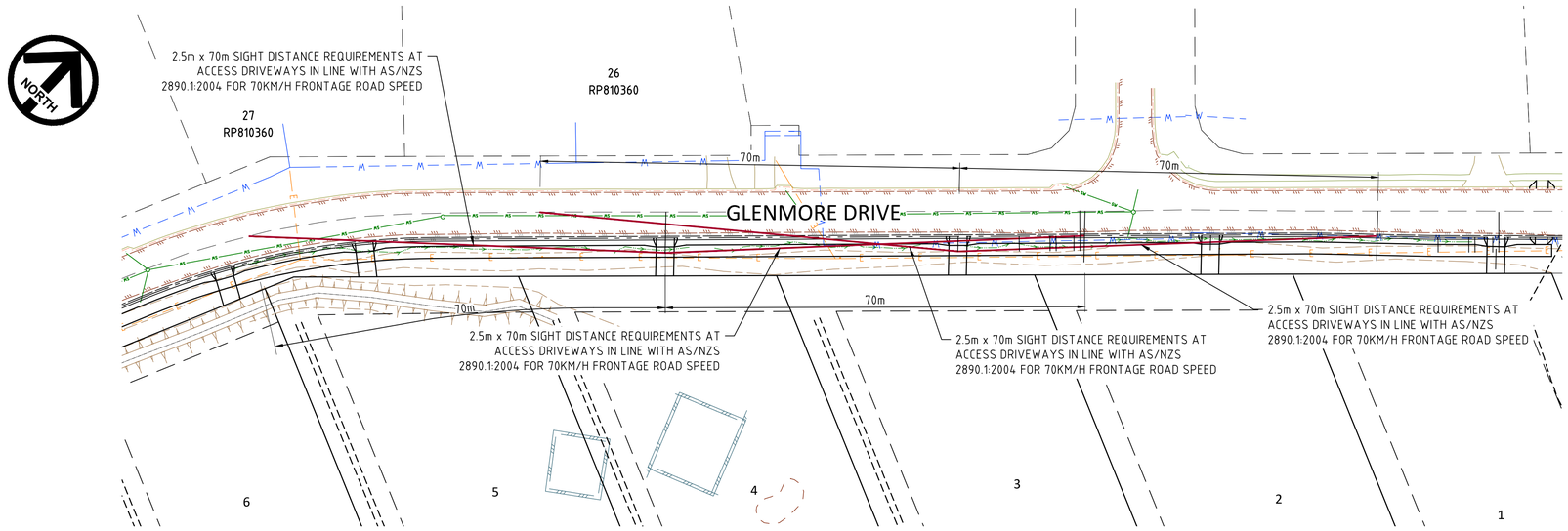
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 4

DRAWING NO. LC25079.C374
REV. B

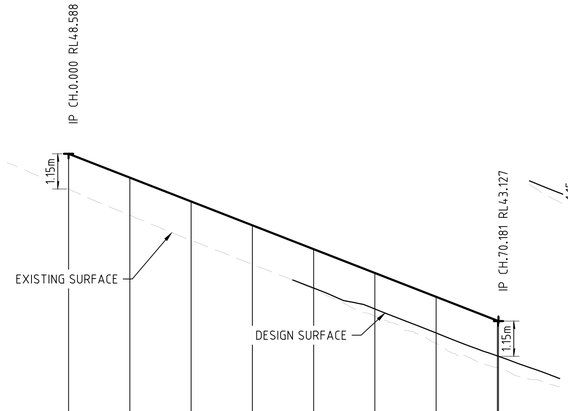


SIGHT DISTANCE LAYOUT PLAN 5

SCALE: 1:500

LEGEND:

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL

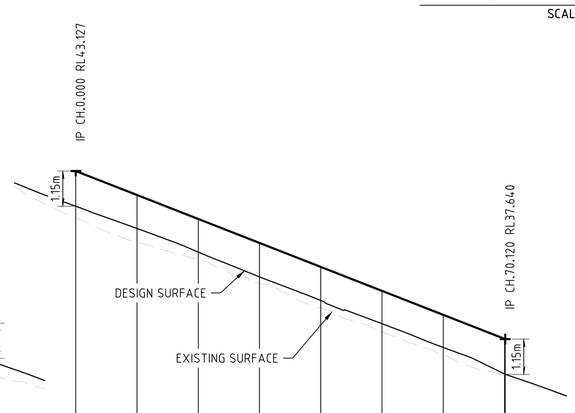


VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)
VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 36.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.23	1.27	1.27	1.27	1.17	1.18	1.15	1.15	
FINISHED SURFACE LEVEL	48.588	47.810	47.032	46.254	45.476	44.698	43.920	43.142	43.127	
EXISTING SURFACE LEVEL	47.44	46.58	45.76	44.98	44.21	43.52	42.74	41.99	41.98	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.181	

HORIZONTAL GEOMETRY



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)
VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

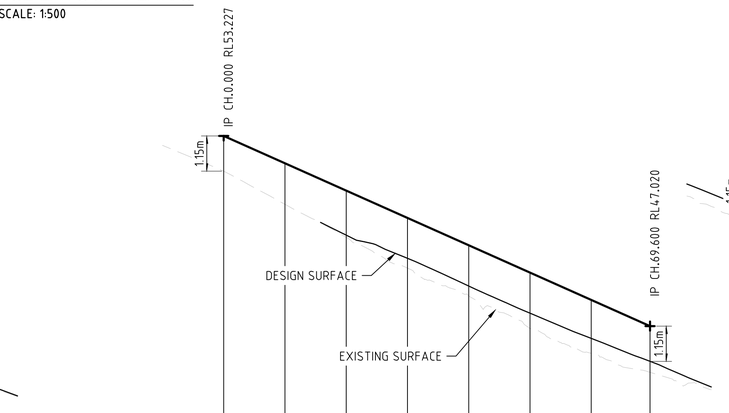
DATUM RL 31.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.09	1.08	1.11	1.10	1.07	1.06	1.15	1.15	
FINISHED SURFACE LEVEL	43.127	42.345	41.562	40.780	39.997	39.214	38.432	37.649	37.640	
EXISTING SURFACE LEVEL	41.98	41.25	40.48	39.67	38.90	38.14	37.37	36.50	36.49	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.120	

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - LOT 3

Horizontal scale 1:500
Vertical scale 1:100

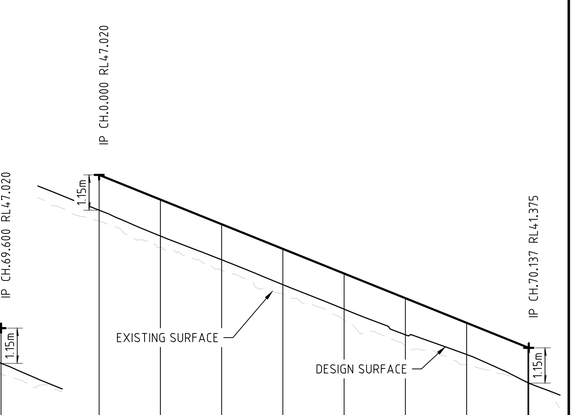


VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)
VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 40.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.34	1.45	1.32	1.33	1.33	1.26	1.15
FINISHED SURFACE LEVEL	53.227	52.335	51.443	50.552	49.660	48.768	47.876	47.020
EXISTING SURFACE LEVEL	52.08	50.99	49.99	49.23	48.33	47.44	46.62	45.87
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	69.600

HORIZONTAL GEOMETRY



DATUM RL 35.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.19	1.16	1.17	1.16	1.19	1.03	1.15	1.15
FINISHED SURFACE LEVEL	47.020	46.215	45.410	44.605	43.801	42.996	42.191	41.386	41.375
EXISTING SURFACE LEVEL	45.87	45.03	44.25	43.44	42.64	41.80	41.16	40.24	40.23
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	70.137

LONGITUDINAL SECTION - LOT 4

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION 98 GLENMORE DRIVE, BONOGIN

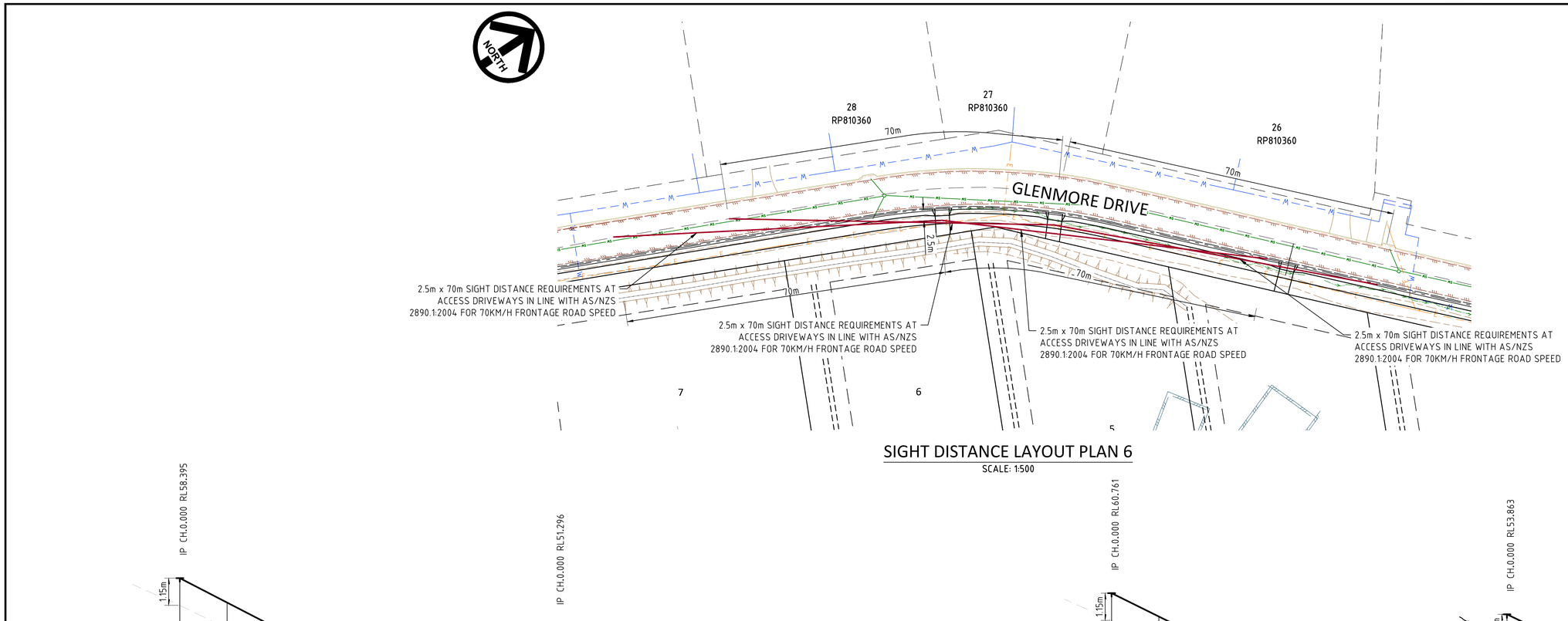
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: SIGHT DISTANCE LAYOUT PLAN 5

DRAWING NO. LC25079.C375

REV. B

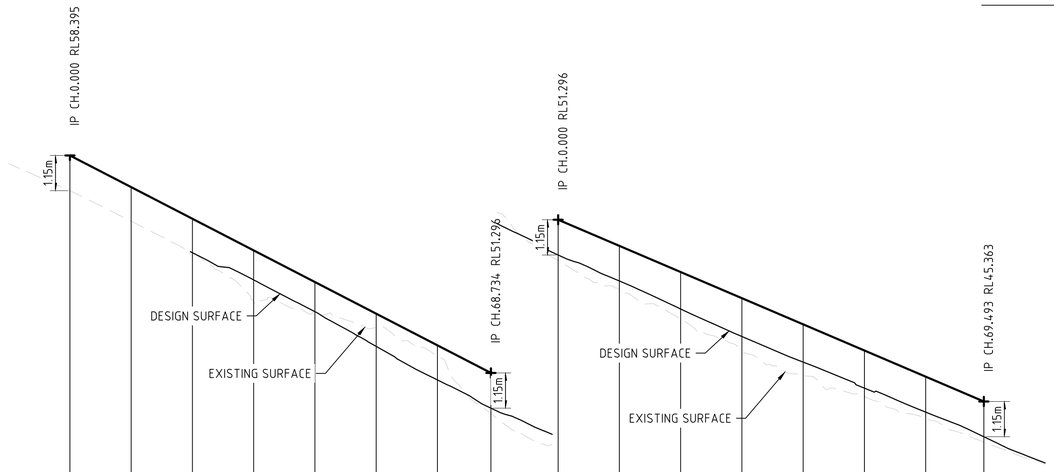


SIGHT DISTANCE LAYOUT PLAN 6

SCALE: 1:500

LEGEND:

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 44.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.11	1.11	0.96	0.97	1.07	1.13	1.15	
FINISHED SURFACE LEVEL	58.395	57.362	56.329	55.297	54.264	53.231	52.198	51.296	
EXISTING SURFACE LEVEL	57.24	56.25	55.22	54.33	53.30	52.16	51.07	50.15	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	68.734	

