

# NOTICE OF MEETING



## LOCAL TRAFFIC COMMITTEE MEETING

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	<b>Conference Room, Station Street, Mullumbimby</b>
Date	<b>Tuesday, 15 February 2022</b>
Time	<b>10:30am</b>
Committee Members	<b>Penny Sutton – Transport for NSW Detective Chief Inspector Matt Kehoe – Police Cr Michael Lyon Tamara Smith MP</b>

Phillip Holloway  
Director Infrastructure Services

I2022/100  
Distributed 08/02/22

**BYRON SHIRE COUNCIL**  
LOCAL TRAFFIC COMMITTEE MEETING

**BUSINESS OF MEETING**

**1. APOLOGIES**

**2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY**

**3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

- 3.1 Local Traffic Committee Meeting held on 30 November 2021

**4. MATTERS ARISING**

**5. OUTSTANDING ISSUES/RESOLUTIONS**

**6. REGULATORY MATTERS**

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6.8	Brunswick Heads - Parking Limit Review .....	79

**7. MATTERS FOR TRAFFIC ENGINEERING ADVICE**

7.1	Speed Zone Reviews.....	84
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REGULATORY MATTERS

## Report No. 6.1 Ewingsdale Road Shared Path - Linemarking and Signage

5 File No: I2022/35

10 The purpose of this report is to seek support for proposed regulatory signage linked to a Council construction project. The site is located opposite the Cavanbah Centre on Ewingsdale Road. The objective of the project is to construct approximately 70 metres of shared path on the south side of Ewingsdale Road opposite the Cavanbah Centre.



*Figure 1 - Approximate project extent represented by orange polygon*

15 This section is effectively a “missing link” of path as the existing path switches from the north side to the south side at this point, but does not continue to the existing path to Ewingsdale. The new shared path will link with an existing side road and then to the existing shared path further to the west. This project involves filling, concrete shared path installation, linemarking and signage. These works will improve safety for shared path users in this vicinity.

20 This report seeks LTC concurrence and endorsement for the proposed regulatory signs and line marking for the Ewingsdale Road Shared Path project.

Detailed plans are attached for the project in A3 format.

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING


6.1

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### **RECOMMENDATION:**

That the Local Traffic Committee endorse the attached detailed plans in terms of signage and linemarking for the Ewingsdale Road Shared Path (Attachment 1 E2022/8110).

### **Attachments:**

- 1 24.2019.28.1 - Ewingsdale Road Shared Path - 2730-Construction Set\_5, E2022/8110 ,  
page 5  

EWINGSDALE ROAD SHARED PATH  
ISLAND QUARRY TO BAYSHORE DRIVE  
BYRON BAY



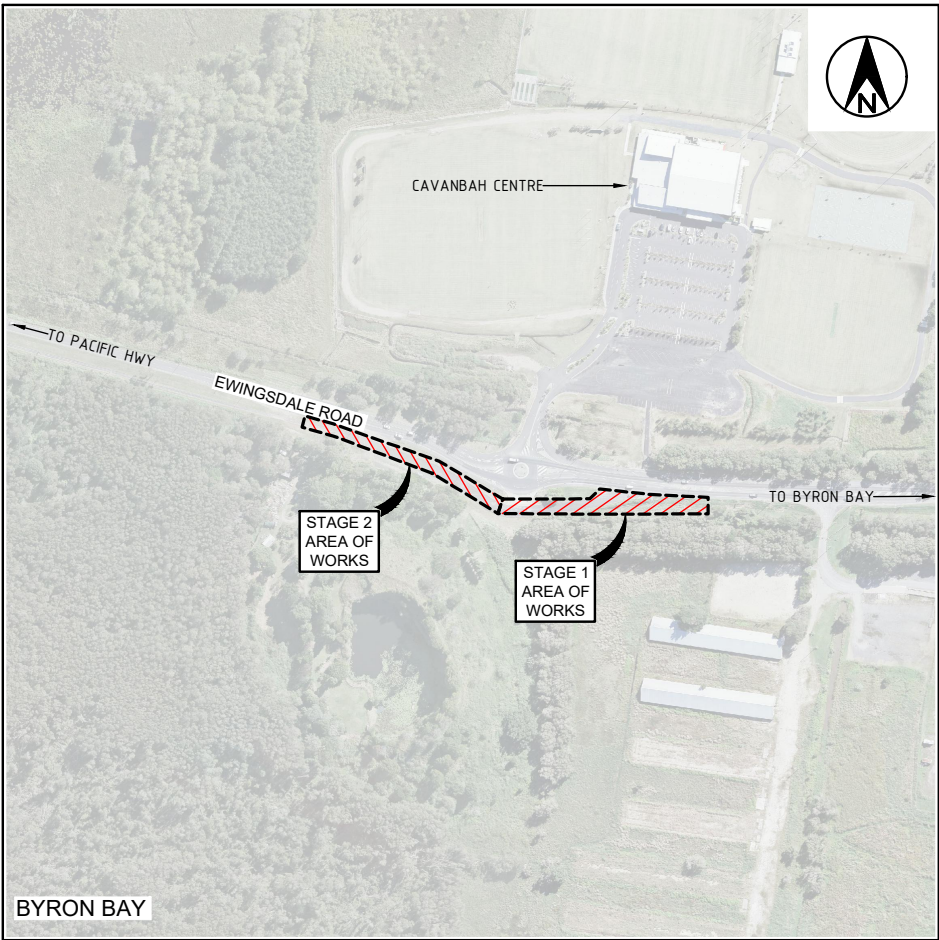
BYRON  
SHIRE  
COUNCIL

APPROVAL

ON BEHALF OF THE GENERAL MANAGER

DIRECTOR INFRASTRUCTURE SERVICES

DATE: 13.01.2022



LOCALITY SKETCH

INDEX

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LEGEND

ISSUE A, B, C, etc. = PRELIMINARY APPROVALS / TENDER DRAWINGS (NOT FOR CONSTRUCTION)  
ISSUE 1, 2, 3, etc. = CONSTRUCTION ISSUE DRAWINGS

Project No  
2730

ISSUED FOR CONSTRUCTION  
DATE 13.01.22

PROJECT NUMBER:	
2730	
DRAWING NUMBER	ISSUE
2730-01	5

ACAD FILE No: C:\Users\ladyofel\WFH-Jan 2022\2730-Ewingsdale\DWG\CONSTRUCTION\2730 Ewingsdale Shared Path BASE.dwg



GENERAL

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE RELEVANT NORTHERN RIVERS LOCAL GOVERNMENT DEVELOPMENT DESIGN AND CONSTRUCTION MANUALS AND STANDARD DRAWINGS.
2. THIS NOTE AND THE FOLLOWING NOTES FORM AN INTEGRAL PART OF THIS DRAWING SET.
3. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
4. DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWINGS.
5. MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, TOGETHER WITH THE REQUIREMENTS OF ALL APPLICABLE CODES OF PRACTICE, AUSTRALIAN STANDARDS AND STATUTORY AUTHORITIES.
6. SURVEY DATA HAS BEEN COMPILED FROM FIELD PICK-UPS AND OFFICE RECORDS. THE PROJECT MANAGER SHOULD ENSURE THAT SUFFICIENT DATA IS SHOWN TO ENABLE CONSTRUCTION WITHOUT DISTURBANCE TO FEATURES THAT ARE NOT SHOWN ON THE DRAWINGS.
7. SERVICES SHOWN HEREON HAVE BEEN LOCATED WHERE VISIBLE ON THE SITE, FROM INFORMATION RECEIVED FROM RELEVANT AUTHORITIES AND FROM HISTORICAL RECORDS HELD BY BYRON SHIRE COUNCIL.
8. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON SITE, THE RELEVANT AUTHORITIES SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATION OF ALL SERVICES (DIAL BEFORE YOU DIG 1100).
9. THE TITLE BOUNDARIES SHOWN HEREON WERE NOT FIELD INVESTIGATED OR MARKED AT THE TIME OF SURVEY AND HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY.
10. THE ORIGIN OF CO-ORDINATES IS MGA.
11. THE DATUM FOR LEVELS IS AHD.

SITE WORKS

1. ALL SOILS CONTAINING ORGANIC MATTER (E.G. ROOTS, GRASS ETC.) MUST BE STRIPPED FROM THE CONSTRUCTION SITE PRIOR TO FILLING / BUILDING WORKS AND MUST NOT BE USED AS FILL MATERIAL.
2. ALL EXPOSED SURFACES SHALL BE GRASSED OR PAVED TO PREVENT SCOUR AND EROSION DAMAGE.
3. THE CONSTRUCTOR IS RESPONSIBLE FOR IMPLEMENTING ALL NECESSARY SEDIMENTATION AND EROSION CONTROL MEASURES SPECIFIED OR DEEMED NECESSARY TO PROTECT THE WORKS AND ADJACENT AREAS.
4. THE CONSTRUCTOR IS RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF A TEMPORARY AND / OR PERMANENT EROSION AND SEDIMENTATION CONTROLS DURING THE CONSTRUCTION AND MAINTENANCE PERIOD.
5. ALL OVERSIZED MATERIAL, WHICH MAY IMPEDE COMPACTION, MUST BE REMOVED FROM THE FILL PLATFORM.
6. FILL IS TO BE UNIFORMLY COMPACTED IN UP TO 200-300mm HORIZONTAL LAYERS AND MUST ACHIEVE A MINIMUM STANDARD OF COMPACTION OF GREATER THAN 95% STANDARD COMPACTION TO AS 1289 FOR COHESIVE SOILS, OR A DENSITY INDEX OF GREATER THAN 65% FOR COHESIONLESS SOILS. BENCHING OF THE NATURAL GROUND WILL BE REQUIRED ON SLOPING GROUND PRIOR TO COMMENCEMENT OF FILL OPERATIONS.
7. CLAYS OF HIGH PLASTICITY OR HIGH IN-SITU MOISTURE CONTENT ARE NOT TO BE USED AS FILL.
8. AN IMPORTED GRANULAR FILL WITH A PLASTICITY INDEX PREFERABLY LESS THAN 15%, WITH NO EXCESSIVE OVERSIZED MATERIAL, MAY BE USED.
9. FIELD DENSITY TESTS, OR EQUIVALENT, SHOULD BE CARRIED OUT TO VERIFY THAT THE STANDARD OF COMPACTION IS ACHIEVED. FIELD DENSITY TESTS ARE TO BE TAKEN OVER THE FULL DEPTH OF THE LAYER OR FROM THE BOTTOM OF THE LAYER.

