LAND SERVICES SA

Industry Education Webinar:

Acknowledgement of errors in DPL Closure & Joins Report

landservices.com.au

About our Land Services SA Team

This Industry Education Training was prepared by LSSA's Subject Matter Experts. Our staff have years of experience and are well respected in the Industry.

Martine Aldahn is a Plan Lodgement Analyst at Land Services SA, specialising in the examination and support of complex plan lodgements. She works closely with surveyors to help ensure plans meet legislative and lodgement requirements, reducing errors and delays. Martine brings practical, day to day experience from working with DPL and plan examination processes, giving her a strong understanding of common challenges and how to address them.

Ruhi Afnan is a Senior Licensed Surveyor at LSSA. He has 30 years of experience in private practice working at both State Surveys and Veska and Lohmeyer. He attained his License to practice Cadastral Surveying in the Lands Department where he worked in a variety of locations within the state of South Australia. As a customer of LSSA, he worked on projects such as Electronic Plan Lodgement (EPL) and more recently the Digital Plan Drawing Standard for Digital Plan Lodgement (DPL).

LAND SERVICES SA

CONTENTS

landservices.com.au

1. Closure Validation Report

Why take a DPL Approach to Closures?

Benefits of the new Closure Report include:

The new Closure Report is featured in DPL as a new tab called **Diagram**.

The Diagram tab will contain both a textual and graphical representation of your plan, with the visual representation to show:

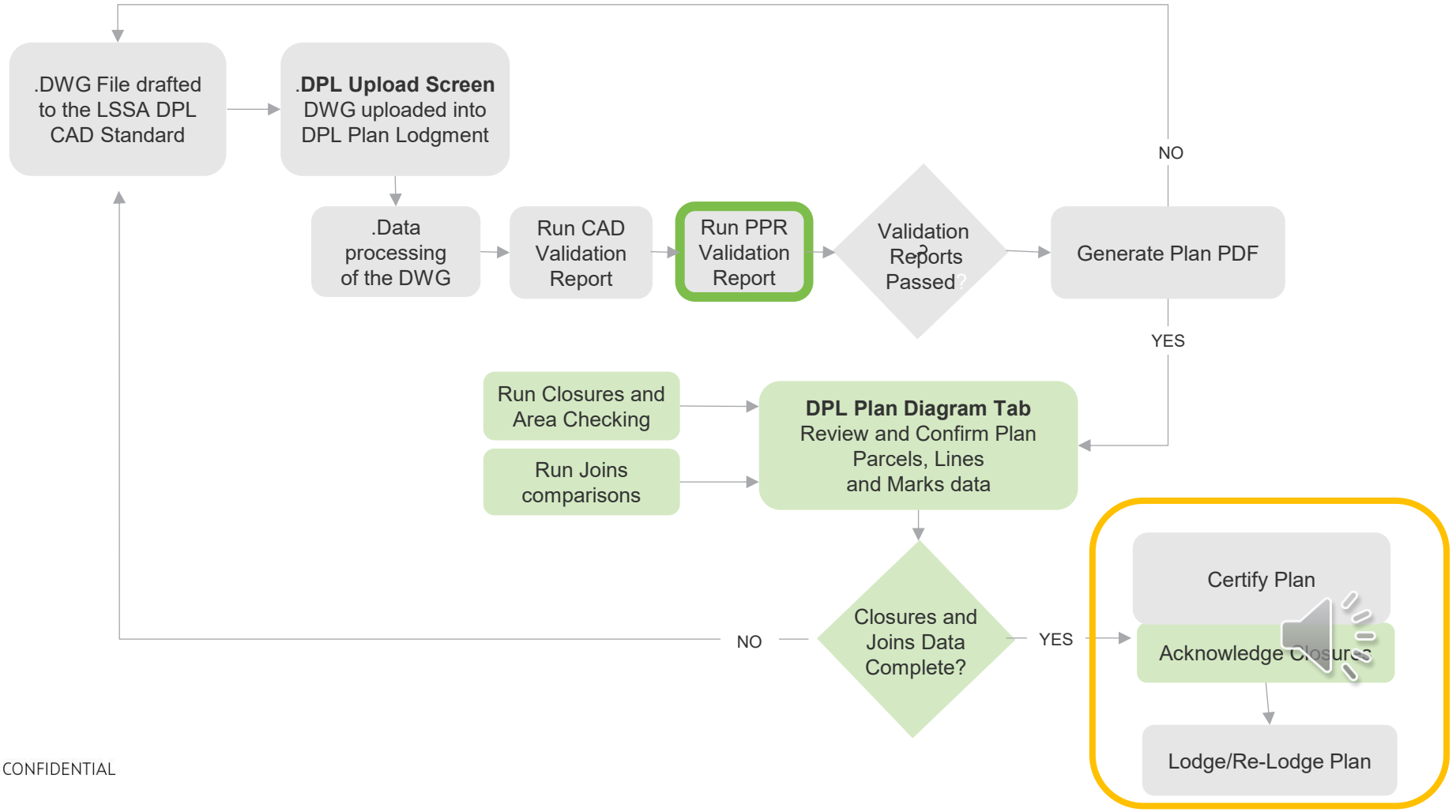
- ✓ Closures for polygons/parcel, lines and points created directly from the DWG **minimal manual data entry**;
- ✓ Easier interpretation of the data.
- ✓ Functionality to verify the data within the report.
- ✓ The report will be available directly from DPL Plan Lodgement in DPL and it will report both graphically and with text.
- ✓ SAPPA Layer on the Diagram, showing Abuttals and other background data