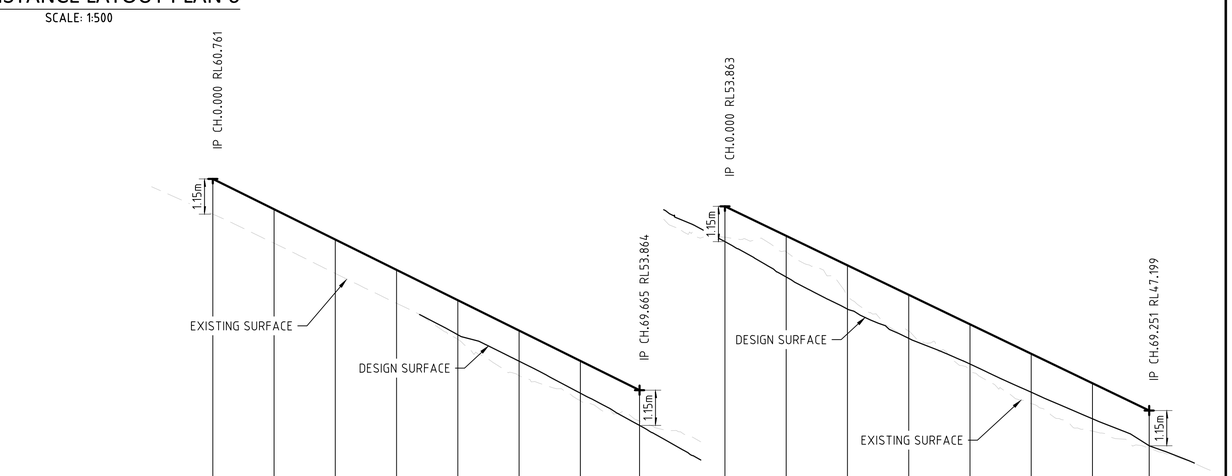
DATUM RL 39.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.15	1.21	1.25	1.23	1.23	1.16	1.15	
FINISHED SURFACE LEVEL	51.296	50.442	49.589	48.735	47.881	47.028	46.174	45.363	
EXISTING SURFACE LEVEL	50.15	49.30	48.38	47.48	46.65	45.80	45.02	44.21	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	69.493	

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - LOT 5

Horizontal scale 1:500
Vertical scale 1:100



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 47.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.11	1.11	1.09	1.13	1.00	1.05	1.15	
FINISHED SURFACE LEVEL	60.761	59.771	58.781	57.791	56.801	55.811	54.821	53.864	
EXISTING SURFACE LEVEL	59.61	58.66	57.67	56.70	55.67	54.81	53.77	52.71	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	69.665	

DATUM RL 41.0

DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve)	1.15	1.34	1.43	1.42	1.30	1.25	1.16	1.15	
FINISHED SURFACE LEVEL	53.863	52.901	51.939	50.976	50.014	49.051	48.089	47.199	
EXISTING SURFACE LEVEL	52.71	51.56	50.51	49.56	48.72	47.80	46.93	46.05	
CONTROL LINE CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	69.251	

HORIZONTAL GEOMETRY

LONGITUDINAL SECTION - LOT 6

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

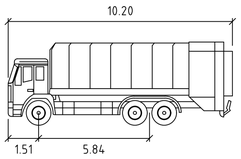
TITLE
SIGHT DISTANCE LAYOUT PLAN 6

DRAWING NO. LC25079.C376
REV. B

NORTH

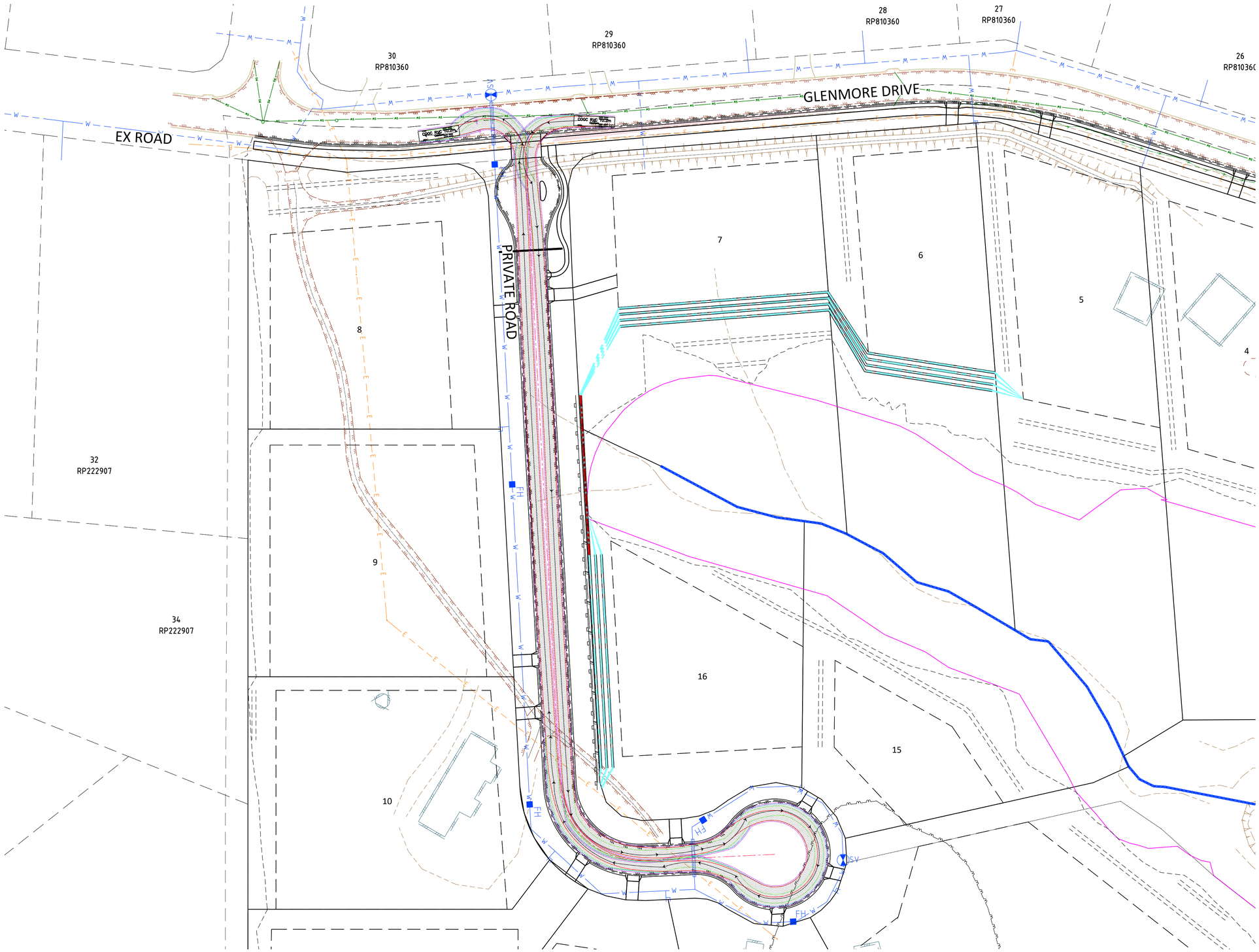
LEGEND:

- 300mm CLEARANCE
- VEHICLE BODY ENVELOPE
- WHEELS SWEPT PATH



COGC RVC 10.2m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



SWEPT PATH LAYOUT PLAN 1
SCALE: 1:500

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
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A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SWEPT PATH LAYOUT PLAN 1

DRAWING NO. LC25079.C380

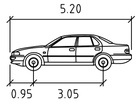
REV. C

LEGEND:

300mm CLEARANCE

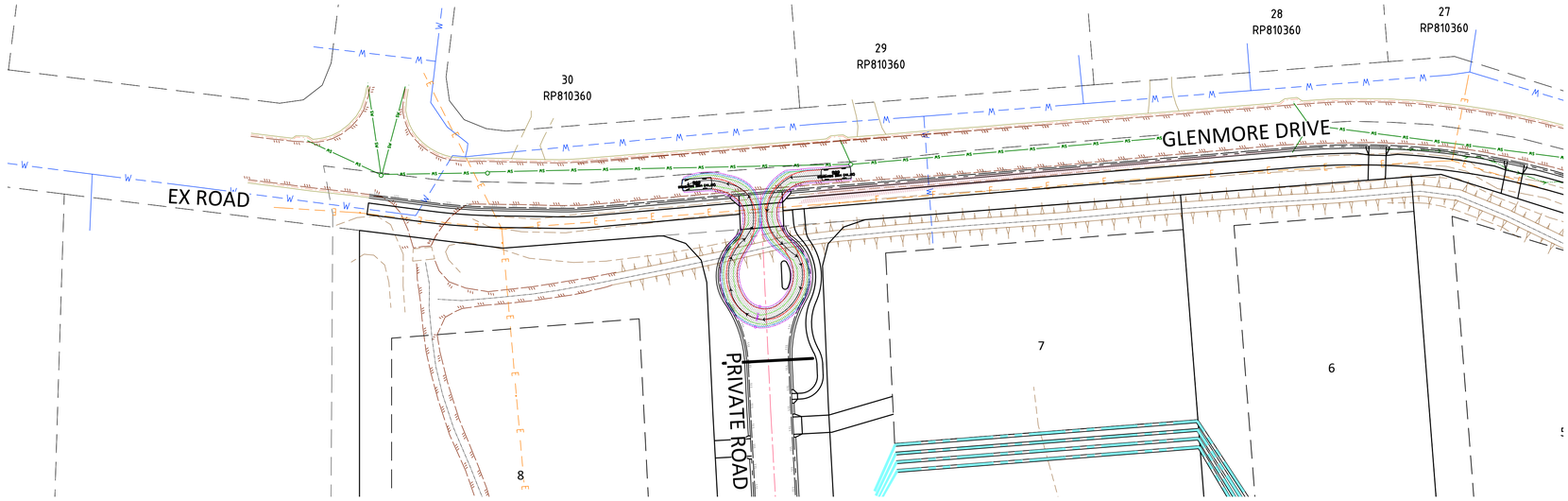
VEHICLE BODY ENVELOPE

WHEELS SWEPT PATH



B99

		meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	33.9



SWEPT PATH LAYOUT PLAN 2

SCALE: 1:500

DETAILED DESIGN

NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580

J.WEBSTER
09-10-2026

PROJECT

PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT

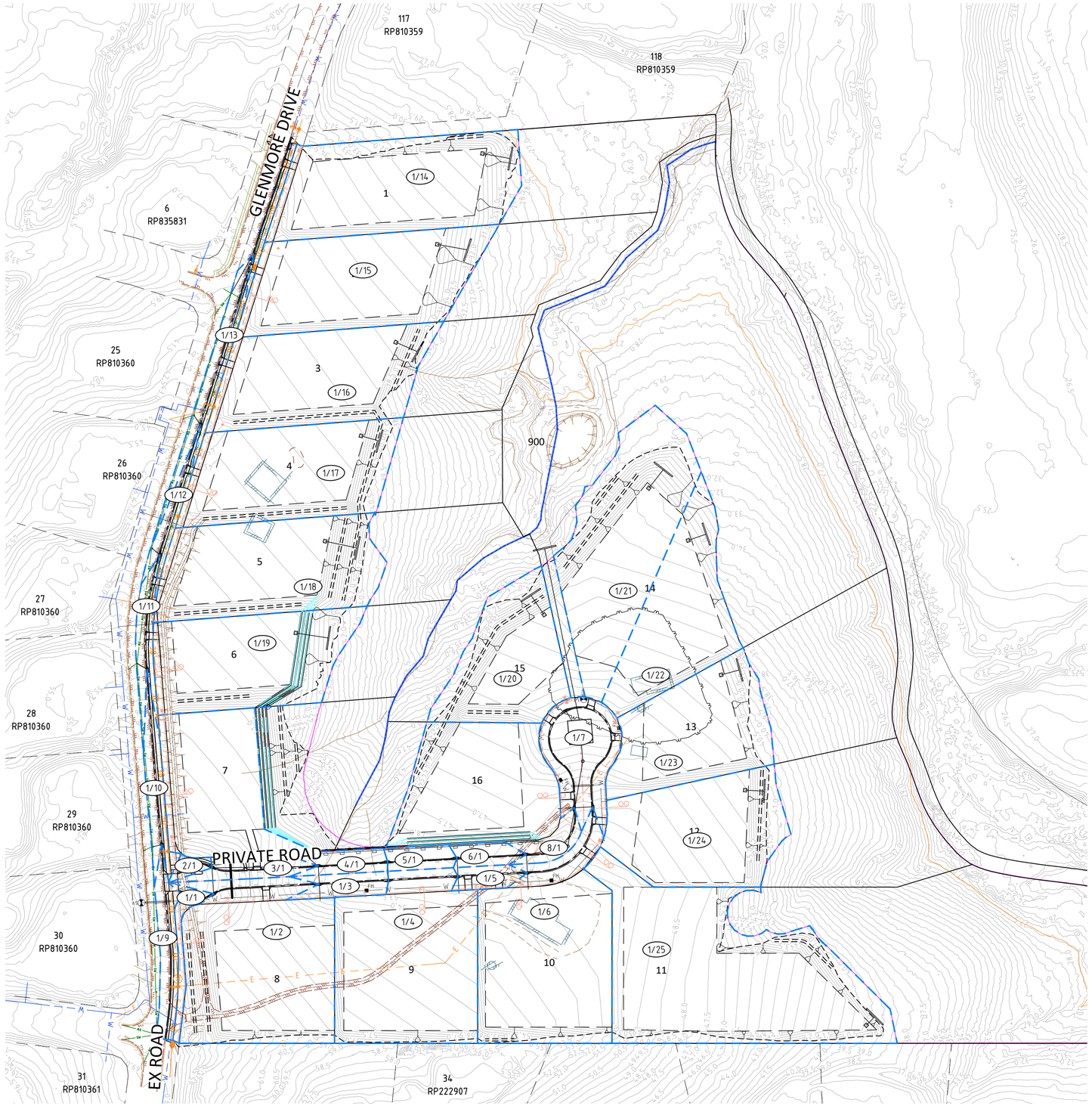
SALT DEVELOPMENT SERVICES

TITLE

SWEPT PATH LAYOUT PLAN 2

DRAWING NO. LC25079.C381

REV. C



LEGEND:

- FINISHED CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICAL POLE
- EXISTING OVERHEAD ELECTRICITY
- EXISTING TOB/BOB EARTHWORK
- EXISTING WATERWAY
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- DESIGN LEVEL
- PROTECTION BDY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL
- PROPOSED ELECTRICITY
- PROPOSED ELECTRICAL POLE
- PROPOSED STORMWATER
- PROPOSED WATER
- PROPOSED INLET PIT 900X600mm
- PROPOSED SIDE ENTRY PIT
- PROPOSED HEADWALL
- CATCHMENT BOUNDARY
- PROPOSED CATCHMENT NAME

CATCHMENT TABLE	
CATCHMENT NAME	CATCHMENT AREA (ha)
1/1	0.027
2/1	0.012
3/1	0.312
4/1	0.037
5/1	0.029
6/1	0.027
8/1	0.356
1/2	0.445
1/3	0.037
1/4	0.429
1/5	0.027
1/6	0.446
1/7	0.138
1/9	0.059
1/10	0.054
1/11	0.043
1/12	0.035
1/13	0.069
1/14	0.41
1/15	0.385
1/16	0.347
1/17	0.346
1/18	0.371
1/19	0.325
1/20	0.250
1/21	0.411
1/22	0.275
1/23	0.288
1/24	0.319
1/25	0.651

STORMWATER DRAINAGE NOTES :

1. ALL STRUCTURE LOCATIONS TO BE PEGGED BY THE PRINCIPAL'S SURVEYOR.
2. ALL INTERALLOTMENT STORMWATER PITS TO BE PROVIDED WITH 150mm DIA. UPVC STUBS CLASS SN8 (1500mm LONG) FOR CONNECTION OF FUTURE ROOFWATER LINES. STUBS TO BE LOCATED CENTRAL TO SIDE WALL OF PITS AND 1000mm FROM TOP OF PIT.
3. FOR LOCATIONS OF ELECTRICAL ROAD CROSSING CONDUITS REFER ELECTRICAL CONSULTANT'S DRAWINGS.
4. THE CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING SERVICES. ANY DAMAGE TO EXISTING SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE RECTIFIED AT HIS EXPENSE.
5. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH C.o.G.C COUNCIL STANDARDS, AND SPECIFICATIONS.
6. THE CONTRACTOR SHALL HAVE AN APPROVED SET OF CONSTRUCTION PLANS AND ALL RELEVANT CURRENT IPWEAQ STANDARD DRAWINGS AND C.o.G.C STANDARD DRAWINGS AND SPECIFICATIONS ON SITE AT ALL TIMES DURING THE CONSTRUCTION PHASE.
7. THE CONTRACTOR SHALL MAINTAIN 300mm MINIMUM VERTICAL CLEARANCE FROM ALL EXISTING UTILITIES WHERE CROSSINGS OCCUR UNLESS NOTED OTHERWISE.