RESTORATION OF SURFACES

1. THE CONSTRUCTOR SHALL CLEAN PAVEMENTS, LAWNS AND OTHER IMPROVED AREAS AND LEAVE THEM IN THE SAME ORDER AS THEY WERE AT THE COMMENCEMENT OF THE WORKS. THE CONSTRUCTOR SHALL RESTORE ANY FENCING REMOVED DURING CONSTRUCTION AND SHALL RESTORE LAWNS WITH TURF CUT AND SET ASIDE FROM THE ORIGINAL SURFACE AND WITH IMPORTED TURF FROM A SOURCE APPROVED BY THE CONSTRUCTION ENGINEER. (WSA 02 2002 PART 3, SECTION 25).
2. IMMEDIATELY AFTER BACKFILLING OF A TRENCH EXCAVATED THROUGH A PAVEMENT HAS BEEN COMPLETED, THE CONSTRUCTOR SHALL TEMPORARILY RESTORE THE PAVEMENT. WHERE THE TRENCH CROSSES BITUMEN OR CONCRETE PAVEMENT, THE SURFACE IS TO BE PROTECTED FROM DETERIORATION. A PRE-MIXED ASPHALTIC MATERIAL MAY BE USED FOR SUCH TEMPORARY RESTORATION. THE CONSTRUCTOR SHALL MAINTAIN THE TEMPORARY RESTORATION UNTIL FINAL RESTORATION IS CARRIED OUT. FINAL RESTORATION OF THE PAVEMENT SHALL BE CARRIED OUT TO RESTORE THE PAVEMENT AND ITS SUB-BASE TO NO LESS THAN THE ORIGINAL CONDITION. FINAL RESTORATION MAY INCLUDE, IF REQUIRED BY THE CONSTRUCTION ENGINEER, THE REMOVAL OF TEMPORARY RESTORATION.
3. IN OTHER THAN ROADWAYS, THE CONSTRUCTOR SHALL PLACE THE BACKFILL SUFFICIENTLY HIGH TO COMPENSATE FOR EXPECTED SETTLEMENT AND FURTHER BACKFILLING SHALL BE CARRIED OUT OR THE ORIGINAL BACKFILL TRIMMED AT THE END OF THE DEFECTS LIABILITY PERIOD IN ORDER THAT THE SURFACE OF THE COMPLETED TRENCH MAY THEN CONFORM WITH THE ADJACENT SURFACE. SURPLUS MATERIAL SHALL BE REMOVED AND DISPOSED OF TO AREAS ARRANGED BY THE CONSTRUCTOR. WHERE DRY WEATHER CONDITIONS HAVE PERSISTED AFTER THE ORIGINAL BACKFILLING, INCLUDING DURING THE DEFECTS LIABILITY PERIOD, THE CONSTRUCTOR SHALL TAKE ALL NECESSARY STEPS TO CONSOLIDATE THE TRENCH BEFORE REMOVING SURPLUS MATERIALS FROM THE SITE.
4. IN LOCATIONS WHERE, IN THE OPINION OF THE CONSTRUCTION ENGINEER, SURPLUS MATERIAL LEFT IN THE VICINITY OF THE TRENCH WOULD NOT BE OBJECTIONABLE, THE SURPLUS MATERIAL MAY BE DISPOSED BY SPREADING NEATLY IN THE VICINITY OF THE TRENCH TO THE SATISFACTION OF THE CONSTRUCTION ENGINEER IN SUCH A WAY AS TO AVOID FUTURE EROSION OF THE BACKFILL AND ADJACENT GROUND SURFACES. THE CONSTRUCTOR SHALL MAINTAIN THE BACKFILL AND ADJACENT GROUND UNTIL THE EXPIRY OF THE DEFECTS LIABILITY PERIOD.
5. WHERE, WITHIN PUBLIC OR PRIVATE PROPERTY, THE REASONABLE CONVENIENCE OF PERSONS WILL REQUIRE SUCH, THE CONSTRUCTION ENGINEER MAY ORDER THE CONSTRUCTOR TO LEVEL TRENCHES AT THE TIME OF BACKFILLING. THE CONSTRUCTOR SHALL MAKE GOOD ANY SUBSEQUENT SETTLEMENT, AS REQUIRED BY PLACING ADDITIONAL FILL.
6. THE CONSTRUCTOR SHALL IMMEDIATELY RESTORE ANY DAMAGED OR DISTURBED PRIVATE PROPERTY AND SERVICES.
7. SHOULD THE CONSTRUCTOR ELECT TO TUNNEL UNDER PAVING, KERB AND GUTTER OR OTHER IMPROVED SURFACES IN LIEU OF TRENCHING, BACKFILLING SHALL BE SO CARRIED OUT AS TO RESTORE FULL SUPPORT TO THOSE SURFACES. THE CONSTRUCTOR SHALL REMAIN RESPONSIBLE FOR THE REPAIR OF THE IMPROVED SURFACES, IF SUBSEQUENTLY DAMAGED DUE TO SUBSIDENCE OF THE BACKFILL, UNTIL THE END OF THE DEFECTS LIABILITY PERIOD.
8. THE CONSTRUCTOR SHALL PROVIDE NOTICE TO AFFECTED PROPERTY OWNERS OF ANY PENDING WORKS.

DRIVEWAYS

1. ALL EXISTING DRIVEWAYS AFFECTED BY NEW WORKS ARE TO BE CUT BACK, REMOVED & RECONSTRUCTED USING MATERIAL TO MATCH EXISTING.
2. THE CONSTRUCTOR SHALL LIAISE WITH THE PROPERTY OWNERS REGARDING ANY VARIATION TO THE ABOVE.
3. RECONSTRUCTION OF EXISTING CONCRETE DRIVEWAY OR PATHWAY IS TO BE IN ACCORDANCE WITH NORTHERN RIVERS LOCAL GOVERNMENT D137 AND D138 "HANDBOOK FOR DRIVEWAY ACCESS TO PROPERTY" AND RELEVANT STANDARD DRAWINGS .
4. RECONSTRUCTION OF EXISTING BITUMEN SEALED DRIVEWAY SHALL BE OF SIMILAR CONSTRUCTION TO THAT OF THE EXISTING WITH A COMPACTED GRAVEL BASE COURSE

EXISTING SERVICES

1. THE CONSTRUCTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF EXISTING SERVICES PRIOR TO COMMENCING WITH THE WORKS.
2. THE CONSTRUCTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY EXISTING SERVICES DAMAGED DURING CONSTRUCTION WITH NEW SERVICES OF EQUIVALENT TYPE AND SPECIFICATIONS.
3. THE CONSTRUCTOR SHALL BE RESPONSIBLE FOR LIASING WITH TELECOMMUNICATIONS AND ELECTRICAL SUPPLY AUTHORITIES WITH SUPPLY AND FITMENT OF REPLACEMENT TELECOMMUNICATIONS AND ELECTRICITY PITS AND/OR LIDS TO SUIT HIS WORKS PROGRAM
4. WHEN CONSTRUCTING OR WORKING NEAR EXISTING PRESSURE MAINS IT SHOULD BE EXPECTED THAT THERE ARE CONCRETE THRUST BLOCKS LOCATED AT BENDS OR OTHER FITTINGS ON THE EXISTING MAIN. IT IS VERY IMPORTANT NOT TO DISTURB THE BEARING SOIL BEHIND THE THRUST BLOCK TO AVOID FAILURE OF THE EXISTING PRESSURE MAIN. IF EXCAVATION AROUND EXISTING THRUST BLOCKS CAN NOT BE AVOIDED THEN THE EXISTING PRESSURE MAIN SHALL BE TAKEN OFF LINE DURING THE EXCAVATION WORKS.

PROPOSED SERVICES

1. AFTER LAYING AND JOINTING OF A PIPELINE HAS BEEN COMPLETED THE CONSTRUCTOR SHALL PRESENT THE LAID AND JOINTED PIPES FOR INSPECTION BY THE CONSTRUCTION ENGINEER PRIOR TO COMMENCEMENT OF TRENCH BACKFILLING. (WSA 02 2002, SECTION 21).
2. BACKFILL SHALL NOT BE PLACED UNTIL THE CONSTRUCTION ENGINEER HAS GIVEN APPROVAL.
3. MATERIAL FOR THE SIDE SUPPORT AND OVERLAY OF THE PIPE SHALL BE AS FOR PIPE BEDDING SPECIFIED IN CLAUSE C402.23. THE MATERIAL SHALL BE COMPACTED IN LAYERS OF NOT MORE THAN 150mm TO 95 PER CENT OF THE STANDARD MAXIMUM DRY DENSITY OF THE MATERIAL USED WHEN DETERMINED IN ACCORDANCE WITH AS 1289.5.7.1. 4.
4. THE CONSTRUCTOR SHALL BACKFILL THE REMAINDER OF THE EXCAVATION AND COMPACT THE BACKFILL IN LAYERS OF NOT MORE THAN 150mm THICK IN ACCORDANCE WITH WSA 02-2002 PART 3, SECTION 21.1.
5. WHERE THE TRENCH IS WITHIN A ROADWAY, PROPOSED ROADWAY, OR FOOTPATH AREA, THE REMAINDER OF THE TRENCH SHALL BE:
  - BACKFILLED WITH A NON-COHESIVE GRANULAR MATERIAL, WITH A GRADING FALLING GENERALLY WITHIN THE LIMITS SHOWN IN TABLE C402.3, AND COMPACTED TO DENSITY INDEX OF 70 WHEN DETERMINED IN ACCORDANCE WITH AS 1289.5.4.1 FOR COHESIONLESS MATERIALS
    - A. BELOW 0.5m OF THE ROAD SURFACE
    - B. IN THE ROAD RESERVE, BUT EXCLUDING THE ROAD PAVEMENT
  - BACKFILLED WITH EXCAVATED MATERIAL, AND COMPACTED TO 100 PER CENT OF THE STANDARD MAXIMUM DRY DENSITY OF THE MATERIAL WHEN DETERMINED IN ACCORDANCE WITH AS 1289.5.7.1, TO WITHIN 0.5m OF THE ROAD SURFACE, BUT EXCLUDING THE PAVEMENT LAYERS.
  - BACKFILLED WITH ROAD BASE AND SUB-BASE MATERIAL AS PER EXISTING OR PROPOSED PAVEMENT LAYERS AND COMPACTED TO 100 PER CENT OF THE STANDARD MAXIMUM DRY DENSITY OF THE MATERIAL WHEN DETERMINED IN ACCORDANCE WITH AS 1289.5.7.1
  - ELSEWHERE, UNLESS STATED OTHERWISE, THE REMAINDER OF THE TRENCH SHALL BE BACKFILLED WITH ORDINARY EXCAVATED BACKFILL MATERIAL. WHERE SUITABLE MATERIAL IS NOT AVAILABLE, GRANULAR MATERIAL MAY BE USED FOR THE FULL DEPTH OF BACKFILLING. THE MATERIAL SHALL BE COMPACTED TO A DENSITY INDEX OF 70 WHEN DETERMINED IN ACCORDANCE WITH AS 1289.5.4.1 FOR COHESIONLESS MATERIALS OR 98 PER CENT OF THE STANDARD MAXIMUM DRY DENSITY OF THE MATERIAL WHEN DETERMINED IN ACCORDANCE WITH AS 1289.5.7.1 FOR COHESIVE MATERIALS.
6. THE CONSTRUCTOR SHALL CARRY OUT BACKFILLING AND COMPACTION WITHOUT DAMAGING THE PIPE OR ITS EXTERNAL COATING OR WRAPPING OR PRODUCING ANY MOVEMENT OF THE PIPE.
7. THE CONSTRUCTOR SHALL CARRY OUT COMPACTION TESTS 75mm TO 100mm BELOW THE LEVEL BEING TESTED (WSA 02-2002 PART 3, SECTION 22.3).
8. THE CONSTRUCTOR MAY COMPACT BACKFILL BY TRENCH FLOODING ONLY WHERE:
  - (A) THE GROUND AND BACKFILL MATERIAL IS COHESIONLESS AND
  - (B) WATER FOR FLOODING HAS BEEN SOURCED AT THE SITE.
  - (C) THE PROCESS WILL NOT CREATE MUD WHICH WOULD BE MOVED OFF SITE BY VEHICLES OR CONSTRUCTION PLANT.
  - (D) ADDITIVES ARE NOT USED.