2. Design Overview

EXISTING FLOW

DPL CLOSURES FLOW

DPL Closures



3. Key Functionality

Plan Diagram

- Upload a DWG into the DPL Upload Tab and display the Digital Plan Diagram

Closures Report

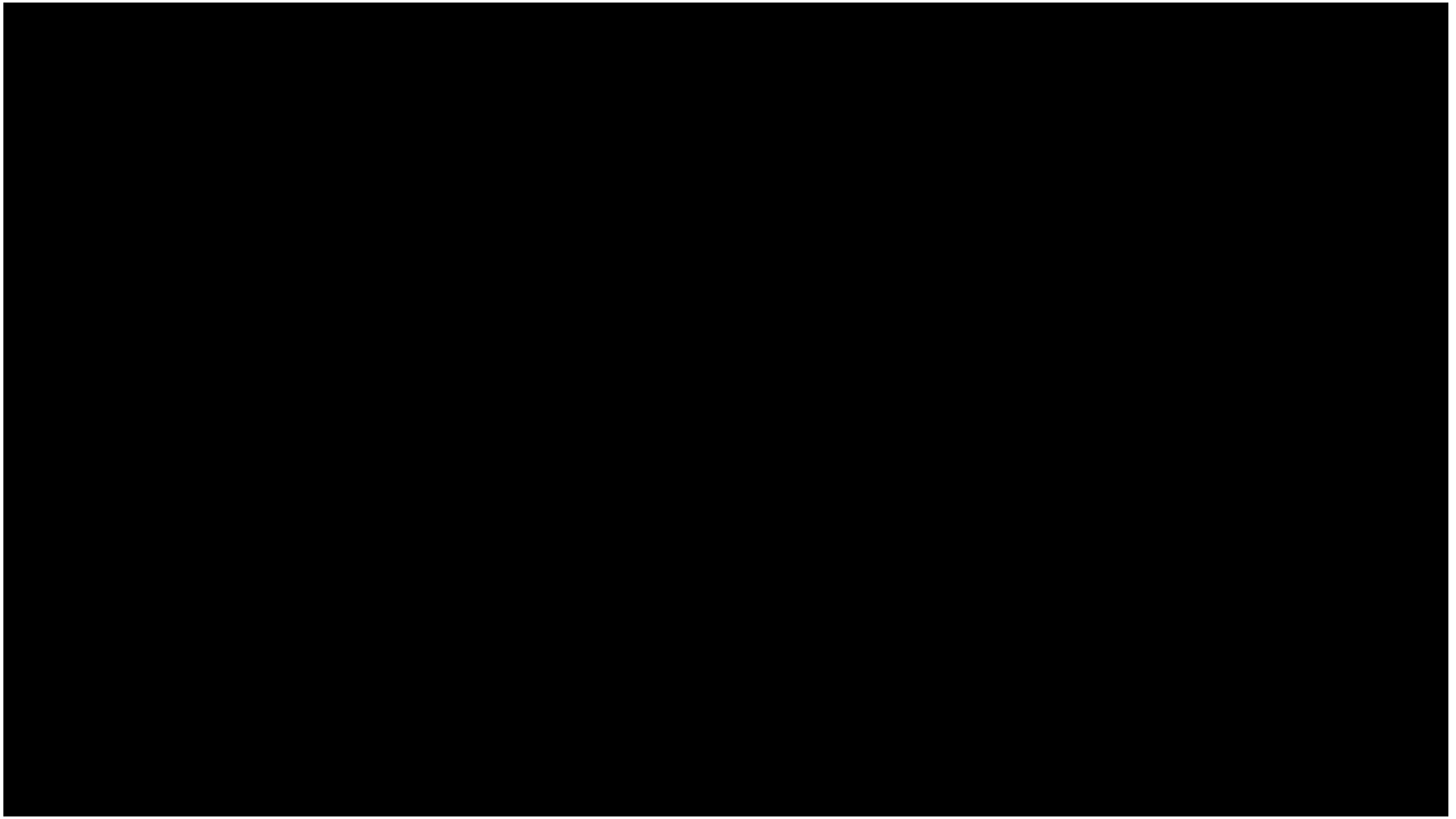
- Closure Polygons are formed from the DPL CAD drafted DWG file, and will form
  - Lots and Allotments/Common Property/Pieces
  - Easement Parcels
  - Construction parcels and Bold Black Line