STORMWATER CATCHMENT LAYOUT PLAN

SCALE: 1:500

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:500 0 5 10 15 20 25m

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RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

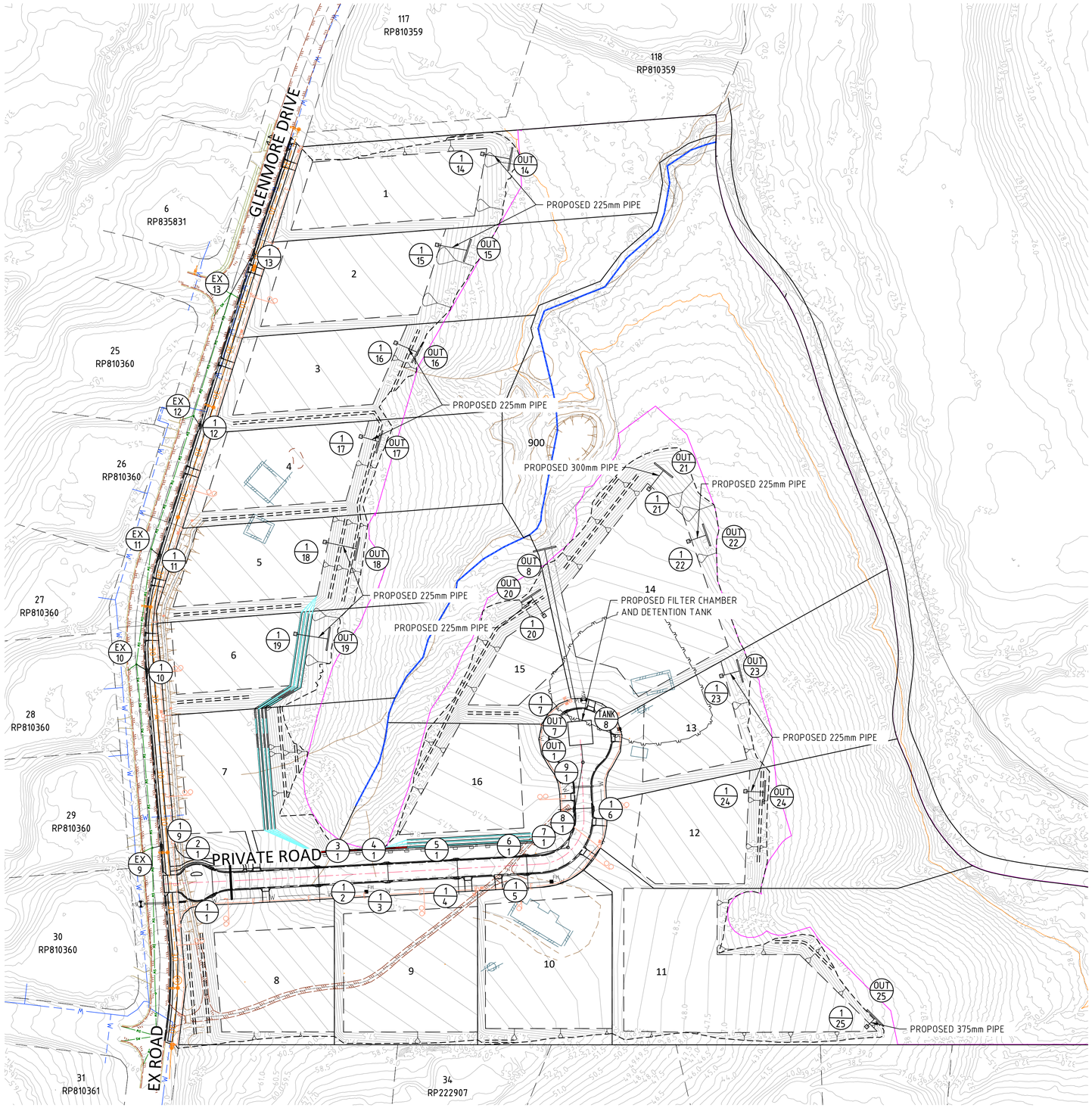
DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
STORMWATER CATCHMENT LAYOUT PLAN

DRAWING NO. LC25079.C400

REV. C



LEGEND:

- FINISHED CONTOUR (0.5m INTERVAL)
- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICAL POLE
- EXISTING OVERHEAD ELECTRICITY
- EXISTING TOB/BOB EARTHWORK
- EXISTING WATERWAY
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- PROPOSED BDY
- DESIGN LEVEL
- PROTECTION BDY
- PROPOSED ELECTRICITY
- PROPOSED ELECTRICAL POLE
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL
- PROPOSED STORMWATER
- PROPOSED FIELD INLET PIT 1200X1200mm
- PROPOSED SIDE ENTRY PIT
- PROPOSED LEVEL SPREADER TRENCHES
- PROPOSED STORMWATER STRUCTURE
- PROPOSED STORMWATER LINE

STORMWATER DRAINAGE LAYOUT PLAN

SCALE: 1:500

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

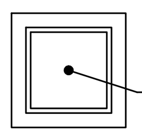
TITLE
STORMWATER DRAINAGE LAYOUT PLAN

DRAWING NO. LC25079.C401

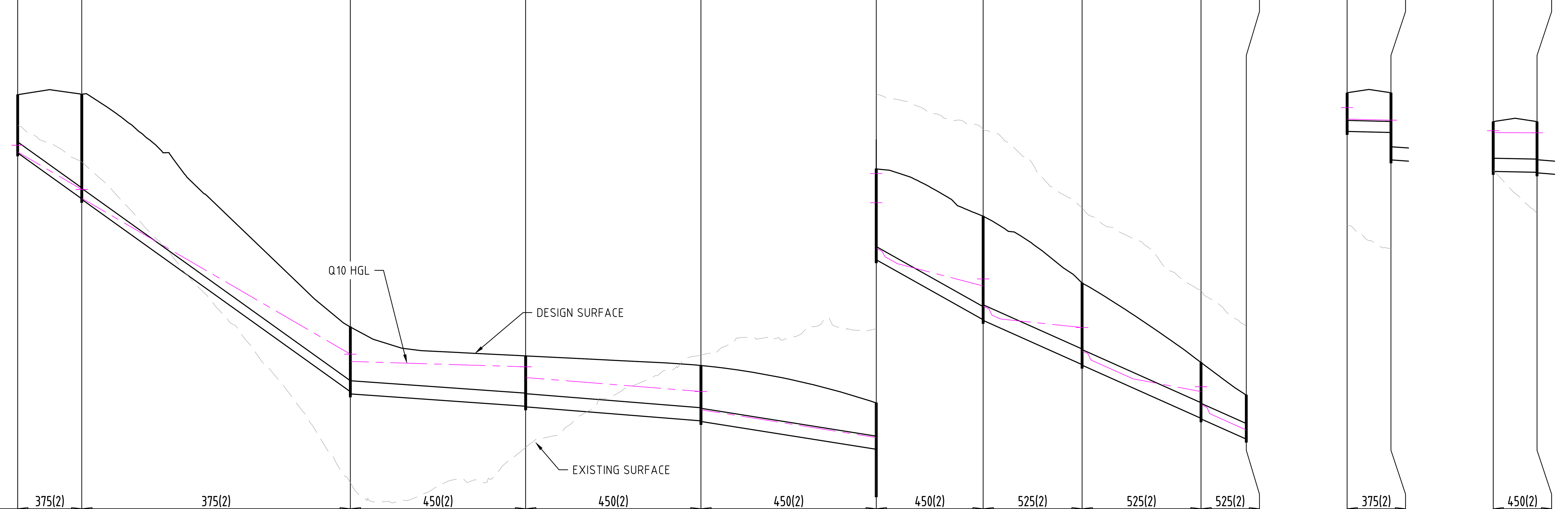
REV. C

STORMWATER DRAINAGE NOTES :

1. FIELD INLET CONSTRUCTION TO BE IN ACCORDANCE WITH I.P.W.E.A.Q. STD DWG DS-050.
2. BEDDING TO STORMWATER LINES TO BE IN ACCORDANCE WITH I.P.W.E.A.Q STD DS-030.
3. ALL STORMWATER PIPES UNDER ROADWAYS AND VEHICULAR TRAFFICKED PAVEMENTS ARE TO BE STEEL REINFORCED CONCRETE PIPES UNLESS NOTED OTHERWISE.
4. THE PIPE CLASSES HAVE BEEN DESIGNED FOR SERVICE LOADS ONLY. CONTRACTOR TO ASSESS PROPOSED PIPE COVER IN RELATION TO ANTICIPATED MACHINERY USED ON SITE AND UPGRADE THE PIPE CLASSES IF NECESSARY. CRACKED PIPES WILL NOT BE ACCEPTED.
5. ALL FIELD INLETS WITHIN ROADWAYS OR DRIVEWAYS TO HAVE A CLASS D TRAFFICABLE GRATE.



FIELD INLET SETOUT POINT



DATUM RL 43.0 (Line 1, structures 1/1–6/1) · DATUM RL 35.0 (Line 1, structures 6/1–OUT/1)

Pipe data

LINE	From	To	DESIGN EVENT	PIPE SIZEmm (Class)	PIPE GRADE %	PIPE SLOPE 1 in X	FULL PIPE FLOW VELOCITY (m/s)	PART FULL FLOW VELOCITY (m/s)	HYDRAULIC GRADE LEVEL (US)	HYDRAULIC GRADE LEVEL (DS)	PIPE FLOW (Cumecs)	PIPE CAPACITY AT GRADE (Cumecs)	DEPTH TO INVERT (US)	DEPTH TO INVERT (DS)	INVERT LEVEL OF DRAIN (US)	INVERT LEVEL OF DRAIN (DS)	LENGTH (RUNNING CHAINAGE)
1	1/1	2/1	Q10	375(2)	14.31%	6.99	0.08	2.12	59.698	58.417	0.009	0.663	1.986	3.575	59.667	58.098	10.97
1	2/1	3/1	Q10	375(2)	14.31%	6.99	0.13	2.43	58.116	52.786	0.014	0.663	3.595	2.212	58.078	51.502	45.96
1	3/1	4/1	Q10	450(2)	1.41%	70.89	1.40		52.537	52.354	0.223	0.338	2.287	1.722	51.427	51.004	30.00
1	4/1	5/1	Q10	450(2)	1.60%	62.65	2.26		51.987	51.508	0.360	0.360	1.742	1.892	50.984	50.505	30.00
1	5/1	6/1	Q10	450(2)	3.17%	31.51	3.19		50.935	49.962	0.508	0.508	1.912	1.585	50.485	49.533	30.00
1	6/1	7/1	Q10	450(2)	11.22%	8.91	4.08	6.45	48.463	47.118	0.649	0.954	3.105	3.541	48.013	45.961	18.29
1	7/1	8/1	Q10	525(2)	8.93%	11.20	2.90	5.95	46.475	45.698	0.649	1.344	3.561	2.790	45.941	44.428	16.94
1	8/1	9/1	Q10	525(2)	8.93%	11.20	3.89	6.38	44.942	43.507	0.871	1.344	2.810	1.908	44.408	42.591	20.35
1	9/1	OUT/1	Q10	525(2)	8.93%	11.20	3.89	6.38	43.105	42.193	0.871	1.344	1.928	1.504	42.571	41.880	7.74
2	1/2	3/1	Q10	375(2)	0.48%	209.63	1.10		52.822	52.786	0.121	0.121	1.310	1.348	52.402	52.366	7.51
3	1/3	4/1	Q10	450(2)	0.40%	250.01	0.58		52.362	52.354	0.092	0.180	1.692	1.722	51.034	51.004	7.50

