French drain to have outfall into North Level Green Bank Drain.
Not intended as a postive drainage route for hard surfaces, intention is to assist with the collection and disposal of any potetnial exceddance flows.

Area of Dense Overgrowth - No Survey Data

Limit of Survey

Fire Station
RL 15.11

Private Land

9m easement

2m clearance zone

RETAINING - GRAVEL BOARD (300 mm)

RETAINING - GRAVEL BOARD (600 mm)

RETAINING - GRAVEL BOARD (450 mm)

RETAINING - GRAVEL BOARD (300-600mm)

Ditch - Overgrown

Hedge Centre line 6h

Hedge 6m

Overgrown

Paddock

Stable

Mixed Hedgerow

Verge

Ditch

FW PPIC
CL 2.15
IL 1.50

FW PPIC
CL 2.15
IL 1.289

S08 SW MH
CL 1.950
IL 1.00

F01 FW MH
CL 2.00
IL 1.104

S09 SW MH
CL 2.000
IL 0.769

F02 FW MH
CL 2.00
IL 0.923

SW MH
CL 2.100
IL 1.350

S10 SW MH
CL 1.900
IL 0.723

F03 FW MH
CL 2.00
IL 0.808

Filter drain
Surface

S11 SW MH
CL 1.900
IL 0.615

F04 FW MH
CL 1.900
IL 0.732

S07 SW MH
CL 1.850
IL 0.250

S15 SW Headwall
IL 0.055

North Level IDB Drain
Grennbank Drain
To be profiled to ensure steady gradient present from proposed new Headwall to the exsiting culvert

xisting footpath network

North Level IDB
Existing 750Ø
Culvert crossing James Road
Existing Invert -0.04

S14 SW MH
CL 1.750
IL 0.124
HydroBrake Flow control Max 5 l/s

BASIN 1 (Flow through)
Base Level 0.340
Min. Top of Bank 1.800
Max Water level 1.596
Sides sloped at 1:3 gradient
Storage Volume - 235m³

BASIN 2 (Offline storage)
Base Level 1.00
Top of Bank 1.750
Max Water level 1.596
Sides sloped at 1:3 gradient.
Storage Volume - 75m³

S12 SW MH
CL 1.850
IL 0.204

S13 SW MH
CL 1.775
IL 0.175

F05 FW MH
CL 1.850
IL 0.611

New Highway
Culvert
525Ø PCC pipe

S08 SW MH
CL 1.850
IL 0.308

F05 FW MH
CL 1.850
IL 0.459

F06 FW MH
CL 1.950
IL 0.400

F07 FW MH
CL 1.950
IL 0.313

S05 SW MH
CL 1.900
IL 0.395

S04 SW MH
CL 1.900
IL 0.424

F08 FW MH
CL 1.950
IL 0.258

F09 FW MH
CL 1.90
IL 0.211

S04.1 SW MH
CL 1.950
IL 0.675

F10 FW MH
CL 2.050
IL 0.150

S03 SW MH
CL 1.923
IL 0.469

S04.2 SW MH
CL 2.050
IL 0.735

F11 FW MH
CL 1.90
IL 0.083

S04.3 SW MH
CL 2.12
IL 0.850

SW MH
CL 1.90
IL 1.058

BASIN 1 OUTFALL
IL 0.340

S06 SW MH
CL 1.850
IL 0.360

SW MH
CL 1.90
IL 0.951

S02 SW MH
CL 1.923
IL 0.527

New Highway
Culvert
525Ø PCC pipe

EXTG LCC HIGHWAYS
GULLIES TO BE
REOLCATED

EXTG LCC HIGHWAYS
GULLIES TO BE
REOLCATED

EXTG DRAIN (HIGHWAYS)

FFL to GRND - 600mm

225Ø PRIVATE FRENCH DRAIN

225Ø SW AWS 1:169

225Ø SW AWS 1:170

225Ø SW AWS 1:204

375Ø SW AWS 1:321

375Ø SW AWS 1:325

375Ø SW AWS 1:125

375Ø 1:320 AW SW (PN 1.001)

150Ø FW AWS 1:80

150Ø FW AWS 1:169

150Ø FW AWS 1:170

150Ø FW AWS 1:150

100Ø FW 1:80

1:20 FALL

1:17 FALL

1:100 FALL

Key:

- Existing Foul Sewer – AWS
- Existing Surface Water – AWS
- Proposed Foul Sewer – S104 Adoptable
- Proposed Foul Manhole – S104 Adoptable (F01)
- Proposed Foul Drain – Private
- Proposed Foul Inspection Chamber – Private
- Proposed Surface Water Drain – S104 Adoptable
- Proposed Surface Water Manhole – S104 Adoptable (S01)
- Proposed Highway Filter Drain – S38 Adoptable
- Proposed Highway Inspection Chamber – S38 Adoptable (H01)
- Proposed Surface Water Drain – Private
- Proposed Surface Water Inspection Chamber – Private
- Proposed Surface Water Catchpit Chamber – Private
- Proposed Drainage Channel – Private
- Proposed Surface Water Collector Unit – Private
- Existing Site Level (3.67)
- Proposed Site Level (+1.910)
- Proposed Private Gradients (Fall)
- Denotes Proposed Flood Route Direction

Rev	Revision	Drn	App	Date
P5	PLANNING – MINOR LAYOUT UPDATE	APW	APW	08/21
P4	PLANNING – VARIOUS AMENDMENTS TO SUIT LLFA COMMENTS	APW	APW	07/21
P3	PLANNING – VARIOUS AMENDMENTS TO SUIT PLANNING COMMENTS	APW	APW	05/21
P2	PLANNING – PLOT LAYOUT AMENDED TO SUIT ARCHITECTS LATEST RRANGEMENT	APW	APW	01/21
P1	PRELIMINARY – FOR APPROVAL	APW	APW	12/20

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STRUCTURAL AND CIVIL ENGINEERING

Status: PLANNING

Client: BURMOR CONSTRUCTION

Project: RESIDENTIAL DEVELOPMENT
BARBERS DROVE NORTH, CROWLAND

Title: PROPOSED DRAINAGE STRAETGY
LAYOUT & LEVELS SHT 1

Date	DEC 20	Scales	Drawing No.	Rev
Appr	APW	1:250	20–102/100	P5

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