Joins Report

- Survey Marks Joins comparisons use the label data from DPL CAD drafted DWG Files to create a path to and from Survey Marks.

4. Closure Report: Validation & Acknowledgements

Demo Video



5. Common Issues

Closures Data

LABELS

- Labels on the wrong layers
- Label Values outside of tolerance for matching Linework
- Label position incorrect e.g. Road Width Labels too far from Bearing Labels
- Chainages must resolve to a point along a line

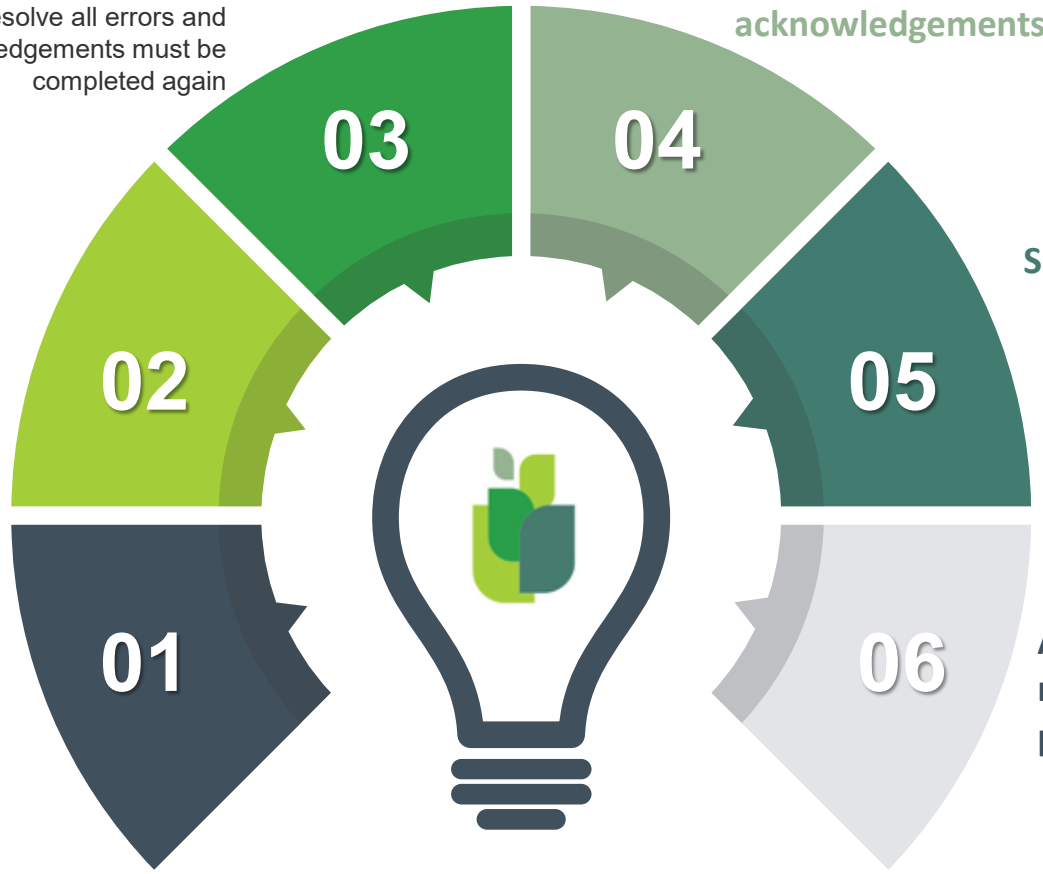
LINES

- Lines on the wrong layer
- Linework on top of linework
- Mismatch between the Linework in Model Space and the MGA Zone details in the Title Block
- Linework Drafted in the wrong Zone in Model Space
- Gaps in Linework

BLOCKS

- Reference Marks Schedule data not matching the Survey Marks Block Attributes
- Connection lines/corner marks not matching the Reference Marks Schedule
- If a survey mark has no fixing to a corner, place the survey mark block on the corner.