Structure data

LINE	STRUCTURE NAME	STRUCTURE DESCRIPTION	WATER LEVEL IN STRUCTURE	HYDRAULIC GRADE LEVEL	DESIGN SURFACE LEVEL	RUNNING CHAINAGE	SETOUT COORDINATES
1	1/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	59.927	59.927	61.653	0.00	E534663.136 N6889083.890
1	2/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	58.417	58.417	61.673	10.97	E534667.858 N6889093.792
1	3/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	52.786	52.786	53.714	56.93	E534708.289 N6889071.946
1	4/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	52.354	52.354	52.726	86.93	E534735.243 N6889058.775
1	5/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	51.508	51.508	52.397	116.93	E534762.199 N6889045.609
1	6/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	49.962	49.962	51.118	146.93	E534789.156 N6889032.443
1	7/1	1050 DIA MANHOLE	47.356	47.118	49.502	165.21	E534806.620 N6889027.010
1	8/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	45.698	45.698	47.218	182.15	E534817.384 N6889040.091
1	9/1	1050 DIA MANHOLE	43.671	43.507	44.499	202.51	E534830.164 N6889055.927
1	OUT/1	TANK	42.193	42.193	43.384	210.25	E534833.342 N6889062.989
2	1/2	2.4m Lintel Gully on grade Rolltop K&C Lip in line	53.215	53.215	53.712	0.00	E534704.995 N6889065.203
2	3/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	52.786	52.786 / 52.537	53.714	7.51	E534708.289 N6889071.946
3	1/3	2.4m Lintel Gully on grade Rolltop K&C Lip in line	52.424	52.424	52.726	0.00	E534731.951 N6889052.036
3	4/1	2.4m Lintel Gully on grade Rolltop K&C Lip in line	52.354	52.354 / 51.987	52.726	7.50	E534735.243 N6889058.775

LINE 1 · 2 · 3

STORMWATER LONGITUDINAL SECTIONS

HORIZONTAL 1:500
VERTICAL 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 (0 1 2 3 4 5m) 1:500 (0 5 10 15 20 25m)

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580 — J.WEBSTER 06-07-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION 98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: STORMWATER LONGITUDINAL SECTIONS - SHEET 1

DRAWING NO. LC25079.C402 REV. B

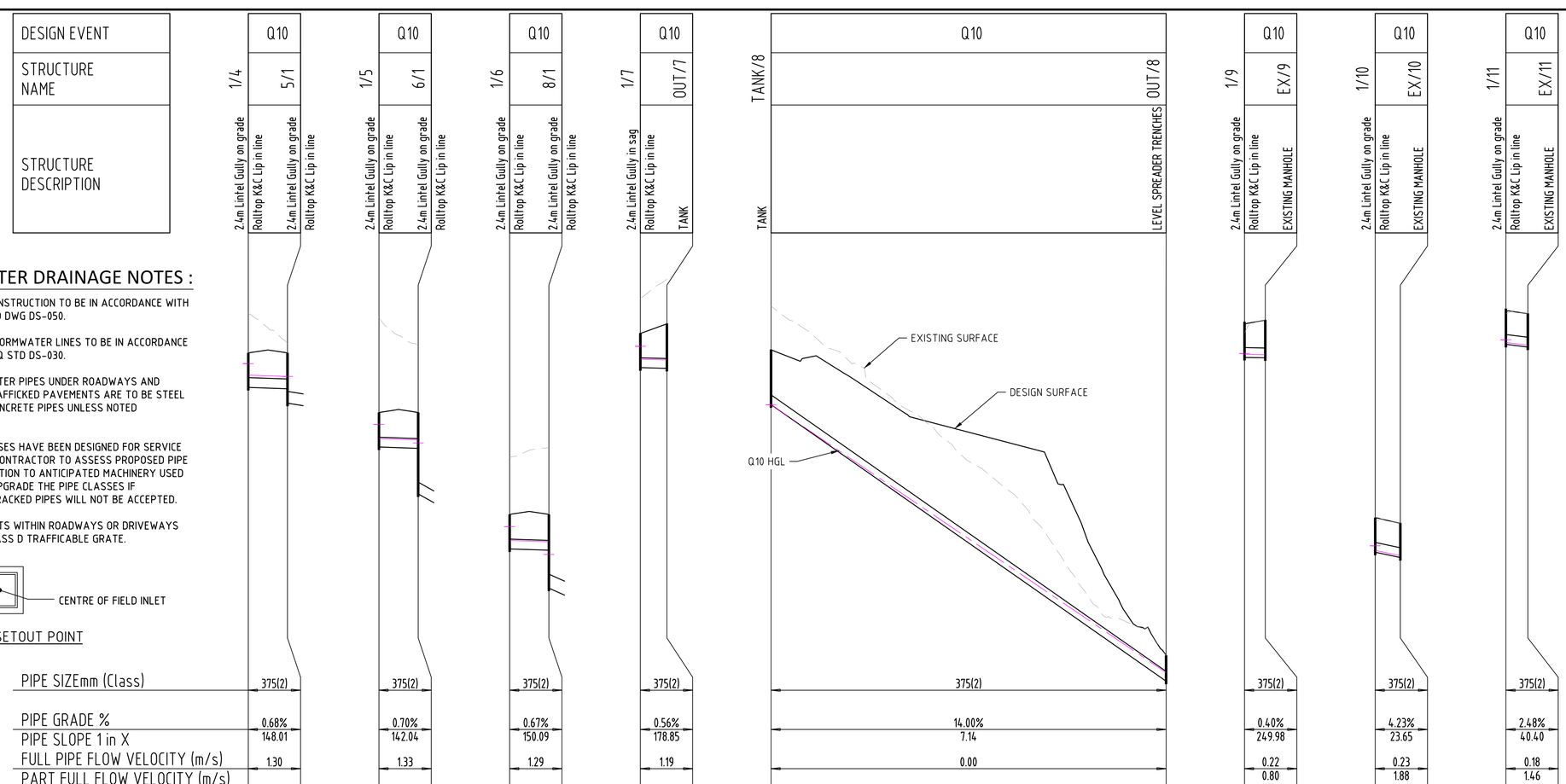
DESIGN EVENT	Q10	Q10	Q10	Q10	Q10	Q10	Q10	Q10
STRUCTURE NAME	1/4 5/1	1/5 6/1	1/6 8/1	1/7 OUT/7	TANK/8 OUT/8	1/9 EX/9	1/10 EX/10	1/11 EX/11
STRUCTURE DESCRIPTION	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / 2.4m Lintel Gully on grade / Rolltop K&C Lip in line	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / 2.4m Lintel Gully on grade / Rolltop K&C Lip in line	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / 2.4m Lintel Gully on grade / Rolltop K&C Lip in line	2.4m Lintel Gully in sag / Rolltop K&C Lip in line / TANK	TANK / LEVEL SPREADER TRENCHES	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / EXISTING MANHOLE	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / EXISTING MANHOLE	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / EXISTING MANHOLE

STORMWATER DRAINAGE NOTES :

1. FIELD INLET CONSTRUCTION TO BE IN ACCORDANCE WITH I.P.W.E.A.Q. STD DWG DS-050.
2. BEDDING TO STORMWATER LINES TO BE IN ACCORDANCE WITH I.P.W.E.A.Q STD DS-030.
3. ALL STORMWATER PIPES UNDER ROADWAYS AND VEHICULAR TRAFFICKED PAVEMENTS ARE TO BE STEEL REINFORCED CONCRETE PIPES UNLESS NOTED OTHERWISE.
4. THE PIPE CLASSES HAVE BEEN DESIGNED FOR SERVICE LOADS ONLY. CONTRACTOR TO ASSESS PROPOSED PIPE COVER IN RELATION TO ANTICIPATED MACHINERY USED ON SITE AND UPGRADE THE PIPE CLASSES IF NECESSARY. CRACKED PIPES WILL NOT BE ACCEPTED.
5. ALL FIELD INLETS WITHIN ROADWAYS OR DRIVEWAYS TO HAVE A CLASS D TRAFFICABLE GRATE.

CENTRE OF FIELD INLET

FIELD INLET SETOUT POINT



	4	5	6	7	8	9	10	11
PIPE SIZEmm (Class)	375(2)	375(2)	375(2)	375(2)	375(2)	375(2)	375(2)	375(2)
PIPE GRADE %	0.68%	0.70%	0.67%	0.56%	14.00%	0.40%	4.23%	2.48%
PIPE SLOPE 1 in X	148.01	142.04	150.09	178.85	7.14	249.98	23.65	40.40
FULL PIPE FLOW VELOCITY (m/s)	1.30	1.33	1.29	1.19	0.00	0.22	0.23	0.18
PART FULL FLOW VELOCITY (m/s)						0.80	1.88	1.46
	DATUM RL 35.0	DATUM RL 36.0		DATUM RL 24.0	DATUM RL 25.0	DATUM RL 43.0		DATUM RL 30.0
WATER LEVEL IN STRUCTURE	51.995 / 51.508	50.673 / 49.962	46.759 / 45.698	41.662 / 41.192	40.427 / 30.223	60.387 / 60.339	53.030 / 52.646	47.913 / 47.701
HYDRAULIC GRADE LEVEL	51.995 / 51.559 / 51.508 / 50.935	50.673 / 50.183 / 49.962 / 48.463	46.759 / 46.283 / 45.698 / 44.942	41.662 / 41.220 / 41.192	40.427 / 40.427 / 30.223	60.387 / 60.354 / 60.339	53.030 / 52.849 / 52.646	47.913 / 47.805 / 47.701
PIPE FLOW (Cumecs)	0.144	0.147	0.143	0.131	0.000	0.024	0.025	0.020
PIPE CAPACITY AT GRADE (Cumecs)	0.144	0.147	0.143	0.131	0.656	0.111	0.360	0.276
DEPTH TO INVERT	1.310 / 1.361	1.310 / 1.363	1.310 / 1.360	1.310 / 1.704	2.099 / 0.975	1.349 / 1.437	1.310 / 1.310	1.352 / 1.275
INVERT LEVEL OF DRAIN	51.087 / 51.036	49.808 / 49.755	45.908 / 45.858	40.845 / 40.817	40.427 / 29.848	60.236 / 60.220	52.782 / 52.579	47.736 / 47.632
DESIGN SURFACE LEVEL	52.397 / 52.397	51.118 / 51.118	47.218 / 47.218	42.155 / 42.521	42.526 / 30.823	61.585 / 61.657	54.092 / 53.889	49.088 / 48.907
RUNNING CHAINAGE	0.00 / 7.50 / 7.50	0.00 / 7.50 / 7.50	0.00 / 7.50 / 7.50	0.00 / 5.07 / 5.07	0.00 / 75.56 / 75.56	0.00 / 3.97 / 3.97	0.00 / 4.80 / 4.80	0.00 / 4.19 / 4.19
SETOUT COORDINATES	E534758.908 N6889038.870 / E534762.199 N6889045.609	E534785.864 N6889025.704 / E534789.156 N6889032.443	E534824.098 N6889036.749 / E534817.384 N6889040.091	E534834.415 N6889078.483 / E534834.550 N6889073.411	E534837.445 N6889072.108 / E534860.488 N6889144.072	E534653.749 N6689113.111 / E534649.940 N6889114.219	E534684.972 N6889182.509 / E534682.553 N6889186.656	E534714.004 N6889222.977 / E534712.434 N6889226.866

LINE

STORMWATER LONGITUDINAL SECTIONS

HORIZONTAL 1:500
VERTICAL 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

Legend Consultants
Efficiency • Innovation • Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
STORMWATER LONGITUDINAL SECTIONS - SHEET 2