CONCRETE

- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH A.S.3600, CURRENT EDITION WITH AMENDMENTS
1. CONCRETE QUALITY (UNLESS OTHERWISE SHOWN) SHALL BE AS FOLLOWS
    - COURSE AGGREGATE - MAXIMUM SIZE 20mm
    - CEMENT - TYPE "A" PORTLAND CEMENT.
    - CONCRETE SHALL HAVE THE FOLLOWING SLUMP DURING PLACEMENT
      - BEAMS ,SLABS AND FOOTINGS 80mm
      - COLUMNS AND WALLS 80mm
  3. SLAB JOINTS SHALL BE PLACED AS FOLLOWS
    - FOOTPATHS - AS PER NORTHERN RIVERS LOCAL GOVERNMENT STANDARD DRAWING R-07
    - SLABS AND WALLS - REFER TO SLAB JOINTING PLAN WITHIN THIS DRAWING SET
    - SLAB SAWN JOINTS SHALL BE CUT WITHIN 24 HOURS OF SLAB POURING IN A NEAT AND STRAIGHT CUT.
  4. ALL SPLATTER TO SURROUNDING SURFACES SHALL BE CLEANED UP IMMEDIATELY
  5. COVER TO REINFORCEMENT SHALL BE OBTAINED BY THE USE OF PLASTIC BAR CHAIRS WITH MAXIMUM SPACING OF 800mm IN ANY DIRECTION
  6. ALL CONCRETE SHALL BE COMPACTED USING HIGH FREQUENCY VIBRATORS.
  7. CURING OF CONCRETE SURFACES SHALL COMMENCE IMMEDIATELY AFTER SURFACES ARE FINISHED AND SHALL CONTINUE TO CURE FOR A MINIMUM OF 7 DAYS
  8. SLABS WITH SPECIFIC ROUGH FINISHES SHALL BE KEPT FREE OF BLEED WATER AND FLOATED TO PREVENT THE FORMATION OF PLASTIC SHRINKAGE CRACKS.

1	CONSTRUCTION ISSUE	A.D.	K.W.
11.10.19			
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK
		DATE	

ACAD FILE No: G:\Engineer\CAD\2790-2799\2730 Ewingsdale Rd Shared path\Civil Design\DWG\CONSTRUCTION\2730\_Ewingsdale Shared

**INFRASTRUCTURE SERVICES**  
COUNCIL OFFICES  
70-90 STATION STREET,  
MULLUMBIMBY NSW 2482.  
PHONE 02 66267000  
FAX 02 66843018  
WEBSITE www.byron.nsw.gov.au



APPROVED ON BEHALF OF THE GENERAL MANAGER			
.....		DATE .....	
DESIGNED	A.D.	19.07.19	
DRAWN	A.D.	19.07.19	
CHECKED	J.B.	19.07.19	
HORIZONTAL DATUM		MGA	
VERTICAL DATUM		AHD	

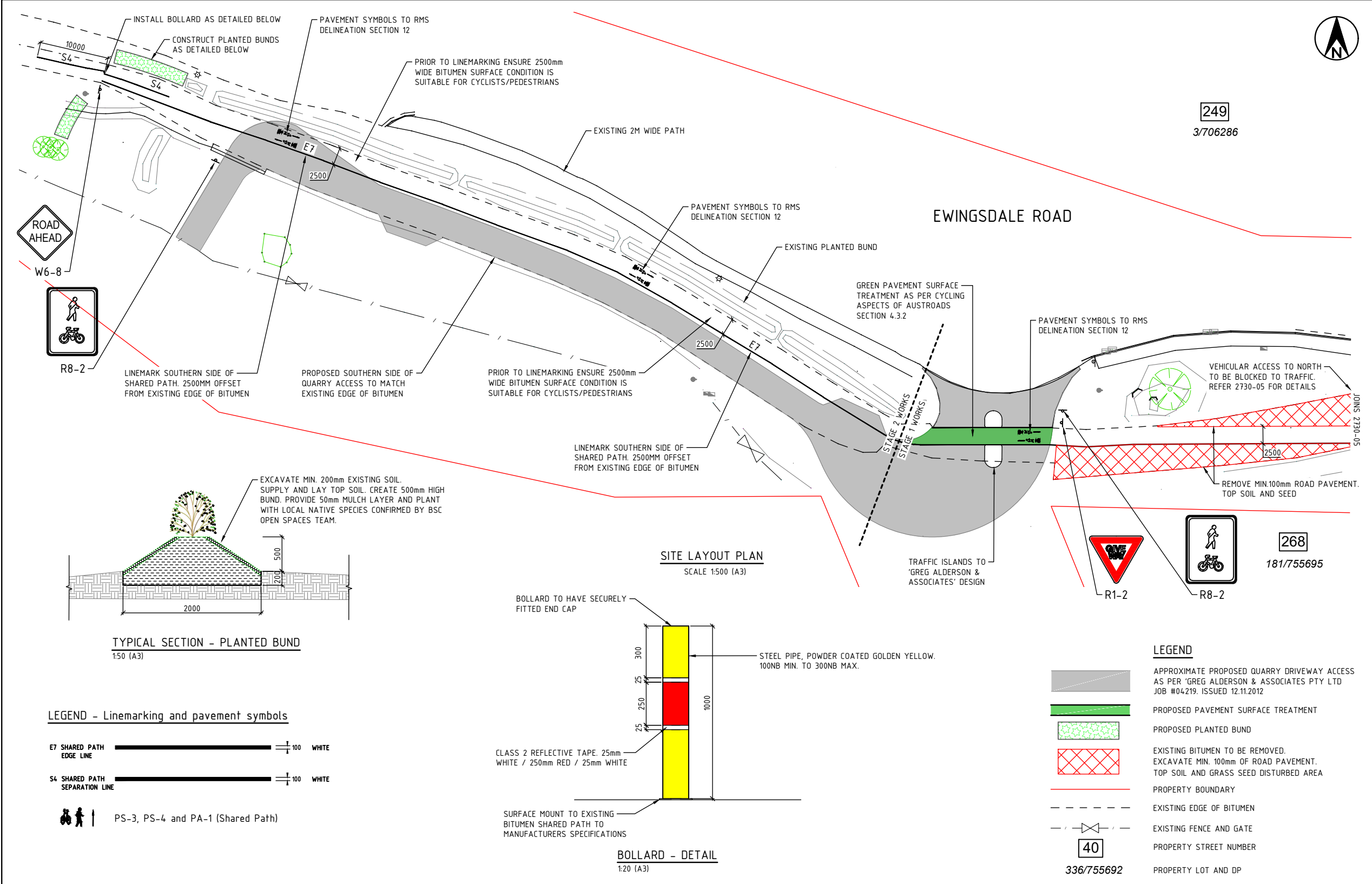
PROJECT:  
**EWINGSDALE ROAD SHARED PATH  
ISLAND QUARRY TO BAYSHORE DRIVE  
BYRON BAY**