Summary of Key Points



If a DWG file is re-uploaded

Required to resolve all errors and acknowledgements must be completed again

Resolve errors in drawing file to minimise errors and acknowledgements

Acknowledge all Errors and overrides ONLY by a Licensed Surveyor

Lines, parcels, polygons and marks

Save and refresh regularly

When "Edit Lines" to ensure changes are applied and data is up to date

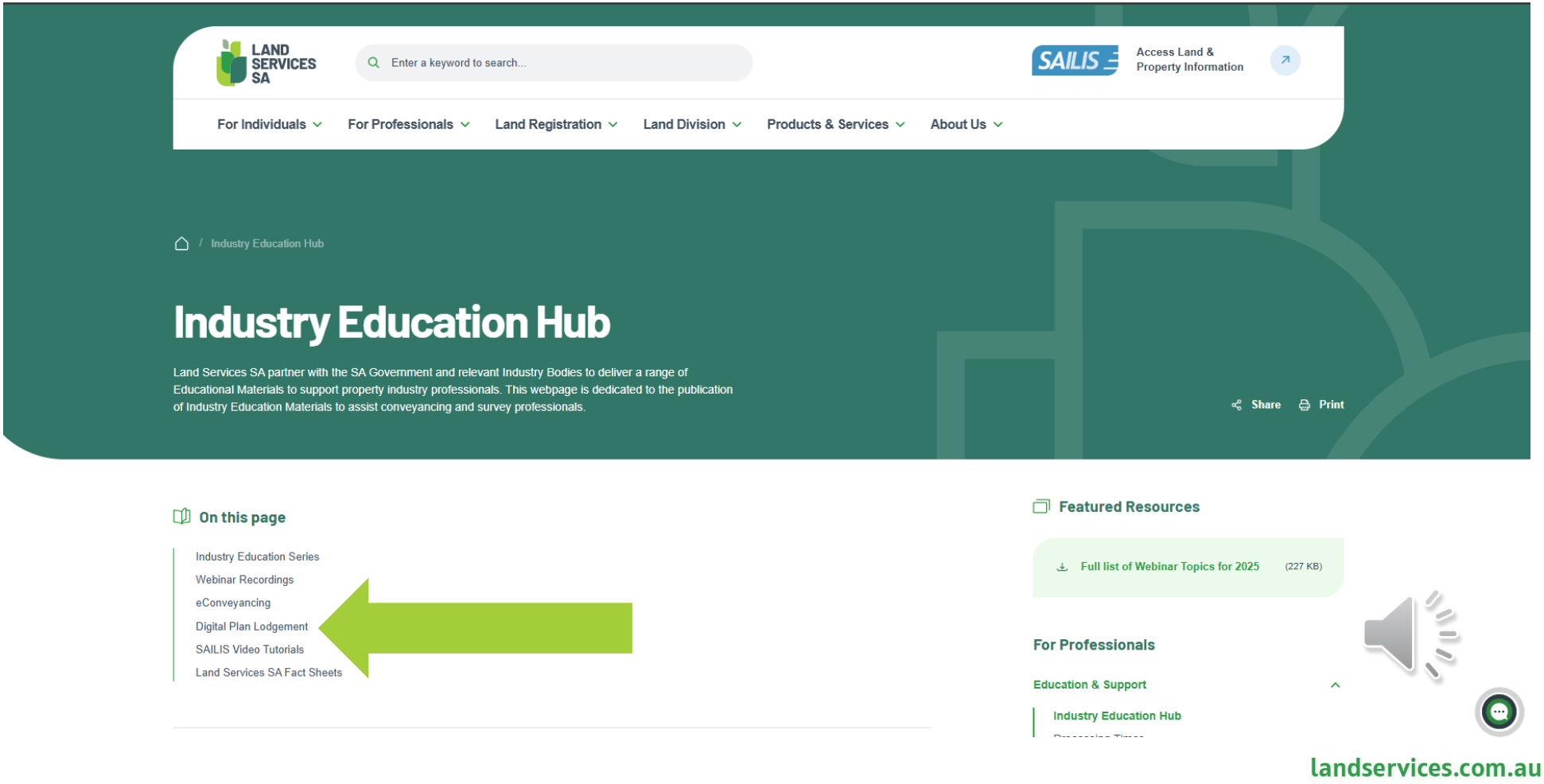
Resolve all errors by Job Editor or Plan Certifier

In lines, parcels, polygons and marks

All acknowledgements must be completed prior to certification

Industry Education Hub

https://www.landservices.com.au/industry-education-hub/#digital-plan-lodgement



Live Q&A Session

Why are we doing this?