DRAWING NO. LC25079.C403

REV. B

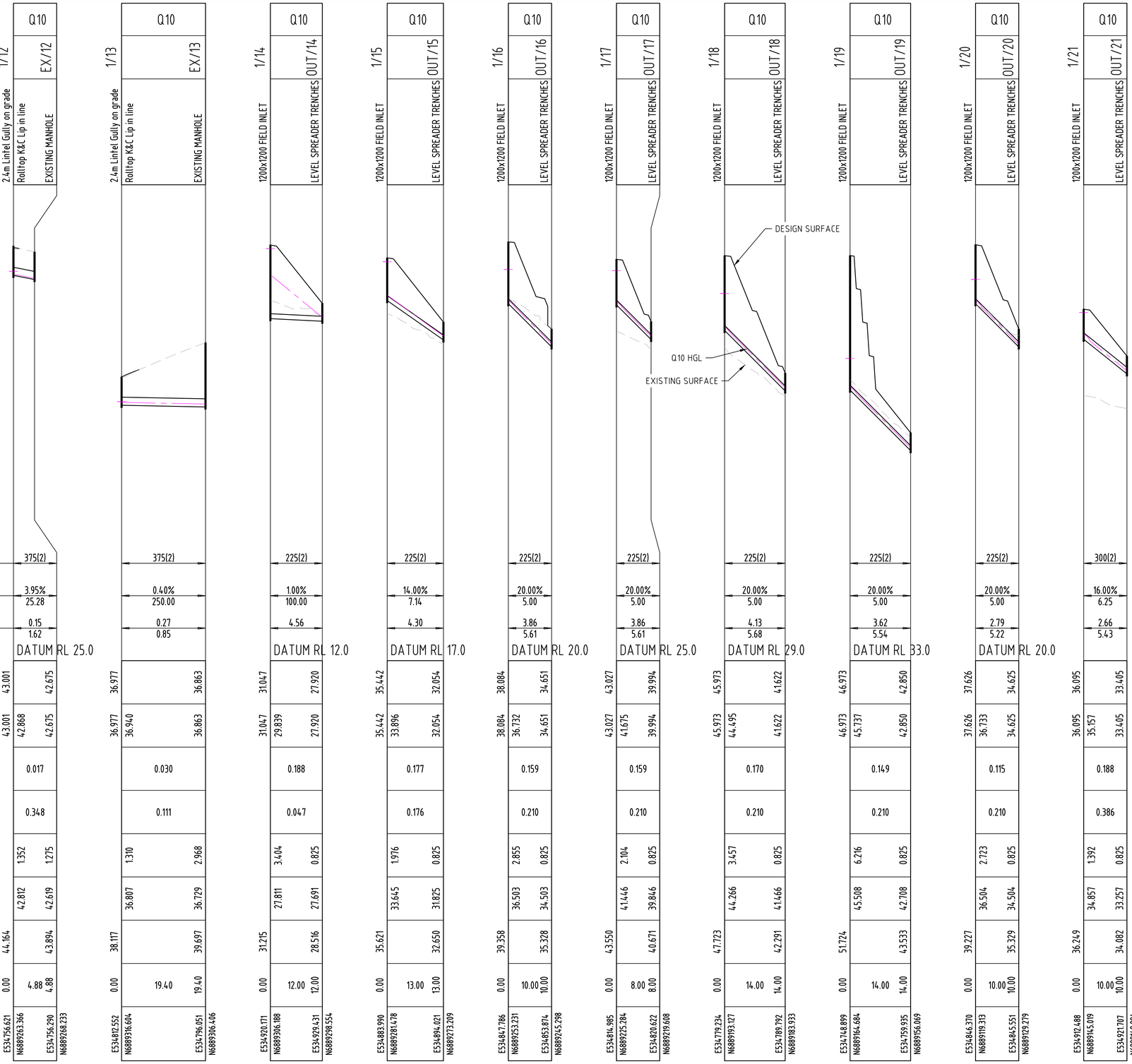
DESIGN EVENT	Q10	Q10	Q10	Q10	Q10	Q10	Q10	Q10	Q10	Q10	Q10
STRUCTURE NAME	1/12 EX/12	1/13 EX/13	1/14 OUT/14	1/15 OUT/15	1/16 OUT/16	1/17 OUT/17	1/18 OUT/18	1/19 OUT/19	1/20 OUT/20	1/21 OUT/21	
STRUCTURE DESCRIPTION	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / EXISTING MANHOLE	2.4m Lintel Gully on grade / Rolltop K&C Lip in line / EXISTING MANHOLE	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	
PIPE SIZEmm (Class)	375(2)	375(2)	225(2)	225(2)	225(2)	225(2)	225(2)	225(2)	225(2)	300(2)	
PIPE GRADE %	3.95%	0.40%	1.00%	14.00%	20.00%	20.00%	20.00%	20.00%	20.00%	16.00%	
PIPE SLOPE 1 in X	25.28	250.00	100.00	7.14	5.00	5.00	5.00	5.00	5.00	6.25	
FULL PIPE FLOW VELOCITY (m/s)	0.15	0.27	4.56	4.30	3.86	3.86	4.13	3.62	2.79	2.66	
PART FULL FLOW VELOCITY (m/s)	1.62	0.85			5.61	5.61	5.68	5.54	5.22	5.43	
	DATUM RL 25.0		DATUM RL 12.0	DATUM RL 17.0	DATUM RL 20.0	DATUM RL 25.0	DATUM RL 29.0	DATUM RL 33.0	DATUM RL 20.0		
WATER LEVEL IN STRUCTURE	43.001 / 42.675	36.977 / 36.863	31.047 / 27.920	35.442 / 32.054	38.084 / 34.651	43.027 / 39.994	45.973 / 41.622	46.973 / 42.850	37.626 / 34.625	36.095 / 33.405	
HYDRAULIC GRADE LEVEL	43.001 / 42.868 / 42.675	36.977 / 36.940 / 36.863	31.047 / 29.839 / 27.920	35.442 / 33.896 / 32.054	38.084 / 36.732 / 34.651	43.027 / 41.675 / 39.994	45.973 / 44.495 / 41.622	46.973 / 45.737 / 42.850	37.626 / 36.733 / 34.625	36.095 / 35.157 / 33.405	
PIPE FLOW (Cumecs)	0.017	0.030	0.188	0.177	0.159	0.159	0.170	0.149	0.115	0.188	
PIPE CAPACITY AT GRADE (Cumecs)	0.348	0.111	0.047	0.176	0.210	0.210	0.210	0.210	0.210	0.386	
DEPTH TO INVERT	1.352 / 1.275	1.310 / 2.968	3.404 / 0.825	1.976 / 0.825	2.855 / 0.825	2.104 / 0.825	3.457 / 0.825	6.216 / 0.825	2.723 / 0.825	1.392 / 0.825	
INVERT LEVEL OF DRAIN	42.812 / 42.619	36.807 / 36.729	27.811 / 27.691	33.645 / 31.825	36.503 / 34.503	41.446 / 39.846	44.266 / 41.466	45.508 / 42.708	36.504 / 34.504	34.857 / 33.257	
DESIGN SURFACE LEVEL	44.164 / 43.894	38.117 / 39.697	31.215 / 28.516	35.621 / 32.650	39.358 / 35.328	43.550 / 40.671	47.723 / 42.291	51.724 / 43.533	39.227 / 35.329	36.249 / 34.082	
RUNNING CHAINAGE	0.00 / 4.88 / 4.88	0.00 / 19.40 / 19.40	0.00 / 12.00 / 12.00	0.00 / 13.00 / 13.00	0.00 / 10.00 / 10.00	0.00 / 8.00 / 8.00	0.00 / 14.00 / 14.00	0.00 / 14.00 / 14.00	0.00 / 10.00 / 10.00	0.00 / 10.00 / 10.00	
SETOUT COORDINATES	E534756.621 / N6889263.366 / E534756.290 / N6889268.233	E534812.552 / N6889316.604 / E534796.051 / N6889306.406	E534920.171 / N6889306.188 / E534929.431 / N6889298.554	E534883.990 / N6889281.478 / E534894.021 / N6889273.209	E534847.786 / N6889253.231 / E534853.874 / N6889245.298	E534814.985 / N6889225.284 / E534820.622 / N6889219.608	E534779.234 / N6889193.127 / E534789.792 / N6889183.933	E534748.899 / N6889164.684 / E534759.935 / N6889155.069	E534846.370 / N6889119.313 / E534845.551 / N6889129.279	E534912.488 / N6889145.019 / E534921.707 / N6889168.894	
LINE	12	13	14	15	16	17	18	19	20	21	

STORMWATER DRAINAGE NOTES :

1. FIELD INLET CONSTRUCTION TO BE IN ACCORDANCE WITH I.P.W.E.A.Q. STD DWG DS-050.
2. BEDDING TO STORMWATER LINES TO BE IN ACCORDANCE WITH I.P.W.E.A.Q STD DS-030.
3. ALL STORMWATER PIPES UNDER ROADWAYS AND VEHICULAR TRAFFICKED PAVEMENTS ARE TO BE STEEL REINFORCED CONCRETE PIPES UNLESS NOTED OTHERWISE.
4. THE PIPE CLASSES HAVE BEEN DESIGNED FOR SERVICE LOADS ONLY. CONTRACTOR TO ASSESS PROPOSED PIPE COVER IN RELATION TO ANTICIPATED MACHINERY USED ON SITE AND UPGRADE THE PIPE CLASSES IF NECESSARY. CRACKED PIPES WILL NOT BE ACCEPTED.
5. ALL FIELD INLETS WITHIN ROADWAYS OR DRIVEWAYS TO HAVE A CLASS D TRAFFICABLE GRATE.



FIELD INLET SETOUT POINT



STORMWATER LONGITUDINAL SECTIONS

HORIZONTAL 1:500
VERTICAL 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

Legend Consultants
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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
STORMWATER LONGITUDINAL SECTIONS - SHEET 3

DRAWING NO. LC25079.C404
REV. B

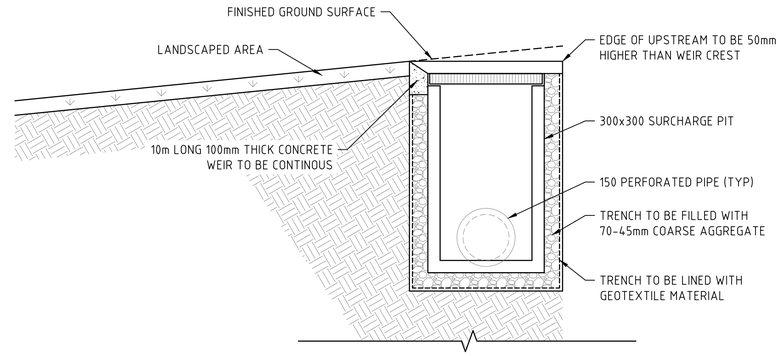
STORMWATER DRAINAGE NOTES :

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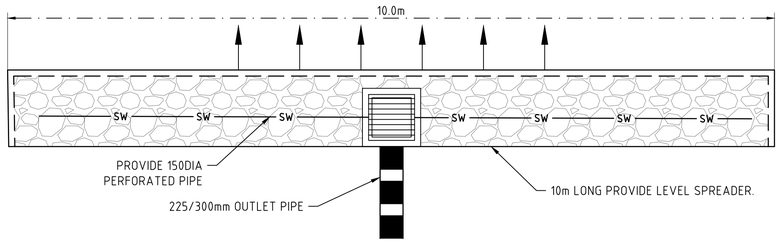
FIELD INLET SETOUT POINT

DESIGN EVENT	Q10	Q10	Q10	Q10
STRUCTURE NAME	1/22 OUT/22	1/23 OUT/23	1/24 OUT/24	1/25 OUT/25
STRUCTURE DESCRIPTION	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES	1200x1200 FIELD INLET / LEVEL SPREADER TRENCHES
PIPE SIZEmm (Class)	225(2)	225(2)	225(2)	375(2)
PIPE GRADE %	10.00%	12.50%	10.00%	8.00%
PIPE SLOPE 1 in X	10.00	8.00	10.00	12.50
FULL PIPE FLOW VELOCITY (m/s)	3.06	3.20	3.54	2.71
PART FULL FLOW VELOCITY (m/s)	4.05	4.48	4.12	4.70
	DATUM RL 17.0	DATUM RL 22.0	DATUM RL 26.0	
WATER LEVEL IN STRUCTURE	36.086 / 34.226	40.922 / 38.793	43.540 / 41.494	40.410 / 38.793
HYDRAULIC GRADE LEVEL	36.086 / 35.093 / 34.226	40.922 / 39.868 / 38.793	43.540 / 42.339 / 41.494	40.410 / 39.358 / 38.793
PIPE FLOW (Cumecs)	0.126	0.132	0.146	0.299
PIPE CAPACITY AT GRADE (Cumecs)	0.149	0.166	0.149	0.496
DEPTH TO INVERT	1.423 / 0.825	1.537 / 0.825	2.935 / 0.825	1.895 / 0.825
INVERT LEVEL OF DRAIN	34.864 / 34.064	39.639 / 38.639	42.110 / 41.310	38.983 / 38.583
DESIGN SURFACE LEVEL	36.287 / 34.889	41.176 / 39.464	45.045 / 42.135	40.878 / 39.408
RUNNING CHAINAGE	0.00 / 8.00 / 8.00	0.00 / 8.00 / 8.00	0.00 / 8.00 / 8.00	0.00 / 5.00 / 5.00
SETOUT COORDINATES	E534916.373 N6889117.031 / E534924.249 N6889115.629	E534900.515 N6889059.393 / E534908.270 N6889057.431	E534885.322 N6889010.844 / E534892.119 N6889006.625	E534881.538 N6888896.692 / E534886.340 N6888898.085
LINE	22	23	24	25



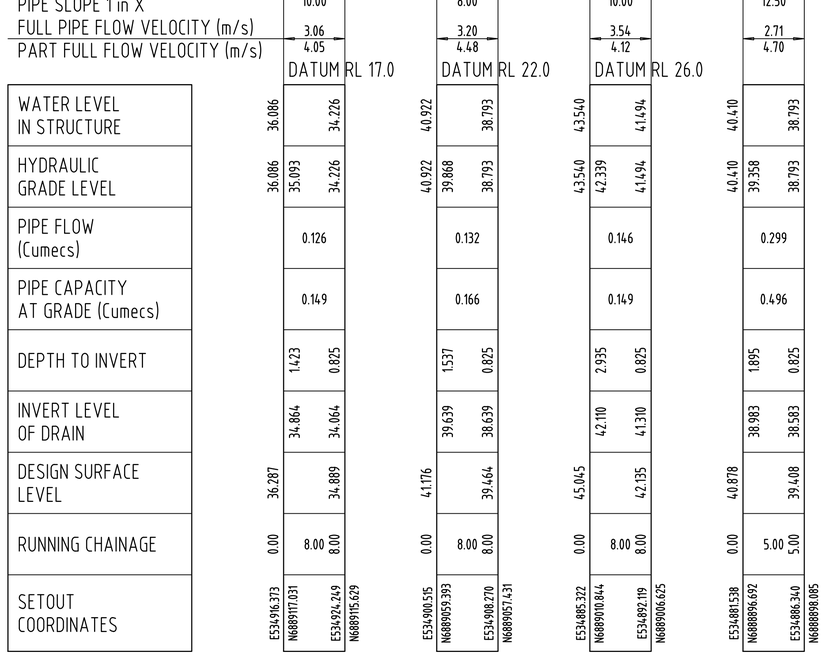
LEVEL SPREADER SECTION

SCALE 1:10



LEVEL SPREADER DETAIL

SCALE 1:20



STORMWATER LONGITUDINAL SECTIONS

HORIZONTAL 1:500
VERTICAL 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:10 1:20 1:100 1:500

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

Legend Consultants
Efficiency • Innovation • Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
STORMWATER LONGITUDINAL SECTIONS - SHEET 4