PROJECT NUMBER:  
**2730**

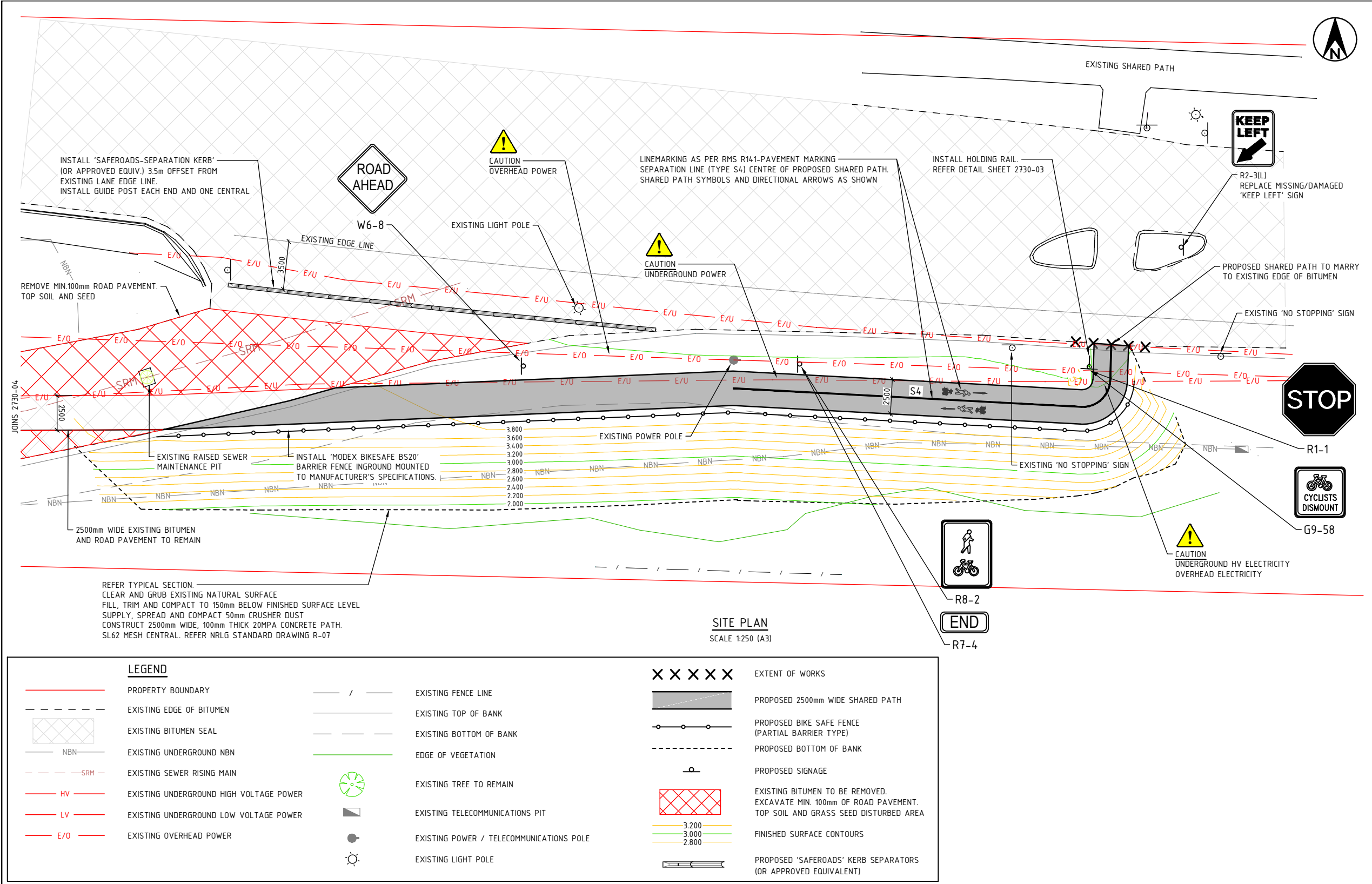
PLAN TITLE:  
**GENERAL NOTES**

DRAWING NUMBER	ISSUE
<b>2730-02</b>	<b>1</b>



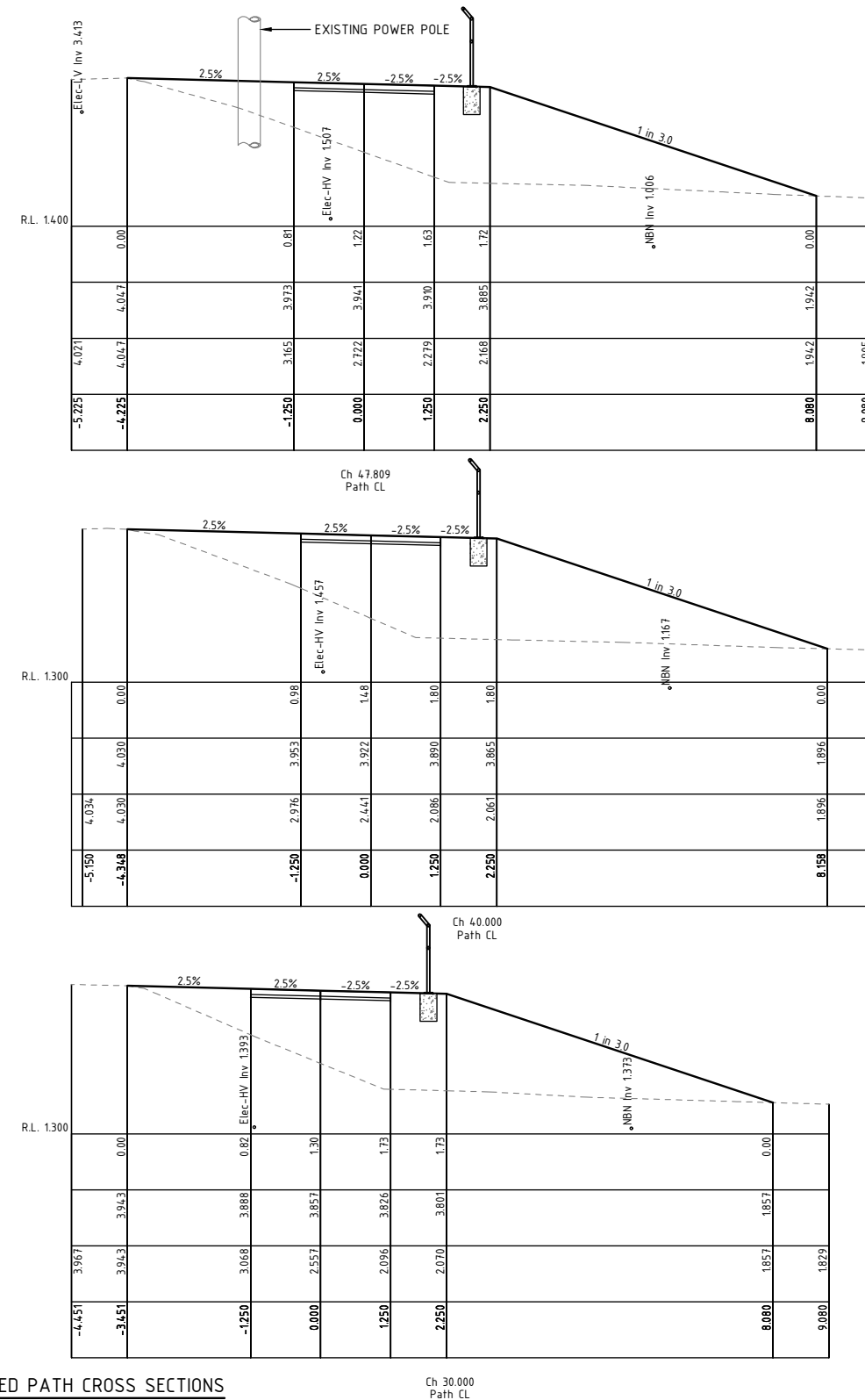


<b>CONSTRUCTION FOR CONSTRUCTION</b>				<b>INFRASTRUCTURE SERVICES</b>				<b>APPROVED ON BEHALF OF THE GENERAL MANAGER</b>				<b>PROJECT: EWINGSDALE ROAD SHARED PATH ISLAND QUARRY TO BAYSHORE DRIVE BYRON BAY</b>				<b>PROJECT NUMBER: 2730</b>			
SCALE: A1 SHEET 1:10, A3 SHEET 1:20				COUNCIL OFFICES				DESIGNED				PLAN TITLE: STAGE 2 WORKS ISLAND QUARRY PROPOSED DRIVEWAY SITE LAYOUT				DRAWING NUMBER			
SCALE: A1 SHEET 1:25, A3 SHEET 1:50				70-90 STATION STREET, MULLUMBIMBY NSW 2482.				DRAWN				ISSUE				2730-04			
SCALE: A1 SHEET 1:250, A3 SHEET 1:500				PHONE 02 66267000				CHECKED				2							
# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.				FAX 02 66843018				HORIZONTAL DATUM											
				WEBSITE www.byron.nsw.gov.au				VERTICAL DATUM											
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CONSTRUCTION FOR CONSTRUCTION				INFRASTRUCTURE SERVICES				APPROVED ON BEHALF OF THE GENERAL MANAGER				PROJECT: EWINGSDALE ROAD SHARED PATH ISLAND QUARRY TO BAYSHORE DRIVE BYRON BAY				PROJECT NUMBER: <b>2730</b>				
5	ADDITION OF BIKESAFE FENCE	A.D.	K.W.	13.01.22					***** DATE *****				PLAN TITLE:  <b>STAGE 1 WORKS PLAN</b>				DRAWING NUMBER <b>2730-05</b>		ISSUE <b>5</b>	
4	INCLUSION OF STAGED WORKS	A.D.	K.W.	14.07.21																
3	AMENDMENT TO LINE MARKING	A.D.	K.W.	21.01.21																
2	ADDITION OF KERB SEPARATORS & PAVEMENT REMOVAL	A.D.	K.W.	24.09.20																
1	CONSTRUCTION ISSUE	A.D.	K.W.	11.10.19																
ISSUE AMENDMENT DETAILS				DRAWN	CHECK	DATE	# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.													

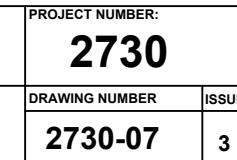


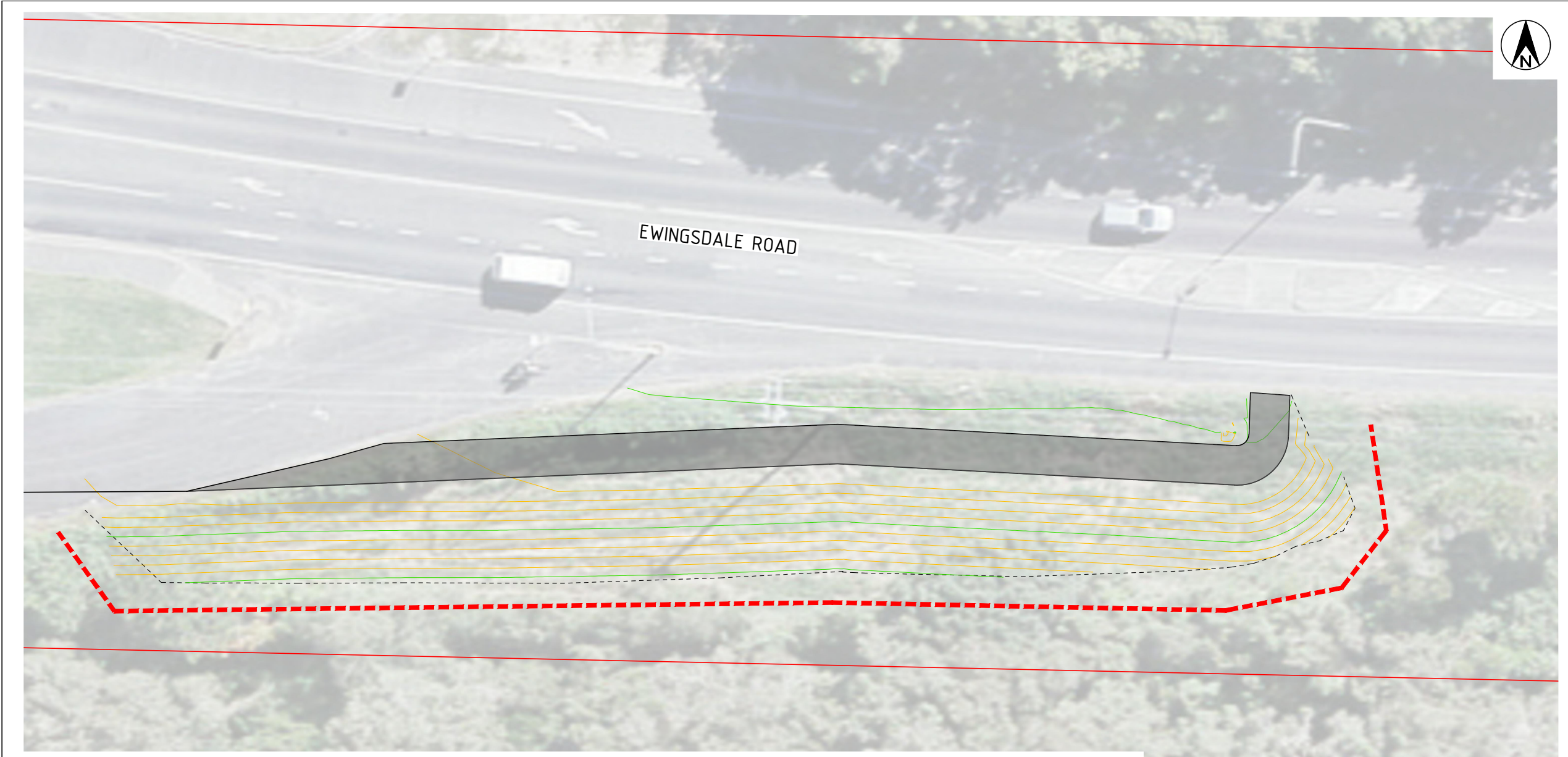


## SHARED PATH CROSS SECTIONS

[illegible]







- LEGEND**
- PROPOSED 2500mm WIDE SHARED PATH
  - BOTTOM OF BATTER
  - PROPERTY BOUNDARY
  - SEDIMENT CONTROL FENCE

**SITE LAYOUT PLAN**  
SCALE 1:250 (A3)

**CONSTRUCTION  
FOR CONSTRUCTION**

2	SHEET RENUMBER	A.D.	K.W.	24.09.20
1	CONSTRUCTION ISSUE	A.D.	K.W.	11.10.19

ACAD FILE No: G:\Engineer\CAD\2730-2799\2730 Ewingsdale Rd Shared path\Civil Design\DWG\CONSTRUCTION\2730\_Ewingsdale Shared Path\_BASE.dwg