The Land Services SA division has a long history of validating survey plan data from lodged plans and supplying accurate polygon closures and survey mark join comparison data to the State.

The new Closures & Joins report tool has been developed to replace the legacy PCPlans tool and, more importantly, to give the surveying industry direct access to closures and survey mark join comparisons generated from DWG files uploaded into DPL.

Because the plan image, bearings, distances, labels, and survey mark positions can now be captured directly from the DWG file, manual data entry is no longer required. This automatically creates the data entry for your plan.

That captured data is then used to generate the Closures & Joins reports within DPL, which are ultimately sent to the State.

Q&A Session

When should I redraw in a CAD tool versus editing data in the Diagram tab?

Answer: Use the **Diagram tab editing tools** for **minor adjustments**, especially when you believe the Closures & Joins report hasn't interpreted something correctly.

For **major changes -** such as adding a new parcel, easement, or significant geometry updates - you should make those changes using your **CAD tools** and upload a new DWG file.

The diagram tab within DPL is **not designed to replace full data entry**.

As you receive requisitions, apply what you learn to improve your next CAD drawing, so the DWG upload produces cleaner results.

Q&A Session

What future enhancements are being developed?

Answer: Upcoming improvements include:

- A single acknowledgment for all overridden lines
- A single acknowledgment for joins
- Enhanced DWG-reading capabilities to improve diagram accuracy and reduce manual adjustments
- Improvements to PPR and CAD reports to identify errors in the drawing files

Q&A Session

Should I still be using the PPR & CAD Validation Report?

Answer: Yes.
Continue using the PPR & CAD Validation Report to validate your data. This helps you better understand how the PPR & CAD validation results appear in the Diagram tab and in the Closures & Joins report.

Together, the PPR & CAD Validation Report and the Closures & Joins report help confirm that the data extracted from your DWG file - and any data you supply - is accurate.

Q&A Session

I understand that the new Tool Palette will help with these, but at the moment it sometimes seem very random as to what text for bearings and distances is recognized by DPL and which text isn't. Do you have any answers to this? are there issues with copied data text?

Answer: There are a number of common reasons why bearings and distances may not be recognised. The most frequent issues are outlined below:

1. Running chainages

When producing running chainages, ensure there is a vertex at the exact point along the line that the distance relates to.

2. Chainage alignment

All line segments within a chainage run must be on the same angle. Chainage runs that include parcel, abuttal or connection lines at slightly different angles may not be recognised. The tolerance is very tight (less than 6 seconds).

3. Distance label accuracy

The distance label value must match the line length (or adjusted line length where a DSF is applied). Copied distance labels often fail recognition when the Distance label text value does not match the geometry line length.

continued next page....

Q&A Session

Continued from previous slide...

4. Road widths and parallel features
Place road width labels close to the bearing label so the bearing can be applied to both sides of the road. For parallel easements, bearing labels are required on **both sides**.
5. Exaggerated and true lines
Ensure that every true line has a corresponding exaggerated line, and vice versa.

Installing the updated tool palette, lisp routine and updating a plan in the new template and using the **TTOB tool (convert text labels to Block labels) or** generating the new block labels through the updated Tool Palette and **LSSA.lsp** routine, is likely to reduce errors flagged in the closures report.

Q&A Session

With the new template, is copying data from previous template enough to reduce errors flagged? Have you experimented this?

Answer: Copying data from the old template into the new template will not, on its own, change the plan or reduce the errors flagged. The benefit comes from updating the plan using the new template **in conjunction with** the new Tool Palette and the **LSSA.lsp** routine.

The new Tool Palette creates Distance and Bearing labels as block objects that are associated with the relevant linework. Updating the plan using these tools improves how data is captured and interpreted, which can reduce errors flagged in DPL.

Q&A Session

Are you expecting all jobs that have been drafted in older version of the template and uploaded before the new template to be updated to the new template - this is costly to the companies and therefore clients

Answer: No - there is currently **no requirement** to update existing plans that were prepared and uploaded using older versions of the template.

That said, where feasible, updating a plan in the new template and using the **TTOB tool (convert text labels to Block labels)**, or generating the new block labels through the updated Tool Palette and **LSSA.lsp** routine, is likely to reduce errors flagged in the closures report.