DRAWING NO. LC25079.C405

REV. B

LOCATION						TIME		SUB-CATCHMENT RUNOFF						INLET DESIGN							DRAIN DESIGN													HEADLOSSES								PART FULL		DESIGN LEVELS							
							tc	I	C10	C	A	C×A	+CA	Q						Qg	Qb		tc	I	+CA	Qt	Qm	Qs	Qp	L	S		V	T			V2/2g	Ku	hu	Kl	hl	Kw	hw	Sf	hf		Vp							
DESIGN ARI	STRUCTURE No.	DRAIN SECTION	SUB-CATCHMENTS CONTRIBUTING	LAND USE	SLOPE OF CATCHMENT	SUB-CATCHMENT TIME OF CONC.	RAINFALL INTENSITY	10yr RUNOFF CO-EFFICIENT	CO-EFFICIENT OF RUNOFF	SUB-CATCHMENT AREA	EQUIVALENT AREA	SUM OF (C × A)	SUB-CATCHMENT DISCHARGE	FLOW IN K&C (INC. BYPASS)	ROAD GRADE AT INLET	MINOR FLOW ROAD CAPACITY	INLET TYPE	FLOW INTO INLET	BYPASS FLOW	BYPASS STRUCTURE No.	CRITICAL TIME OF CONC.	RAINFALL INTENSITY	TOTAL (C × A)	MAJOR TOTAL FLOW	MAJOR SURFACE FLOW CAPACITY	MAJOR SURFACE FLOW	PIPE FLOW	REACH LENGTH	PIPE GRADE	PIPE / BOX DIMENSIONS (CLASS)	FLOW VELOCITY FULL (PIPE GRADE VELOCITY)	TIME OF FLOW IN REACH	STRUCTURE CHART No.	STRUCTURE RATIOS FOR 'K' VALUE CALCULATIONS	VELOCITY HEAD	U/S HEADLOSS COEFFICIENT	U/S PIPE STRUCT. HEADLOSS	LAT. HEADLOSS CO-EFFICIENT	LAT. PIPE STRUCT. HEADLOSS	W.S.E CO-EFFICIENT	CHANGE IN W.S.E	PIPE FRICTION SLOPE	PIPE FRICTION HEADLOSS (L × Sf)	DEPTH	VELOCITY	OBVERT LEVELS	DRAIN SECTION H.G.L	UPSTREAM H.G.L	LAT. H.G.L	W.S.E.	SURFACE OR K&C INVERT LEVEL	STRUCTURE No.
yrs					%	min	mm/h			ha	ha	ha	l/s	l/s	%	l/s		l/s	l/s		min	mm/h	ha	l/s	l/s	l/s	l/s	m	%	mm	m/s	min		m			m		m		m	m	m	m/s	m	m	m	m	m	m	
10 100	1/10	1/10 to EX/10	1/10			6.00 6.00	199 299		0.83 1.00	0.054 0.054	0.045 0.054	0.045 0.054	25 45	28	10.75		R24G	25	3	1/11	6.00 6.00	199 299	0.045 0.054	45			25 (Pipe flow= Grate flow)	4.801	4.23	375(2)	0.23 (3.26)	0.08			Qg 0.025 Qo 0.025 Do 375 CHRT 32: Vo2/2gDo 0.01 H/Do Kg side flow 10.66 end flow 7.46 Part full downstream pipe	0.003	1.00	0.181			1.00 53.030	0.181 below outlet	0.02	0.001	0.067	1.88	53.157 52.954	52.849 52.646	53.030		53.030	54.092	1/10
10 100	1/11	1/11 to EX/11	1/11			6.00 6.00	199 299		0.83 1.00	0.043 0.043	0.036 0.043	0.036 0.043	20 36	23	9.03		R24G	20	3	1/12	6.00 6.00	199 299	0.036 0.043	36			20 (Pipe flow= Grate flow)	4.194	2.48	375(2)	0.18 (2.50)	0.07			Qg 0.020 Qo 0.020 Do 375 CHRT 32: Vo2/2gDo 0.00 H/Do Kg side flow 10.74 end flow 7.51 Part full downstream pipe	0.002	1.00	0.108			1.00 47.913	0.108 below outlet	0.01	0.001	0.069	1.46	48.111 48.007	47.805 47.701	47.913		47.913	49.088	1/11
10 100	1/12	1/12 to EX/12	1/12			6.00 6.00	199 299		0.83 1.00	0.035 0.035	0.029 0.035	0.029 0.035	16 29	19	7.78		R24G	17	2	1/13	6.00 6.00	199 299	0.029 0.035	29			17 (Pipe flow= Grate flow)	4.878	3.95	375(2)	0.15 (3.15)	0.08			Qg 0.017 Qo 0.017 Do 375 CHRT 32: Vo2/2gDo 0.00 H/Do Kg side flow 10.79 end flow 7.53 Part full downstream pipe	0.001	1.00	0.133			1.00 43.001	0.133 below outlet	0.01	0.000	0.056	1.62	43.187 42.994	42.868 42.675	43.001		43.001	44.164	1/12
10 100	1/13	1/13 to EX/13	1/13			6.00 6.00	199 299		0.83 1.00	0.069 0.069	0.057 0.069	0.057 0.069	32 57	34	7.51		R24G	30	4		6.00 6.00	199 299	0.057 0.069	57			30 (Pipe flow= Grate flow)	19.398	0.40	375(2)	0.27 (1.00)	0.32			Qg 0.030 Qo 0.030 Do 375 CHRT 32: Vo2/2gDo 0.01 H/Do Kg side flow 10.58 end flow 7.42 Part full downstream pipe	0.004	1.00	0.037			1.00 36.977	0.037 below outlet	0.03	0.006	0.133	0.85	37.182 37.104	36.940 36.863	36.977		36.977	38.117	1/13
10 100	1/9	1/9 to EX/9	1/9			6.00 6.00	199 299		0.83 1.00	0.059 0.059	0.049 0.059	0.049 0.059	27 49	27	9.39		R24G	24	3	1/10	6.00 6.00	199 299	0.049 0.059	49			24 (Pipe flow= Grate flow)	3.967	0.40	375(2)	0.22 (1.00)	0.07			Qg 0.024 Qo 0.024 Do 375 CHRT 32: Vo2/2gDo 0.01 H/Do Kg side flow 10.68 end flow 7.47 Part full downstream pipe	0.002	1.00	0.033			1.00 60.387	0.033 below outlet	0.02	0.001	0.119	0.80	60.611 60.595	60.354 60.339	60.387		60.387	61.585	1/9
10 100	1/1	1/1 to 2/1	1/1			6.00 6.00	199 299		0.83 1.00	0.027 0.027	0.022 0.027	0.022 0.027	12 22	12	19.00		R24G	9	3	1/2	6.00 6.00	199 299	0.022 0.027	22			9 (Pipe flow= Grate flow)	10.970	14.31	375(2)	0.08 (6.00)	0.18			Qg 0.009 Qo 0.009 Do 375 CHRT 32: Vo2/2gDo 0.00 H/Do Kg side flow 10.85 end flow 7.56 Part full downstream pipe	0.000	1.00	0.229			1.00 59.927	0.229 below outlet	0.00	0.000	0.031	2.12	60.042 58.473	59.698 58.417	59.927		59.927	61.653	1/1
10 100	2/1	2/1 to 3/1	1/1;2/1			6.00 6.00	199 299		0.83 1.00	0.012 0.012	0.010 0.012	0.010 0.012	6 10	6	19.00		R24G	5	1	3/1	6.18 6.18	197 296	0.032 0.039	32			14 (Pipe flow= Sum upstr atten flows)	45.956	14.31	375(2)	0.13 (6.00)	0.77			Qg 0.005 Qo 0.014 Do 375 Angle 93 Chart 47 S/Do 2.5 chart Du/Do 1.00 K0 1.92 K0.5 2.12 Qu/Qo 0.64 Cg 0.78 K 2.08 S/Do 2.0 K0 2.44 K0.5 2.40 K 2.41 S/Do 1.5 K0 2.67 K0.5 2.58 K 2.60 Interp val for S/Do 1.01 Kw 2.80 CHART 46	0.001	1.00	0.301			1.00 58.417	0.301 below outlet	0.01	0.003	0.038	2.43	58.453 51.877	58.116 52.786	58.417		58.417	61.673	2/1
10 100	1/2	1/2 to 3/1	1/2			6.00 6.00	199 299		0.83 1.00	0.445 0.445	0.369 0.445	0.369 0.445	204 370	207	10.73		R24G	121	86	1/3	6.00 6.00	199 299	0.369 0.445	370			121 (Pipe flow= Grate flow)	7.505	0.48	375(2)	1.10 (1.10)	0.11			Qg 0.121 Qo 0.121 Do 375 CHRT 32: Vo2/2gDo 0.16 H/Do Kg side flow 6.37 end flow 5.07	0.062	6.37	0.393			6.37	0.393	0.48	0.036			52.777 52.741	52.822 52.786	53.215		53.215	53.712	1/2
10 100	3/1	3/1 to 4/1	1/1;2/1;1/2;3 /1			6.00 6.00	199 299		0.83 1.00	0.312 0.312	0.259 0.312	0.259 0.312	143 259	144	10.73		R24G	97	47	4/1	6.95 6.95	191 283	0.660 0.796	626			223 (Pipe flow= Sum upstr atten flows)	30.000	1.41	450(2)	1.40 (2.13)	0.36			Qg 0.093 Qo 0.223 Do 450 Flow 1/2 made eqv grate flow CHART 33 Angle 2 S/Do 2.5 Du/Do 0.83 Qg/Qo 0.94 K 2.60 S/Do 2.98 cor -0.27 Ku 2.33 Kw 2.33 K vals above for stepped pipes as grate flow grate flow decreased by 0.116 from 1/2 Routine 2.1 CHART 48 Du/Do 0.83 Qu/Qo 0.06 K 2.25 d/Do 2.5 chrt Qg/Qo 0.42 Kg 0.67 d/Do 2.0 chrt Qg/Qo 0.42 Kg 0.39 d/Do 2.47 Interp value Kg 0.65	0.100	2.49	0.249	Ku=Kw= 2.90 Combined pipes in line case Join Pipes: 2/1 and 1/2 Vel1 0.922 Vel2 1.052 Eq Dia 415 Angle 99 Flow 0.130 CHART 33 Angle 0 S/Do 2.5 Du/Do 0.92 Qg/Qo 0.42 K 1.32 S/Do 2.75 cor +0.06 Ku 1.26 Kw 1.26 Interpolated Ku= 2.90 Kw= 2.90 K vals step pipes as pipe flow Ku 2.90 Kw 2.90 Averaged Ku 2.49 Kw 2.49			2.49 51.454	0.249 0.249 below outlet	0.61	0.183			51.877 51.454	52.537 52.354	52.786		52.786	53.714	3/1
10 100	1/3	1/3 to 4/1	1/3			6.00 6.00	199 299		0.83 1.00	0.037 0.037	0.031 0.037	0.031 0.037	17 31	103	1.00		R24G	92	11	1/4	6.00 6.00	199 299	0.031 0.037	31			92 (Pipe flow= Grate flow)	7.500	0.40	450(2)	0.58 (1.13)	0.13			Qg 0.092 Qo 0.092 Do 450 CHRT 32: Vo2/2gDo 0.04 H/Do Kg side flow 3.64 end flow 3.07	0.017	3.64	0.062			3.64 51.454	0.062 below outlet	0.10	0.008			51.484 51.454	52.362 52.354	52.424		52.424	52.726	1/3
10 100	4/1	4/1 to 5/1	1/1;2/1;1/2;3 /1;1/3;4/1			6.00 6.00	199 299		0.83 1.00	0.037 0.037	0.031 0.037	0.031 0.037	17 31	64	1.00		R24G	57	7	5/1	7.31 7.31	188 278	0.722 0.870	672			360 (Pipe flow= Sum upstr atten flows)	29.999	1.60	450(2)	2.26 (2.26)	0.22			Qg 0.054 Qo 0.360 Do 450 Routine 2.2 CHART 4.8 Du/Do 1.00 Qu/Qo 0.61 K 1.27 d/Do 2.5 chrt Qg/Qo 0.15 Kg 0.21 d/Do 2.0 chrt Qg/Qo 0.15 Kg 0.08 d/Do 2.23 Interp value Kg 0.14 Ku=Kw= 1.41 Combined pipes in line case Join Pipes:	0.260	1.41	0.367			1.41 51.454	0.367 below outlet	1.60	0.479			51.434 50.955	51.987 51.508	52.354		52.354	52.726	4/1
10 100	1/4	1/4 to 5/1	1/4			6.00 6.00	199 299		0.83 1.00	0.429 0.429	0.356 0.429	0.356 0.429	197 356	208	2.00		R24G	144	64	1/5	6.00 6.00	199 299	0.356 0.429	356			144 (Pipe flow= Grate flow)	7.500	0.68	375(2)	1.30 (1.30)	0.10			Qg 0.144 Qo 0.144 Do 375 CHRT 32: Vo2/2gDo 0.23 H/Do Kg side flow 5.07 end flow 4.22	0.086	5.07	0.436			5.07 51.411	0.436 below outlet	0.68	0.051			51.462 51.411	51.559 51.508	51.995		51.995	52.397	1/4
10 100	5/1	5/1 to 6/1	1/1;2/1;1/2;3 /1;1/3;4/1;1/ 4;5/1			6.00 6.00	199 299		0.83 1.00	0.029 0.029	0.024 0.029	0.024 0.029	13 24	20	2.00		R24G	18	2	6/1	7.53 7.53	186 275	1.102 1.328	1014			508 (Pipe flow= Sum upstr atten flows)	30.000	3.17	450(2)	3.19 (3.19)	0.16			Qg 0.017 Qo 0.508 Do 450 Flow 1/4 made eqv grate flow CHART 33 Angle 0 S/Do 2.5 Du/Do 1.00 Qg/Qo 0.30 K 1.08 S/Do 2.30 cor 0.05 Ku 1.13 Kw 1.13 K vals above for stepped pipes as grate flow grate flow decreased by 0.135 from 1/4 Routine 2.1 CHART 4.8 Du/Do 1.00 Qu/Qo 0.70 K 1.06 d/Do 2.0 chrt Qg/Qo 0.03 Kg 0.04 d/Do 1.5 chrt Qg/Qo 0.03 Kg 0.03 d/Do 1.00 Interp value Kg 0.03	0.519	1.10	0.573	Ku=Kw= 1.08 Combined pipes in line case Join Pipes: 4/1 and 1/4 Vel1 2.239 Vel2 1.219 Eq Dia 564 Angle 155 Flow 0.491 CHART 33 Angle 0 S/Do 2.5 Du/Do 1.25 Qg/Qo 0.03 K 0.32 S/Do 1.42 cor 0.04 Ku 0.36 Kw 0.36 Interpolated Ku= 1.08 Kw= 1.08 K vals step pipes as pipe flow Ku 1.08 Kw 1.08 Averaged Ku 1.10 Kw 1.10			1.10 51.411	0.573 below outlet	3.17	0.952			50.935 49.983	50.935 49.962	51.508		51.508	52.397	5/1
10 100	1/5	1/5 to 6/1	1/5			6.00 6.00	199 299		0.83 1.00	0.429 0.429	0.356 0.429	0.356 0.429	197 356	261	6.67		R24G	147	114	1/6	6.00 6.00	199 299	0.356 0.429	356			147 (Pipe flow= Grate flow)	7.500	0.70	375(2)	1.33 (1.33)	0.09			Qg 0.147 Qo 0.147 Do 375 CHRT 32: Vo2/2gDo 0.24 H/Do Kg side flow 5.44 end flow 4.52	0.090	5.44	0.490			5.44 50.130	0.490 below outlet	0.70	0.053			50.183 50.130	50.183 49.962	50.673		50.673	51.118	1/5