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

SCALE: A1 SHEET 1:125, A3 SHEET 1:250  
0 2.5 5 7.5 10 12.5m

# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

**INFRASTRUCTURE  
SERVICES**  
COUNCIL OFFICES  
70-90 STATION STREET,  
MULLUMBIMBY NSW 2482.  
PHONE 02 66267000  
FAX 02 66843018  
WEBSITE [www.byron.nsw.gov.au](http://www.byron.nsw.gov.au)



APPROVED ON BEHALF OF THE GENERAL MANAGER		
DESIGNED	A.D.	23.08.19
DRAWN	A.D.	23.08.19
CHECKED	K.W.	23.08.19
HORIZONTAL DATUM	MGA	
VERTICAL DATUM	AHD	

PROJECT: <b>EWINGSDALE ROAD SHARED PATH ISLAND QUARRY TO BAYSHORE DRIVE BYRON BAY</b>	
PLAN TITLE: <b>EROSION AND SEDIMENT CONTROL PLAN</b>	

PROJECT NUMBER: <b>2730</b>	
DRAWING NUMBER <b>2730-08</b>	ISSUE <b>2</b>

EROSION AND SEDIMENT CONTROL PLANS

PROGRESSIVE REVISED PLAN TO BE DEVELOPED AND IMPLEMENTED BY SITE SUPERVISOR IN ACCORDANCE WITH PRINCIPLES AND STANDARD SITE CONTROL MEASURES

MINIMISE EXTENT AND DURATION OF DISTURBANCE

- CONSTRUCTION WORKS TO BE MANAGED SUCH THAT AREAS OUTSIDE SCOPE OF WORKS REMAIN UNDISTURBED WHERE POSSIBLE.
- MINIMISE EXTENT OF DISTURBANCE WITHIN CONSTRUCTION SITE AT ANY ONE TIME BY STAGING THE WORKS (EG. RIP EXISTING BITUMEN AND TRENCH IN SECTIONS, MOVING ON TO NEW SECTIONS FOLLOWING COMPLETION OF PREVIOUS STAGE).
- MINIMISE DISTURBANCE OF VEGETATION ALONG THE ROAD VERGE WITH SPECIAL EMPHASIS ON MANAGEMENT OF CONSTRUCTION ACTIVITIES ADJACENT TO WATERCOURSES (EG. MAINTAIN GRASSY BUFFER WHERE POSSIBLE).
- MINIMISE DISTURBANCE TO GROUND COVER ADJACENT TO TRENCH.

CONTROL STORMWATER FLOWS ONTO, THROUGH AND FROM THE SITE

- SEPARATE 'CLEAN' RUN-ON WATER FROM 'DIRTY' (EG. TURBID) CONSTRUCTION AREA RUNOFF.

USE EROSION CONTROL MEASURES TO PREVENT ON-SITE DAMAGE

- THE INSTALLATION OF ALL EROSION AND SEDIMENT CONTROLS TO OCCUR PRIOR TO CLEARING AND STRIPPING WHERE POSSIBLE.
- SITE STOCKPILES OF SOIL MATERIAL IN LOW-HAZARD AREAS CLEAR OF WATERCOURSES. ADDITIONAL PROTECTION TO BE AFFORDED WITH TEMPORARY VEGETATION, DIVERSION BANKS AND SEDIMENT CONTROL MEASURES, IF REQUIRED. SEED STOCKPILES WITH ANNUAL GRASS IF THEY ARE TO BE STORED LONGER THAN 10 DAYS.
- CONSTRUCT CONTROL MEASURES AS CLOSE TO THE POTENTIAL SOURCE OF SEDIMENT AS POSSIBLE.
- CONTROL THE DEPOSITION OF MUD AND SOIL MATERIAL ONTO LOCAL ROADS.

STABILISE DISTURBED AREAS QUICKLY

- ALL STABILISATION AND REINSTATEMENT WORKS ADJACENT TO NEW CONSTRUCTION SHALL BE CARRIED OUT AS SOON AS POSSIBLE AFTER COMPLETION OF CONSTRUCTION WORKS.
- ALL DISTURBED VERGES AND FILL BATTERS TO BE STABILISED BY REVEGETATING WITH APPROPRIATE SPECIES (EG. ANNUAL GRASS SEED SUCH AS ANNUAL RYEGRASS OR JAPANESE MILLET, OR TURF) AS SOON AS PRACTICAL AFTER REINSTATEMENT.
- ENSURE THE SUCCESS OF THE LATER REVEGETATION PROGRAM BY UTILISING A GOOD TOPSOIL MANAGEMENT PROGRAM
- CONTROL DUST THROUGH PROGRESSIVE REVEGETATION TECHNIQUES, WATER TANKERS ETC.

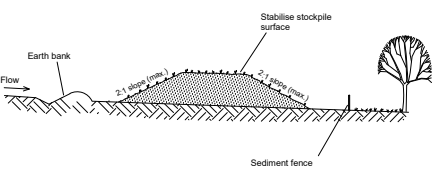
INSPECT AND MAINTAIN CONTROL MEASURES

- ENSURE THE PROGRESSIVE AND CONTINUAL IMPLEMENTATION AND MAINTENANCE OF TEMPORARY EROSION AND SEDIMENT CONTROLS (E.G. SEDIMENT FENCES, DIVERSION BANKS, DIVERSION DRAINS, SEDIMENT TRAPS).
- INITIATE A PROGRAM TO ENSURE REGULAR MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES. SEDIMENT CLEANED FROM STRUCTURES (E.G. SCRAPE AWAY ACCUMULATED SEDIMENT UPSTREAM OF CHECK DAMS AND REPLACE/REPAIR AS NECESSARY) TO MAINTAIN FUNCTIONALITY.
- ARRANGE REGULAR INSPECTIONS BY AN ENVIRONMENTAL SCIENTIST TO REVIEW AND UPDATE CONTROL MEASURES. ADDITIONAL INSPECTIONS WILL BE CONDUCTED DURING AND/OR IMMEDIATELY FOLLOWING SIGNIFICANT RAINFALL EVENTS TO MONITOR THE FUNCTIONING OF CONTROLS.
- ALL EROSION AND SEDIMENT CONTROLS TO BE MAINTAINED IN PLACE UNTIL ALL WORKS ARE COMPLETED AND DISTURBED AREAS HAVE STABILISED.

THIS SEDIMENT AND EROSION CONTROL PLAN CONTAINS COUNCIL'S MINIMUM REQUIREMENTS FOR ENVIRONMENTAL PROTECTION; HOWEVER, IT IS STILL THE SITE SUPERVISORS RESPONSIBILITY TO ENSURE THAT THE WORKS AND MITIGATION STRATEGIES ARE PERFORMED IN A MANNER THAT COMPLIES WITH ALL RELEVANT ENVIRONMENTAL LEGISLATION, INCLUDING ANY DEVELOPMENT APPROVAL REQUIREMENTS.

EROSION & SEDIMENTATION CONTROL COMMENTARY

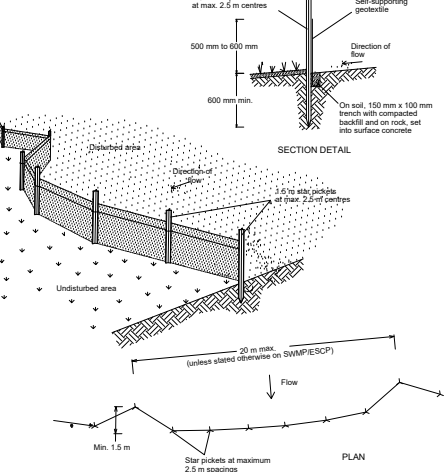
- MONITOR 7 DAYS RAIN FORECAST TO DETERMINE TIMING OF WORK.
- AVOID WORK IN WET WEATHER, ESPECIALLY WITHIN THE ROAD SURFACE.
- LIMIT AREAS OF DISTURBANCE & MAINTAIN GRASSED AREAS WHERE POSSIBLE. ENSURE GUTTERS, PATHWAYS & ROADS ARE SWEEPED CLEAN PRIOR TO RAIN OR AT THE END OF SHIFT. HARD SURFACES CLEAN OF SOIL WILL REDUCE EROSION & SEDIMENTATION CONTROLS & THEREFORE TRIP HAZARDS TO PEDESTRIANS & ROAD HAZARDS ETC.
- INSTALL CHECK DAMS, SUCH AS SANDBAGS, WITHIN EXISTING FORMED GUTTERS, AS REQUIRED, TO MANAGE ANY DIRTY WATER DISCHARGING TO KERB INLET FILTER (SD6-11).
- ENSURE THAT TURF IS REPLACED AS SOON AS POSSIBLE AFTER BACKFILLING TO AID IN SOIL STABILISATION.
- REMOVE ESC MEASURES WHEN SITE IS CONSIDERED STABILISED E.G. ESTABLISHED TURF ON EXCAVATED AREAS, REPLACE PAVEMENT ETC.
- ENSURE SANDBAGS OR KERB INLET FILTERS DO NOT CREATE A HAZARD TO TRAFFIC OR PEDESTRIANS BY PONDING WATER INTO ROAD LANES DURING RAIN EVENTS. PROGRESSIVELY INSTALL & REMOVE CONTROLS AS WORK PROGRESSES.
- ARRANGE REGULAR INSPECTIONS TO REVIEW & UPDATE CONTROL MEASURES.



**Construction Notes**

- Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated water flow, roads and hazard areas.
- Construct on the contour as low, flat, elongated mounds.
- Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height.
- Where they are to be in place for more than 10 days, stabilise following the approved ESCP or SWMP to reduce the C-factor to less than 0.10.
- Construct earth banks (Standard Drawing 5-5) on the upslope side to divert water around stockpiles and sediment fences (Standard Drawing 6-8) 1 to 2 metres downslope.

**STOCKPILES** SD 4-1



**Construction Notes**

- Construct sediment fences as close as possible to being parallel to the contours of the site, but with small returns as shown in the drawing to limit the catchment area of any one section. The catchment area should be small enough to limit water flow if concentrated at one point to 50 litres per second in the design storm event, usually the 10-year event.
- Cut a 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.
- Drive 1.5 metre long star pickets into ground at 2.5 metre intervals (max) at the downslope edge of the trench. Ensure any star pickets are fitted with safety caps.
- Fix self-supporting geotextile to the upslope side of the posts ensuring it goes to the base of the trench. Fix the geotextile with wire ties or as recommended by the manufacturer. Only use geotextile specifically produced for sediment fencing. The use of shade cloth for this purpose is not satisfactory.
- Join sections of fabric at a support post with a 150-mm overlap.
- Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile.