CALCULATIONS TABLE

DETAILED DESIGN
NOT FOR CONSTRUCTION

Legend Consultants
Efficiency • Innovation • Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
STORMWATER CALCULATION TABLE - SHEET 1

DRAWING NO. LC25079.C410

REV. B

LOCATION						TIME			SUB-CATCHMENT RUNOFF							INLET DESIGN							DRAIN DESIGN																HEADLOSSES								PART FULL		DESIGN LEVELS							
							tc	I	C10	C	A	C×A	+CA	Q					Qg	Qb		tc	I	+CA	Qt	Qm	Qs	Qp	L	S		V	T			V2/2g	Ku	hu	Kl	hl	Kw	hw	Sf	hf		Vp							
DESIGN ARI	STRUCTURE No.	DRAIN SECTION	SUB-CATCHMENTS CONTRIBUTING	LAND USE	SLOPE OF CATCHMENT	SUB-CATCHMENT TIME OF CONC.	RAINFALL INTENSITY	10yr RUNOFF CO-EFFICIENT	CO-EFFICIENT OF RUNOFF	SUB-CATCHMENT AREA	EQUIVALENT AREA	SUM OF (C × A)	SUB-CATCHMENT DISCHARGE	FLOW IN K&C (INC. BYPASS)	ROAD GRADE AT INLET	MINOR FLOW ROAD CAPACITY	INLET TYPE	FLOW INTO INLET	BYPASS FLOW	BYPASS STRUCTURE No.	CRITICAL TIME OF CONC.	RAINFALL INTENSITY	TOTAL (C × A)	MAJOR TOTAL FLOW	MAJOR SURFACE FLOW CAPACITY	MAJOR SURFACE FLOW	PIPE FLOW	REACH LENGTH	PIPE GRADE	PIPE / BOX DIMENSIONS (CLASS)	FLOW VELOCITY FULL (PIPE GRADE VELOCITY)	TIME OF FLOW IN REACH	STRUCTURE CHART No	STRUCTURE RATIOS FOR 'K' VALUE CALCULATIONS	VELOCITY HEAD	U/S HEADLOSS COEFFICIENT	U/S PIPE STRUCT. HEADLOSS	LAT. HEADLOSS CO-EFFICIENT	LAT. PIPE STRUCT. HEADLOSS	W.S.E CO-EFFICIENT	CHANGE IN W.S.E	PIPE FRICTION SLOPE	PIPE FRICTION HEADLOSS (L × Sf)	DEPTH	VELOCITY	OBVERT LEVELS	DRAIN SECTION H.G.L	UPSTREAM H.G.L	LAT. H.G.L	W.S.E.	SURFACE OR K&C INVERT LEVEL	STRUCTURE No.
yrs					%	min	mm/h			ha	ha	ha	l/s	l/s	%	l/s		l/s	l/s		min	mm/h	ha	l/s	l/s	l/s	l/s	m	%	mm	m/s	min			m		m		m	m	%	m	m	m/s	m	m	m	m	m	m	
10 100	6/1	6/1 to 7/1	1/1 to 5/1;1/ 5;6/1			6.00 6.00	199 299		0.83 1.00	0.027 0.027	0.022 0.027	0.022 0.027	12 22	14	6.67		R24G	12	2	8/1	7.69 7.69	184 273	1.480 1.784	1353		(Pipe flow=	649 Sum upstr	18.290 atten	11.22 flows)	450(2)	4.08 (6.00)	0.07		Qg 0.011 Qo 0.649 Do 450 Flow 1/5 made eqv grate flow Flow 5/1 made eqv grate flow CHRT 32: Vo2/2gDo 1.89 H/Do Kg side flow 2.18 end flow 2.07 K vals above for stepped pipes as grate flow grate flow decreased by 0.136 from 1/5 grate flow decreased by 0.502 from 5/1 Routine 2.2 CHART 48 Du/Do 1.00 Qu/Qo 0.77 K 0.85 d/Do 2.0 chrt Qg/Qo 0.02 Kg 0.02 d/Do 1.5 chrt Qg/Qo 0.02 Kg 0.02 d/Do 1.00 Interp value Kg 0.02	0.848	1.77	1.499		Ku=Kw= 0.87 Combined pipes in line case Join Pipes: 1/5 and 5/1 Vel1 3.157 Vel2 1.231 Eq Dia 543 Angle 169 Flow 0.638 CHART 33 Angle 0 S/Do 2.5 Du/Do 1.21 Qg/Qo 0.02 K 0.28 S/Do 1.56 cor 0.02 Ku 0.30 Kw 0.30 Interpolated Ku= 0.81 Kw= 0.81 K vals step pipes as pipe flow Ku 0.81 Kw 0.81 Averaged Ku 1.77 Kw 1.77		1.77	1.499	5.19	0.949	0.272	6.45	48.463 46.411	48.463 47.118	49.962		49.962	51.118	6/1
10 100	7/1	7/1 to 8/1	1/1 to 5/1;1/ 5;6/1														M				7.76 7.76	184 272	1.480 1.784	1348		(Pipe flow=	649 Sum upstr	16.940 atten	8.93 flows)	525(2)	2.90 (6.00)	0.10		Qo 0.649 Do 525 CHART 50 Du/Do0.86 alpha 68 K'w 0.28 Vu 4.08 WSE 0.88 Ku 1.50 Kw 2.06	0.429	1.50	0.643			2.06	0.881	2.08	0.353	0.262	5.95	46.475 44.962	46.475 45.698	47.118		47.356	49.502	7/1
10 100	1/6	1/6 to 8/1	1/6			6.00 6.00	199 299		0.83 1.00	0.446 0.446	0.370 0.446	0.370 0.446	205 370	319	12.99		R24G	143	176	1/7	6.00 6.00	199 299	0.370 0.446	370		(Pipe flow=	143 Grate flow	7.500	0.67	375(2)	1.29 (1.29)	0.10		Qg 0.143 Qo 0.143 Do 375 CHRT 32: Vo2/2gDo 0.23 H/Do Kg side flow 5.61 end flow 4.64	0.085	5.61	0.476			5.61	0.476	0.67	0.050			46.283 46.233	46.283 45.858	46.759		46.759	47.218	1/6
10 100	8/1	8/1 to 9/1	1/1 to 5/1;1/ 5;6/1;1/6;8/1			6.00 6.00	199 299		0.83 1.00	0.356 0.356	0.295 0.356	0.295 0.356	163 296	165	12.99		R24G	102	63	1/7	7.86 7.86	183 270	2.145 2.586	1940		(Pipe flow=	871 Sum upstr	20.350 atten	8.93 flows)	525(2)	3.89 (6.00)	0.09		Qg 0.094 Qo 0.871 Do 525 Flow 1/6 made eqv grate flow CHART 33 Angle 0 S/Do 2.5	0.771	0.98	0.756		Du/Do 1.00 Qg/Qo 0.26 K 0.97 S/Do 2.42 cor 0.01 Ku 0.98 Kw 0.98 K vals above for stepped pipes as grate flow	0.98	0.756	3.75	0.763	0.313	6.38	44.942 43.125	44.942 43.507	45.698		45.698	47.218	8/1
10 100	9/1	9/1 to OUT/1	1/1 to 5/1;1/ 5;6/1;1/6;8/1														M				7.95 7.95	182 269	2.145 2.586	1932		(Pipe flow=	871 Sum upstr	7.744 atten	8.93 flows)	525(2)	3.89 (6.00)	0.03		Qo 0.871 Do 525 CHART 50 Du/Do1.00 alpha 15 K'w 0.20 Vu 4.02 WSE 0.57 Ku 0.52 Kw 0.73	0.771	0.52	0.402			0.73	0.566	3.75	0.290	0.313	6.38	43.105 42.414	43.105 42.202	43.507		43.671	44.499	9/1
10 100	1/14	1/14 to OUT/14	1/14			6.00 6.00	199 299		0.83 1.00	0.410 0.410	0.340 0.410	0.340 0.410	188 341	188	5.00		100	188	0		6.00 6.00	199 299	0.340 0.410	341		(Pipe flow=	188 Grate flow	12.001	1.00	225(2)	4.56 (1.14)	0.04		Qg 0.188 Qo 0.188 Do 225 CHRT 32: Vo2/2gDo 4.63 H/Do Kg side flow 1.14 end flow 1.15	1.060	1.14	1.208			1.14	1.208	15.99	1.919			28.040 27.920	29.839 27.920	31.047		31.047	31.215	1/14
10 100	1/15	1/15 to OUT/15	1/15			6.00 6.00	199 299		0.83 1.00	0.385 0.385	0.320 0.385	0.320 0.385	177 320	177	4.00		100	177	0		6.00 6.00	199 299	0.320 0.385	320		(Pipe flow=	177 Grate flow	13.000 flow	14.00	225(2)	4.30 (4.27)	0.05		Qg 0.177 Qo 0.177 Do 225 CHRT 32: Vo2/2gDo 4.12 H/Do Kg side flow 1.64 end flow 1.61	0.942	1.64	1.546			1.64	1.546	14.17	1.842			33.874 32.054	33.896 32.054	35.442		35.442	35.621	1/15
10 100	1/16	1/16 to OUT/16	1/16			6.00 6.00	199 299		0.83 1.00	0.347 0.347	0.288 0.347	0.288 0.347	159 288	159	3.00		100	159	0		6.00 6.00	199 299	0.288 0.347	288		(Pipe flow=	159 Grate flow	10.000 flow	20.00	225(2)	3.86 (5.11)	0.04		Qg 0.159 Qo 0.159 Do 225 CHRT 32: Vo2/2gDo 3.32 H/Do Kg side flow 1.78 end flow 1.73	0.759	1.78	1.352			1.78	1.352	11.44	1.144	0.148	5.61	36.732 34.732	36.732 34.655	38.084		38.084	39.358	1/16
10 100	1/17	1/17 to OUT/17	1/17			6.00 6.00	199 299		0.83 1.00	0.346 0.346	0.287 0.346	0.287 0.346	159 287	159	3.00		100	159	0		6.00 6.00	199 299	0.287 0.346	287		(Pipe flow=	159 Grate flow	8.000 flow	20.00	225(2)	3.86 (5.11)	0.03		Qg 0.159 Qo 0.159 Do 225 CHRT 32: Vo2/2gDo 3.32 H/Do Kg side flow 1.78 end flow 1.73	0.759	1.78	1.352			1.78	1.352	11.44	0.915	0.148	5.61	41.675 40.075	41.675 39.998	43.027		43.027	43.550	1/17
10 100	1/18	1/18 to OUT/18	1/18			6.00 6.00	199 299		0.83 1.00	0.371 0.371	0.308 0.371	0.308 0.371	170 308	170	3.00		100	170	0		6.00 6.00	199 299	0.308 0.371	308		(Pipe flow=	170 Grate flow	14.000 flow	20.00	225(2)	4.13 (5.11)	0.06		Qg 0.170 Qo 0.170 Do 225 CHRT 32: Vo2/2gDo 3.80 H/Do Kg side flow 1.70 end flow 1.66	0.869	1.70	1.478			1.70	1.478	13.07	1.830	0.156	5.68	44.495 41.695	44.495 41.626	45.973		45.973	47.723	1/18
10 100	1/19	1/19 to OUT/19	1/19			6.00 6.00	199 299		0.83 1.00	0.325 0.325	0.270 0.325	0.270 0.325	149 270	149	3.00		100	149	0		6.00 6.00	199 299	0.270 0.325	270		(Pipe flow=	149 Grate flow	14.000 flow	20.00	225(2)	3.62 (5.11)	0.06		Qg 0.149 Qo 0.149 Do 225 CHRT 32: Vo2/2gDo 2.92 H/Do Kg side flow 1.85 end flow 1.79	0.668	1.85	1.236			1.85	1.236	10.04	1.406	0.142	5.54	45.737 42.937	45.737 42.854	46.973		46.973	51.724	1/19
10 100	1/20	to OUT/20	1/20			6.00 6.00	199 299		0.83 1.00	0.250 0.250	0.207 0.250	0.207 0.250	115 208	115	5.00		100	115	0		6.00 6.00	199 299	0.208 0.250	208		(Pipe flow=	115 Grate flow	10.000 flow	20.00	225(2)	2.79 (5.11)	0.06		Qg 0.115 Qo 0.115 Do 225 CHRT 32: Vo2/2gDo 1.73 H/Do Kg side flow 2.25 end flow 2.13	0.397	2.25	0.893			2.25	0.893	5.98	0.598	0.121	5.22	36.733 34.733	36.733 34.629	37.626		37.626	39.227	1/20
10 100	1/21	1/21 to OUT/21	1/21			6.00 6.00	199 299		0.83 1.00	0.411 0.411	0.341 0.411	0.341 0.411	188 341	188	5.00		100	188	0		6.00 6.00	199 299	0.341 0.411	341		(Pipe flow=	188 Grate flow	10.000 flow	16.00	300(2)	2.66 (5.47)	0.06		Qg 0.188 Qo 0.188 Do 300 CHRT 32: Vo2/2gDo 1.20 H/Do Kg side flow 2.60 end flow 2.43	0.361	2.60	0.938			2.60	0.938	3.79	0.379	0.148	5.43	35.157 33.557	35.157 33.405	36.095		36.095	36.249	1/21
10 100	1/22	1/22 to OUT/22	1/22			6.00 6.00	199 299		0.83 1.00	0.275 0.275	0.228 0.275	0.228 0.275	126 228	126	5.00		100	126	0		6.00 6.00	199 299	0.228 0.275	228		(Pipe flow=	126 Grate flow	8.000 flow	10.00	225(2)	3.06 (3.61)	0.04		Qg 0.126 Qo 0.126 Do 225 CHRT 32: Vo2/2gDo 2.08 H/Do Kg side flow 2.08 end flow 2.00	0.477	2.08	0.993			2.08	0.993	7.18	0.575	0.162	4.05	35.093 34.293	35.093 34.230	36.086		36.086	36.287	1/22
10 100	1/23	1/23 to OUT/23	1/23			6.00 6.00	199 299		0.83 1.00	0.288 0.288	0.239 0.288	0.239 0.288	132 239	132	4.00		100	132	0		6.00 6.00	199 299	0.239 0.288	239		(Pipe flow=	132 Grate flow	7.999 flow	12.50	225(2)	3.20 (4.04)	0.04		Qg 0.132 Qo 0.132 Do 225 CHRT 32: Vo2/2gDo 2.28 H/Do Kg side flow 2.02 end flow 1.94	0.522	2.02	1.054			2.02	1.054	7.88	0.630	0.154	4.48	39.868 38.868	39.868 38.797	40.922		40.922	41.176	1/23
10 100	1/24	1/24 to OUT/24	1/24			6.00 6.00	199 299		0.83 1.00	0.319 0.319	0.265 0.319	0.265 0.319	146 265	146	5.00		100	146	0		6.00 6.00	199 299	0.265 0.319	265		(Pipe flow=	146 Grate flow	8.000 flow	10.00	225(2)	3.54 (3.61)	0.04		Qg 0.146 Qo 0.146 Do 225 CHRT 32: Vo2/2gDo 2.79 H/Do Kg side flow 1.88 end flow 1.82	0.639	1.88	1.201			1.88	1.201	9.64	0.771	0.184	4.12	42.339 41.539	42.339 41.498	43.540		43.540	45.045	1/24
10 100	1/25	1/25 to OUT/25	1/25			6.00 6.00	199 299		0.83 1.00	0.651 0.651	0.540 0.651	0.540 0.651	299 541	299	5.00		100	299	0		6.00 6.00	199 299	0.540 0.651	541		(Pipe flow=	299 Grate flow	5.000 flow	8.00	375(2)	2.71 (4.49)	0.03		Qg 0.299 Qo 0.299 Do 375 CHRT 32: Vo2/2gDo 1.00 H/Do Kg side flow 2.81 end flow 2.60	0.374	2.81	1.052			2.81	1.052	2.91	0.146	0.210	4.70	39.358 38.958	39.358 38.793	40.410		40.410	40.878	1/25
10 100	1/7	1/7 to OUT/7	1/7			6.00 6.00	199 299		0.83 1.00	0.138 0.138	0.115 0.138	0.115 0.138	64 115 FLOW	303 WIDTH/DEPTH	0.50 0.154Dpm	131	R24S.09	131	172		6.00 6.00	199 299	0.115 0.138	115		(Pipe flow=	131 Grate flow	5.074 flow	0.56	375(2)	1.19 (1.19)	0.07		Qg 0.131 Qo 0.131 Do 375 CHRT 32: Vo2/2gDo 0.19 H/Do Kg side flow 6.13 end flow 4.96	0.072	6.13	0.442			6.13	0.442	0.56	0.028			41.220 41.192	41.220 40.817	41.662		41.662	42.155	1/7
10 100	TANK/8	TANK/8 to OUT/8															M				0.00 0.00	209 318	0.000 0.000	0		(Pipe flow=	0 Grate flow	75.563 flow	14.00	375(2)	0.00 (5.94)	1.26			0.000	0.20	0.000			0.20	0.000	0.00	0.000			40.802 30.223	40.427 29.848	40.427		40.427	42.526	TANK/8