**SEDIMENT FENCE** SD 6-8

<div>CONSTRUCTION FOR CONSTRUCTION</div>				<div>SCALE: A1 SHEET 1:500, A3 SHEET 1:1000</div> <div>0 5 10 20 30 40 50 m</div>				<div>INFRASTRUCTURE SERVICES</div> <div>COUNCIL OFFICES 70-90 STATION STREET, MULLUMBIMBY NSW 2482.</div> <div>PHONE 02 66267000 FAX 02 66843018 WEBSITE www.byron.nsw.gov.au</div>				<div>APPROVED ON BEHALF OF THE GENERAL MANAGER</div> <div>..... DATE .....</div> <table><tr><td>DESIGNED</td><td>A.D.</td><td>23.08.19</td></tr><tr><td>DRAWN</td><td>A.D.</td><td>23.08.19</td></tr><tr><td>CHECKED</td><td>K.W.</td><td>23.08.19</td></tr><tr><td>HORIZONTAL DATUM</td><td colspan="2">MGA</td></tr><tr><td>VERTICAL DATUM</td><td colspan="2">AHD</td></tr></table>				DESIGNED	A.D.	23.08.19	DRAWN	A.D.	23.08.19	CHECKED	K.W.	23.08.19	HORIZONTAL DATUM	MGA		VERTICAL DATUM	AHD		<div>PROJECT: EWINGSDALE ROAD SHARED PATH ISLAND QUARRY TO BAYSHORE DRIVE BYRON BAY</div>				<div>PROJECT NUMBER: 2730</div>			
DESIGNED	A.D.	23.08.19																																				
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HORIZONTAL DATUM	MGA																																					
VERTICAL DATUM	AHD																																					
2	SHEET RENUMBER			A.D.	K.W.	24.09.20	<div>PLAN TITLE: EROSION AND SEDIMENT CONTROL NOTES</div>				DRAWING NUMBER		ISSUE																									
1	ORIGINAL ISSUE			A.D.	K.W.	11.10.19					2730-09			2																								
ISSUE	AMENDMENT DETAILS			DRAWN	CHECK	DATE	# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.																															

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ACAD FILE No: G:\Engineer\CAD\2790-2799\2730 Ewingsdale Rd Shared path\Civil Design\DWG\CONSTRUCTION\2730\_Ewingsdale Shared Path\_BASE.dwg



## Report No. 6.2      Pocket Road Upgrade Stage 2 - Linemarking

File No:                      I2022/40

- 5      The purpose of this report is to seek support for proposed line marking on a section of the Pocket Road, at The Pocket. The works approximately extend for 840m between 717 and 813 The Pocket Road.

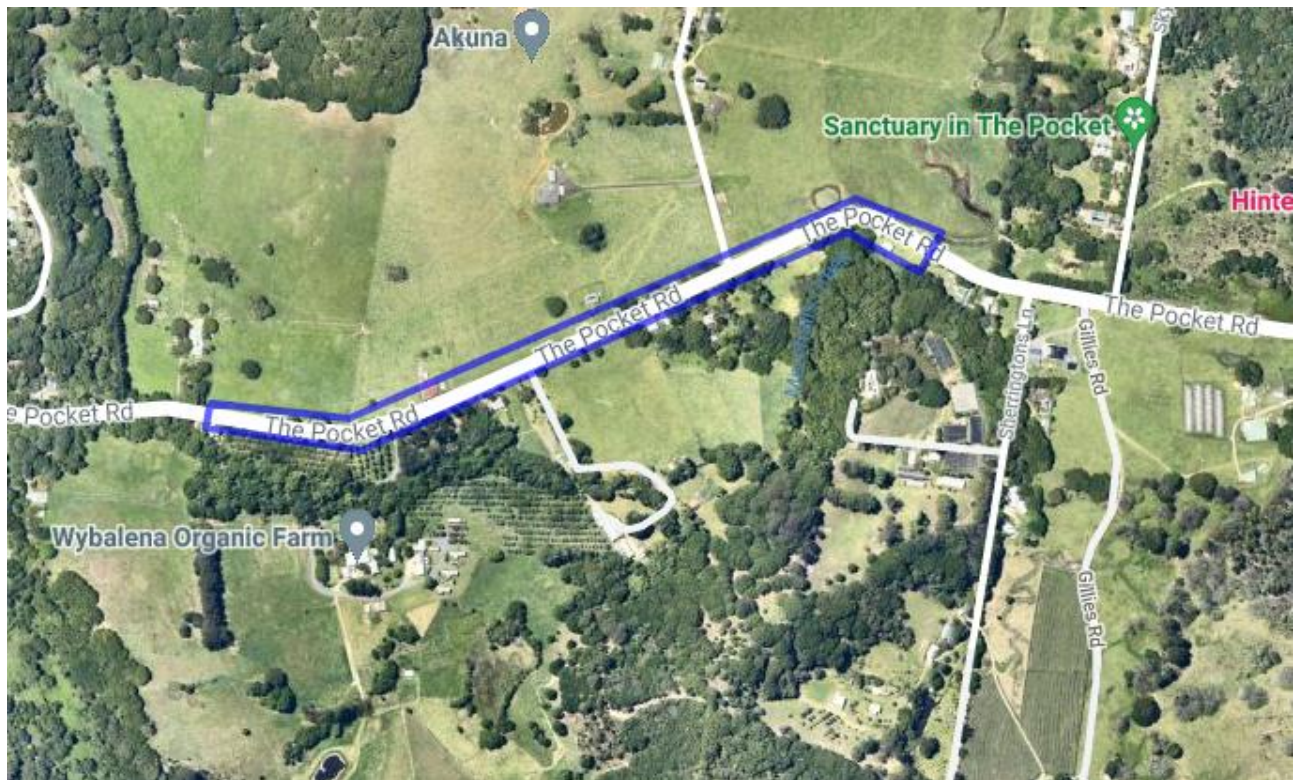


Figure 1 - Approximate project extent represented by blue polygon

The aim of the project is to make this section of The Pocket Road safer for all drivers.

- 10      The project includes:
- Reconstruction and widening of failed road surfaces
  - Improvements to curves
  - New line marking, signage and safety barriers
  - Flooding and drainage improvements on some sections of the road
- 15      This report seeks LTC concurrence and endorsement for the proposed regulatory line marking for the Pocket Road Upgrade Stage 2.


Detailed plans are attached for the project in A3 format.

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**RECOMMENDATION:**

- 5 **That the Local Traffic Committee endorse the detailed plans in terms of line marking for the Pocket Road Upgrade Stage 2 as per Attachment 1 (E2022/7060).**

**Attachments:**

- 10 1 24.2019.37.1 - 2745-IFC Set-22 Dec 2021 - Pocket Road Stage 2 Upgrade Works,  
E2022/7060 , page 16 [↓](#) 

The Pocket Road, The Pocket  
Stage 2 Works (Ch.2,810 - 3,690)



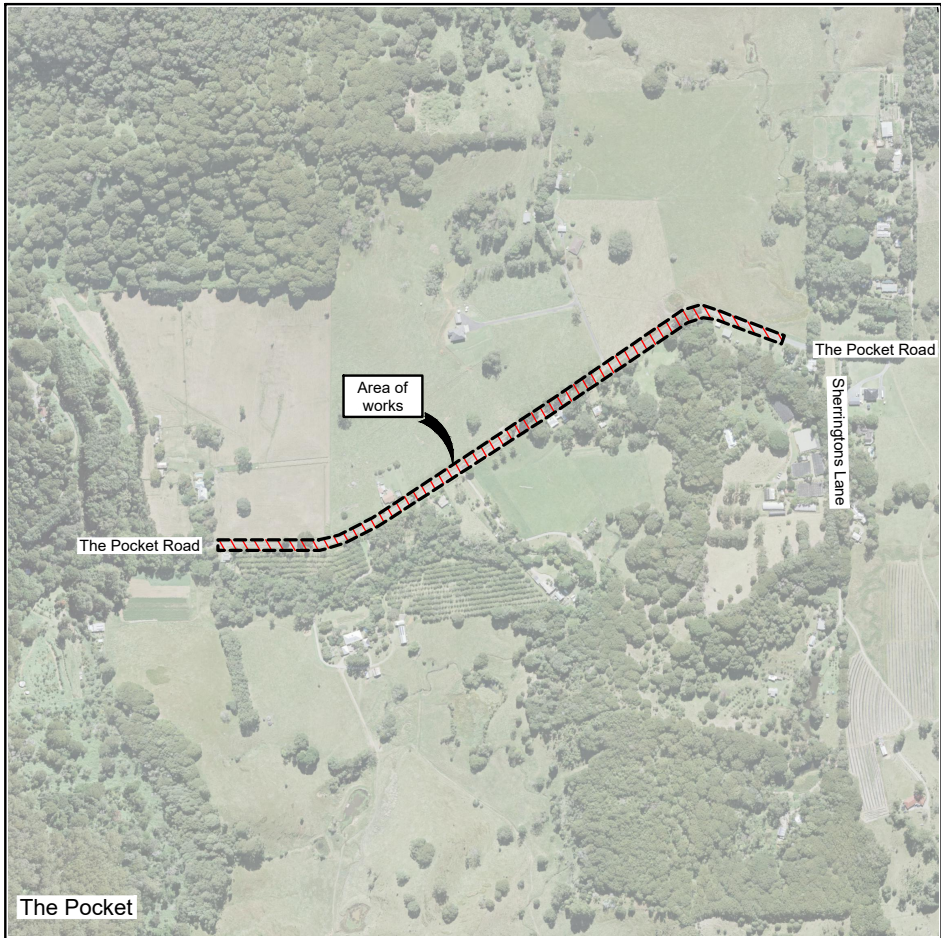
Byron  
Shire  
Council

Approval

on behalf of the General Manager

Director Infrastructure Services

Date: 31.01.2022



Locality sketch

Index

Description	DWG NO.	Issue
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Road works and drainage plan Sheet 2 of 11	2745-05	1
Road works and drainage plan Sheet 3 of 11	2745-06	1
Road works and drainage plan Sheet 4 of 11	2745-07	1
Road works and drainage plan Sheet 5 of 11	2745-08	1
Road works and drainage plan Sheet 6 of 11	2745-09	1
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Road works and drainage plan Sheet 10 of 11	2745-13	1
Road works and drainage plan Sheet 11 of 11	2745-14	1
Road safety barrier details	2745-15	1
The Pocket Road Centreline Longsection Sheet 1 of 2	2745-16	1
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Cross Sections Sheet 1 of 5	2745-18	1
Cross Sections Sheet 2 of 5	2745-19	1
Cross Sections Sheet 3 of 5	2745-20	1
Cross Sections Sheet 4 of 5	2745-21	1
Cross Sections Sheet 5 of 5	2745-22	1
Erosion & Sediment Control plan & Notes Sheet 1 of 3	2745-23	1
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Culvert Widening Layout Plan & Section	ST2-C01	C
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Legend

Issue A, B, C, etc. = Preliminary approvals / tender drawings (NOT FOR CONSTRUCTION)  
Issue 1, 2, 3, etc. = construction issue drawings

Project No  
2745

ISSUED FOR CONSTRUCTION  
DATE 03.02.2022

PROJECT NUMBER: 2745	
DRAWING NUMBER	ISSUE
2745-01	1

ACAD FILE No: C:\Users\ladyoyle\WFH-Jan 2022\2745-Pocket\DWG\PRELIMINARY\2745\_POCKET ROAD STAGE 2\_BASE.dwg



GENERAL

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE RELEVANT NORTHERN RIVERS LOCAL GOVERNMENT DEVELOPMENT DESIGN AND CONSTRUCTION MANUALS AND STANDARD DRAWINGS.
2. THIS NOTE AND THE FOLLOWING NOTES FORM AN INTEGRAL PART OF THIS DRAWING SET.
3. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
4. DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWINGS.
5. MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, TOGETHER WITH THE REQUIREMENTS OF ALL APPLICABLE CODES OF PRACTICE, AUSTRALIAN STANDARDS AND STATUTORY AUTHORITIES.
6. SURVEY DATA HAS BEEN COMPILED FROM FIELD PICK-UPS AND OFFICE RECORDS. THE PROJECT MANAGER SHOULD ENSURE THAT SUFFICIENT DATA IS SHOWN TO ENABLE CONSTRUCTION WITHOUT DISTURBANCE TO FEATURES THAT ARE NOT SHOWN ON THE DRAWINGS.
7. SERVICES SHOWN HEREON HAVE BEEN LOCATED WHERE VISIBLE ON THE SITE, FROM INFORMATION RECEIVED FROM RELEVANT AUTHORITIES AND FROM HISTORICAL RECORDS HELD BY BYRON SHIRE COUNCIL.
8. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON SITE, THE RELEVANT AUTHORITIES SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATION OF ALL SERVICES (DIAL BEFORE YOU DIG 1100).
9. THE TITLE BOUNDARIES SHOWN HEREON WERE NOT FIELD INVESTIGATED OR MARKED AT THE TIME OF SURVEY AND HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY.
10. THE ORIGIN OF CO-ORDINATES IS MGA.
11. THE DATUM FOR LEVELS IS AHD.

SITE WORKS

1. ALL SOILS CONTAINING ORGANIC MATTER (E.G. ROOTS, GRASS ETC.) MUST BE STRIPPED FROM THE CONSTRUCTION SITE PRIOR TO FILLING / BUILDING WORKS AND MUST NOT BE USED AS FILL MATERIAL.
2. ALL EXPOSED SURFACES SHALL BE GRASSED OR PAVED TO PREVENT SCOUR AND EROSION DAMAGE.
3. THE CONSTRUCTOR IS RESPONSIBLE FOR IMPLEMENTING ALL NECESSARY SEDIMENTATION AND EROSION CONTROL MEASURES SPECIFIED OR DEEMED NECESSARY TO PROTECT THE WORKS AND ADJACENT AREAS.
4. THE CONSTRUCTOR IS RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF A TEMPORARY AND / OR PERMANENT EROSION AND SEDIMENTATION CONTROLS DURING THE CONSTRUCTION AND MAINTENANCE PERIOD.
5. ALL OVERSIZED MATERIAL, WHICH MAY IMPEDE COMPACTION, MUST BE REMOVED FROM THE FILL PLATFORM.
6. FILL IS TO BE UNIFORMLY COMPACTED IN UP TO 200-300mm HORIZONTAL LAYERS AND MUST ACHIEVE A MINIMUM STANDARD OF COMPACTION OF GREATER THAN 95% STANDARD COMPACTION TO AS 1289 FOR COHESIVE SOILS, OR A DENSITY INDEX OF GREATER THAN 65% FOR COHESIONLESS SOILS. BENCHING OF THE NATURAL GROUND WILL BE REQUIRED ON SLOPING GROUND PRIOR TO COMMENCEMENT OF FILL OPERATIONS.
7. CLAYS OF HIGH PLASTICITY OR HIGH IN-SITU MOISTURE CONTENT ARE NOT TO BE USED AS FILL.
8. AN IMPORTED GRANULAR FILL WITH A PLASTICITY INDEX PREFERABLY LESS THAN 15%, WITH NO EXCESSIVE OVERSIZED MATERIAL, MAY BE USED.
9. FIELD DENSITY TESTS, OR EQUIVALENT, SHOULD BE CARRIED OUT TO VERIFY THAT THE STANDARD OF COMPACTION IS ACHIEVED. FIELD DENSITY TESTS ARE TO BE TAKEN OVER THE FULL DEPTH OF THE LAYER OR FROM THE BOTTOM OF THE LAYER.

RESTORATION OF SURFACES

1. THE CONSTRUCTOR SHALL CLEAN PAVEMENTS, LAWNS AND OTHER IMPROVED AREAS AND LEAVE THEM IN THE SAME ORDER AS THEY WERE AT THE COMMENCEMENT OF THE WORKS. THE CONSTRUCTOR SHALL RESTORE ANY FENCING REMOVED DURING CONSTRUCTION AND SHALL RESTORE LAWNS WITH TURF CUT AND SET ASIDE FROM THE ORIGINAL SURFACE AND WITH IMPORTED TURF FROM A SOURCE APPROVED BY THE CONSTRUCTION ENGINEER. (WSA 02 2002 PART 3, SECTION 25).
2. IMMEDIATELY AFTER BACKFILLING OF A TRENCH EXCAVATED THROUGH A PAVEMENT HAS BEEN COMPLETED, THE CONSTRUCTOR SHALL TEMPORARILY RESTORE THE PAVEMENT. WHERE THE TRENCH CROSSES BITUMEN OR CONCRETE PAVEMENT, THE SURFACE IS TO BE PROTECTED FROM DETERIORATION. A PRE-MIXED ASPHALTIC MATERIAL MAY BE USED FOR SUCH TEMPORARY RESTORATION. THE CONSTRUCTOR SHALL MAINTAIN THE TEMPORARY RESTORATION UNTIL FINAL RESTORATION IS CARRIED OUT. FINAL RESTORATION OF THE PAVEMENT SHALL BE CARRIED OUT TO RESTORE THE PAVEMENT AND ITS SUB-BASE TO NO LESS THAN THE ORIGINAL CONDITION. FINAL RESTORATION MAY INCLUDE, IF REQUIRED BY THE CONSTRUCTION ENGINEER, THE REMOVAL OF TEMPORARY RESTORATION.
3. IN OTHER THAN ROADWAYS, THE CONSTRUCTOR SHALL PLACE THE BACKFILL SUFFICIENTLY HIGH TO COMPENSATE FOR EXPECTED SETTLEMENT AND FURTHER BACKFILLING SHALL BE CARRIED OUT OR THE ORIGINAL BACKFILL TRIMMED AT THE END OF THE DEFECTS LIABILITY PERIOD IN ORDER THAT THE SURFACE OF THE COMPLETED TRENCH MAY THEN CONFORM WITH THE ADJACENT SURFACE. SURPLUS MATERIAL SHALL BE REMOVED AND DISPOSED OF TO AREAS ARRANGED BY THE CONSTRUCTOR. WHERE DRY WEATHER CONDITIONS HAVE PERSISTED AFTER THE ORIGINAL BACKFILLING, INCLUDING DURING THE DEFECTS LIABILITY PERIOD, THE CONSTRUCTOR SHALL TAKE ALL NECESSARY STEPS TO CONSOLIDATE THE TRENCH BEFORE REMOVING SURPLUS MATERIALS FROM THE SITE.
4. IN LOCATIONS WHERE, IN THE OPINION OF THE CONSTRUCTION ENGINEER, SURPLUS MATERIAL LEFT IN THE VICINITY OF THE TRENCH WOULD NOT BE OBJECTIONABLE, THE SURPLUS MATERIAL MAY BE DISPOSED BY SPREADING NEATLY IN THE VICINITY OF THE TRENCH TO THE SATISFACTION OF THE CONSTRUCTION ENGINEER IN SUCH A WAY AS TO AVOID FUTURE EROSION OF THE BACKFILL AND ADJACENT GROUND SURFACES. THE CONSTRUCTOR SHALL MAINTAIN THE BACKFILL AND ADJACENT GROUND UNTIL THE EXPIRY OF THE DEFECTS LIABILITY PERIOD.
5. WHERE, WITHIN PUBLIC OR PRIVATE PROPERTY, THE REASONABLE CONVENIENCE OF PERSONS WILL REQUIRE SUCH, THE CONSTRUCTION ENGINEER MAY ORDER THE CONSTRUCTOR TO LEVEL TRENCHES AT THE TIME OF BACKFILLING. THE CONSTRUCTOR SHALL MAKE GOOD ANY SUBSEQUENT SETTLEMENT, AS REQUIRED BY PLACING ADDITIONAL FILL.
6. THE CONSTRUCTOR SHALL IMMEDIATELY RESTORE ANY DAMAGED OR DISTURBED PRIVATE PROPERTY AND SERVICES.
7. SHOULD THE CONSTRUCTOR ELECT TO TUNNEL UNDER PAVING, KERB AND GUTTER OR OTHER IMPROVED SURFACES IN LIEU OF TRENCHING, BACKFILLING SHALL BE SO CARRIED OUT AS TO RESTORE FULL SUPPORT TO THOSE SURFACES. THE CONSTRUCTOR SHALL REMAIN RESPONSIBLE FOR THE REPAIR OF THE IMPROVED SURFACES, IF SUBSEQUENTLY DAMAGED DUE TO SUBSIDENCE OF THE BACKFILL, UNTIL THE END OF THE DEFECTS LIABILITY PERIOD.
8. THE CONSTRUCTOR SHALL PROVIDE NOTICE TO AFFECTED PROPERTY OWNERS OF ANY PENDING WORKS.

DRIVEWAYS

1. ALL EXISTING DRIVEWAYS AFFECTED BY NEW WORKS ARE TO BE CUT BACK, REMOVED & RECONSTRUCTED USING MATERIAL TO MATCH EXISTING.
2. THE CONSTRUCTOR SHALL LIAISE WITH THE PROPERTY OWNERS REGARDING ANY VARIATION TO THE ABOVE.
3. RECONSTRUCTION OF EXISTING CONCRETE DRIVEWAY OR PATHWAY IS TO BE IN ACCORDANCE WITH NORTHERN RIVERS LOCAL GOVERNMENT D137 AND D138 "HANDBOOK FOR DRIVEWAY ACCESS TO PROPERTY" AND RELEVANT STANDARD DRAWINGS .
4. RECONSTRUCTION OF EXISTING BITUMEN SEALED DRIVEWAY SHALL BE OF SIMILAR CONSTRUCTION TO THAT OF THE EXISTING WITH A COMPACTED GRAVEL BASE COURSE

EXISTING SERVICES

1. THE CONSTRUCTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF EXISTING SERVICES PRIOR TO COMMENCING WITH THE WORKS.
2. THE CONSTRUCTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY EXISTING SERVICES DAMAGED DURING CONSTRUCTION WITH NEW SERVICES OF EQUIVALENT TYPE AND SPECIFICATIONS.
3. THE CONSTRUCTOR SHALL BE RESPONSIBLE FOR LIASING WITH TELECOMMUNICATIONS AND ELECTRICAL SUPPLY AUTHORITIES WITH SUPPLY AND FITMENT OF REPLACEMENT TELECOMMUNICATIONS AND ELECTRICITY PITS AND/OR LIDS TO SUIT HIS WORKS PROGRAM
4. WHEN CONSTRUCTING OR WORKING NEAR EXISTING PRESSURE MAINS IT SHOULD BE EXPECTED THAT THERE ARE CONCRETE THRUST BLOCKS LOCATED AT BENDS OR OTHER FITTINGS ON THE EXISTING MAIN. IT IS VERY IMPORTANT NOT TO DISTURB THE BEARING SOIL BEHIND THE THRUST BLOCK TO AVOID FAILURE OF THE EXISTING PRESSURE MAIN. IF EXCAVATION AROUND EXISTING THRUST BLOCKS CAN NOT BE AVOIDED THEN THE EXISTING PRESSURE MAIN SHALL BE TAKEN OFF LINE DURING THE EXCAVATION WORKS.