CALCULATIONS TABLE

DETAILED DESIGN
NOT FOR CONSTRUCTION

Legend Consultants
Efficiency • Innovation • Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
06-07-2026

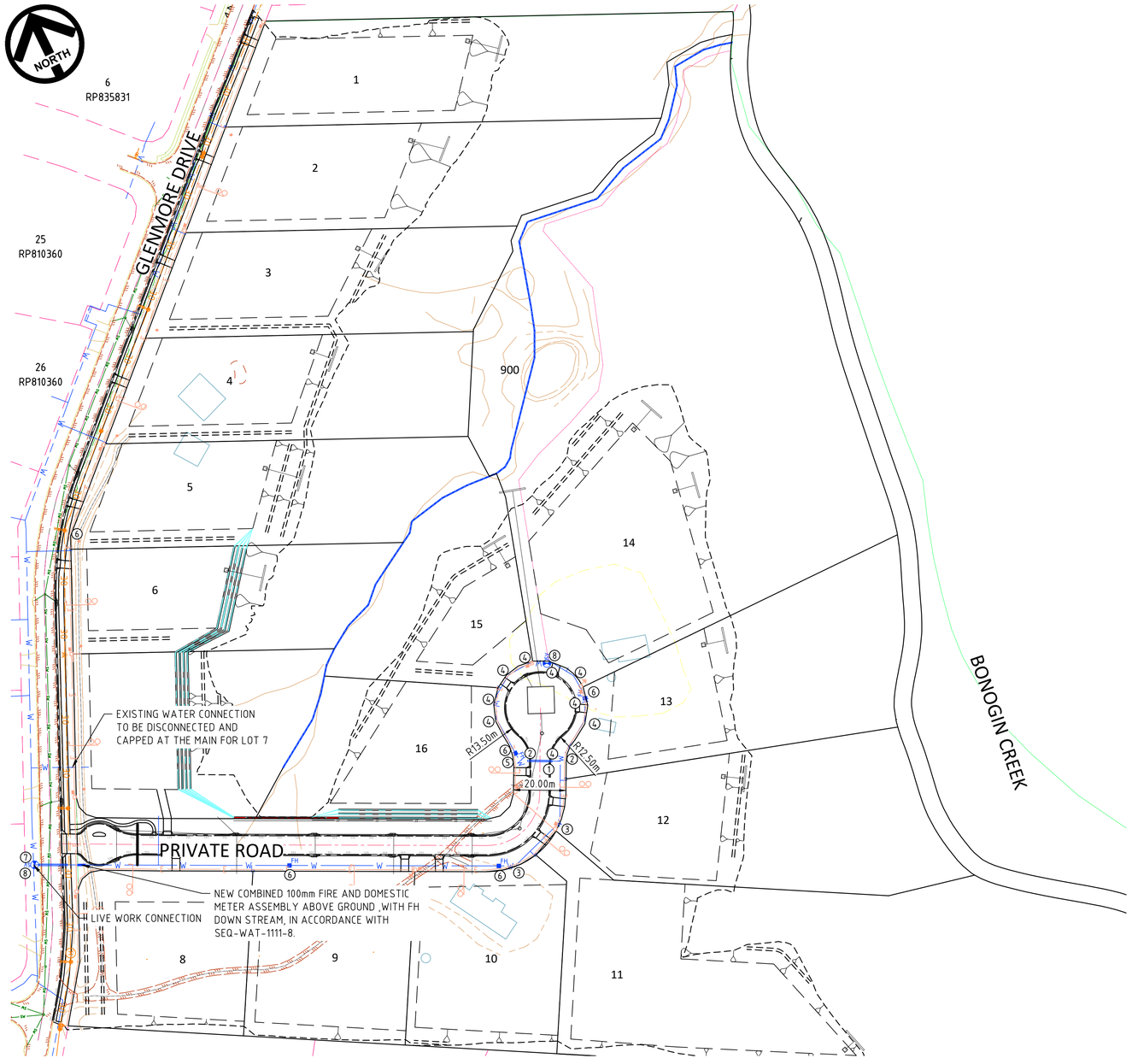
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
STORMWATER CALCULATION TABLE - SHEET 2

DRAWING NO. LC25079.C411
REV. B



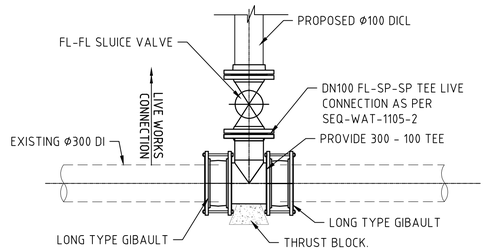
WATER RETICULATION LAYOUT PLAN

SCALE: 1:1000

SCHEDULE OF FITTINGS		
ITEM	DESCRIPTION	NO. OFF
1	ø100 x ø100mm TEE	1
2	ø100 VALVE	2
3	ø100 45° BEND	2
4	ø100 22.5° AND 11.25° BEND	9
5	ø100 45° AND 11.25° BEND	1
6	HYDRANT	4
7	ø300 x ø100mm TEE	1
8	ø100 SLUICE VALVE	2

SERVICE PROVIDER AND CONSTRUCTION LIVE WATER WORKS - SCHEDULE

No.	DESCRIPTION	DIA. WATER	LOT NO.
1(A)	CONTRACTOR TO LAY PROPOSED REPLACEMENT WATER MAIN ADJACENT TO EXISTING WATER MAIN. AFTER CLEANSING TESTING AND INSPECTING, NOTIFY GOLD COAST WATER. CONTRACTOR TO ENSURE CONNECTIONS ARE COMPLETED AT THE SAME TIME.	ø100 DI	VERGE
1(B)	CONTRACTOR TO CLOSE EXISTING VALVE UNDER GOLD COAST WATER SUPERVISION AFTER PROPOSED MAIN HAS BEEN LAID.	ø100 DI	VERGE
1(C)	CONTRACTOR, UNDER GOLD COAST WATER SUPERVISION, TO REMOVE END CAP AND MAKE LIVE CONNECTIONS AFTER SUCCESSFUL 'ON MAINTENANCE' INSPECTION.	ø100 DI	VERGE



LIVE CONNECTION - DETAIL

N.T.S

LEGEND:

- EXISTING BOUNDARY
- EXISTING RETAINING WALL
- EXISTING ROAD EDGE OF BITUMEN
- S — EXISTING SEWER
- W — EXISTING WATER
- SW — EXISTING STORMWATER
- EXISTING FENCE
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICAL POLE
- OE — EXISTING OVERHEAD ELECTRICITY
- EXISTING TOB/BOB EARTHWORK
- EXISTING TREE
- PROPOSED BATTER
- PROPOSED CONTROL LINE
- W — PROPOSED WATER
- W — PROPOSED DICL
- FH — PROPOSED FIRE HYDRANT
- PROPOSED SLUICE VALVE
- SV — PROPOSED SCOUR VALVE
- PROPOSED WATER CONNECTION
- SW — PROPOSED STORMWATER
- E — PROPOSED ELECTRICITY
- PROPOSED ELECTRICAL POLE

WATER MAIN

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CURRENT C.o.G.C WATER SUPPLY CODE SPECIFICATIONS AND STANDARDS.
2. CONDUITS TO BE INSTALLED IN ACCORDANCE WITH THE STANDARD DRAWINGS.
3. A WATER METER SUPPLIED AT THE DEVELOPER'S COST, IS TO BE INSTALLED AT THE SERVICE POINT OF EACH LOT IN ACCORDANCE WITH THE STANDARD DRAWING FOR THE SEQ-SP.
4. THE CONTRACTOR SHALL HAVE AN APPROVED SET OF CONSTRUCTION PLANS AND ALL RELEVANT CURRENT SEQ STANDARD DRAWINGS AND SPECIFICATIONS ON SITE AT ALL TIMES DURING THE CONSTRUCTION PHASE.
5. PROPERTY SERVICE CONNECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEQ STANDARD DRAWING SEQ-WAT-1106-1 & SEQ-WAT-1106-2
6. THE TOP OF CONDUITS ARE TO BE A MINIMUM OF 600mm BELOW THE SURFACE OF THE ROADWAY.
7. CONTRACTOR TO LODGE AND OBTAIN THE REQUIRED APPROVALS FROM COUNCIL BEFORE START AT.
8. EMBEDMENT MATERIAL, REINFORCEMENT DETAILS AND NOMINATED SUPPORT TYPE IN ACCORDANCE WITH SOUTH-EAST QUEENSLAND WATER SUPPLY AND SEWERAGE DESIGN AND CONSTRUCTION CODE (SEQ D&C CODE) STANDARD DRAWINGS SEQ-WAT-1205-1 AND 1206-1.
9. MATERIAL/CLASS OF PIPES IN ACCORDANCE WITH THE SOUTH-EAST QUEENSLAND WATER SUPPLY AND SEWERAGE DESIGN AND CONSTRUCTION CODE (SEQ D&C CODE) AND C.o.G.C COUNCIL REQUIREMENTS.
10. THRUST BLOCK DETAILS IN ACCORDANCE WITH THE SEQ WATER SUPPLY CODE REQUIREMENTS AND STANDARD DRAWINGS SEQ-WAT-1205-1 TO 1208-1.

THRUST BLOCK LENGTH

PIPE DN.	FITTING	MAX. THRUST IN KN	THRUST BLOCK HEIGHT	STIFF CLAY 50 KPa.	VERY STIFF CLAY SANDY LOAM 100KPa.	SAND & GRAVEL HARDCLAY 150KPa.	SAND & GRAVEL CEMENTED WITH CLAY 200KPa.	ROCK 240kPa
100	90° BEND	19.8	400	1000	●	●	●	●
	60° BEND	14.0		700	●	●	●	●
	45° BEND	10.7		●	●	●	●	●
	22.5° BEND	5.5		●	●	●	●	●
	11.25° BEND	2.7		●	●	●	●	●
	TEE OR CLOSED END	14.0		700	●	●	●	●
150	90° BEND	41.7	450	1860	930	●	●	●
	60° BEND	29.5		1320	660	●	●	●
	45° BEND	22.6		1000	●	●	●	●
	22.5° BEND	11.5		●	●	●	●	●
	11.25° BEND	5.8		●	●	●	●	●
	TEE OR CLOSED END	29.5		1300	660	●	●	●

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

Legend Consultants
Efficiency · Innovation · Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

REV	DATE	REVISION DETAILS	APPROVED
C	09.10.26	CHANGED AS RFI	JW
B	06.07.26	LAYOUT UPDATED	JW
A	25.03.26	DETAILED DESIGN	JW

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

DRAWN	TT
DESIGNED	TV
CHECKED	JW
APPROVED	JW
DATE	FEB 26
GRID REF.	AHD

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
WATER RETICULATION LAYOUT PLAN AND DETAILS

DRAWING NO. LC25079.C500
REV. C