CONCRETE


- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH A.S.3600, CURRENT EDITION WITH AMENDMENTS
1. CONCRETE QUALITY (UNLESS OTHERWISE SHOWN) SHALL BE AS FOLLOWS
    - COURSE AGGREGATE - MAXIMUM SIZE 20mm
    - CEMENT - TYPE "A" PORTLAND CEMENT.
    - CONCRETE SHALL HAVE THE FOLLOWING SLUMP DURING PLACEMENT
      - BEAMS ,SLABS AND FOOTINGS 80mm
      - COLUMNS AND WALLS 80mm
  3. SLAB JOINTS SHALL BE PLACED AS FOLLOWS
    - FOOTPATHS - AS PER NORTHERN RIVERS LOCAL GOVERNMENT STANDARD DRAWING R-07
    - SLABS AND WALLS - REFER TO SLAB JOINTING PLAN WITHIN THIS DRAWING SET
    - SLAB SAWN JOINTS SHALL BE CUT WITHIN 24 HOURS OF SLAB POURING IN A NEAT AND STRAIGHT CUT.
  4. ALL SPLATTER TO SURROUNDING SURFACES SHALL BE CLEANED UP IMMEDIATELY
  5. COVER TO REINFORCEMENT SHALL BE OBTAINED BY THE USE OF PLASTIC BAR CHAIRS WITH MAXIMUM SPACING OF 800mm IN ANY DIRECTION
  6. ALL CONCRETE SHALL BE COMPACTED USING HIGH FREQUENCY VIBRATORS.
  7. CURING OF CONCRETE SURFACES SHALL COMMENCE IMMEDIATELY AFTER SURFACES ARE FINISHED AND SHALL CONTINUE TO CURE FOR A MINIMUM OF 7 DAYS
  8. SLABS WITH SPECIFIC ROUGH FINISHES SHALL BE KEPT FREE OF BLEED WATER AND FLOATED TO PREVENT THE FORMATION OF PLASTIC SHRINKAGE CRACKS.

CONSTRUCTION  
FOR CONSTRUCTION

1	CONSTRUCTION ISSUE	A.D.	K.W.	03.02.22
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

INFRASTRUCTURE  
SERVICES

COUNCIL OFFICES  
70-90 STATION STREET,  
MULLUMBIMBY NSW 2482.  
PHONE 02 66267000  
FAX 02 66843018  
WEBSITE www.byron.nsw.gov.au



APPROVED ON BEHALF OF THE GENERAL MANAGER

DESIGNED	A.D.	29.10.19
DRAWN	A.D.	29.10.19
CHECKED	K.W.	27.11.20
HORIZONTAL DATUM	ARBITRARY	
VERTICAL DATUM	AHD	

PROJECT:  
The Pocket Road, The Pocket  
Stage 2 Works (Ch.2,810 - 3,690)

PROJECT NUMBER:  
2745

PLAN TITLE:  
General notes

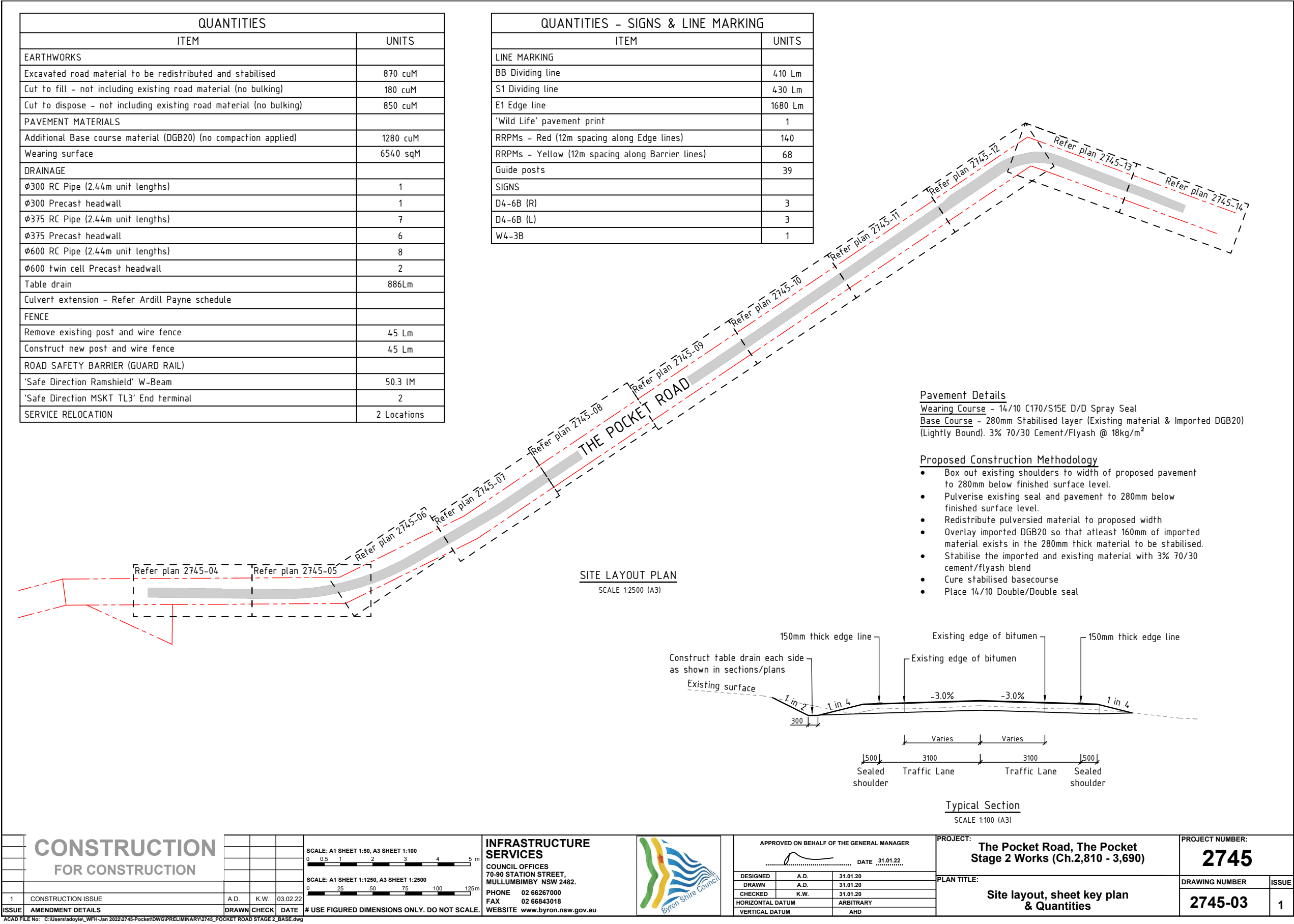
DRAWING NUMBER 2745-02	ISSUE 1
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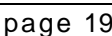
Agenda

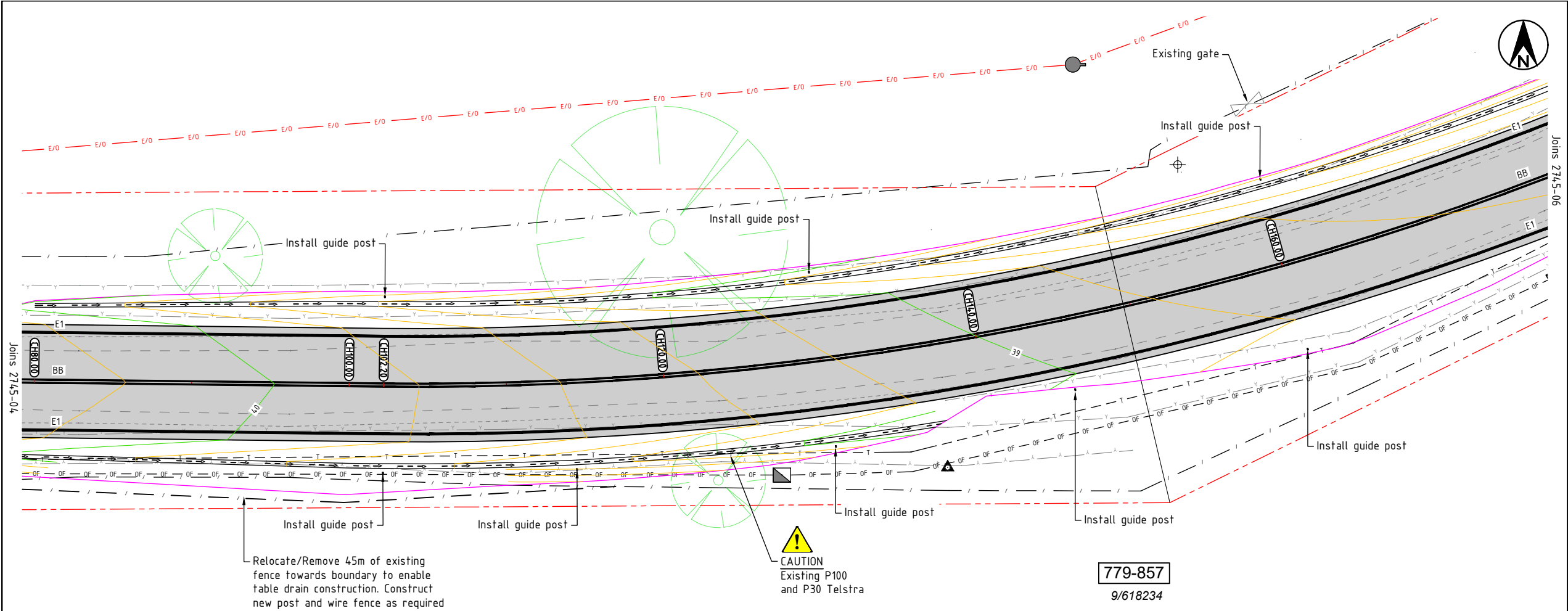
15 February 2022

page 17









ROAD WORKS AND DRAINAGE PLAN  
SCALE 1:250 (A3)

LINE MARKING LEGEND

NOT TO SCALE

S1 DIVIDING LINE		100	WHITE
BB DIVIDING BARRIER LINE		100	WHITE
E1 EDGE LINE		150	WHITE

RRPMs - REFER RMS DELINEATION SECTION 15  
RRPMs TO BE SPACED AT 12m INTERVALS ALONG BB DIVIDING BARRIER LINE.  
NOT REQUIRED FOR DURATION OF S1 DIVIDING LINE

GUIDE POSTS - REFER RMS DELINEATION SECTION 16  
CH0 TO CH100 - GUIDE POSTS TO BE SPACED AT 150m INTERVALS  
CH100 TO CH210 - 15m SPACING OUTSIDE OF CURVE, 30m SPACING INSIDE OF CURVE  
CH210 TO CH750 - 150m SPACING  
CH750 TO CH800 - 6m SPACING OUTSIDE CURVE (INCLUDING GUARDRAIL), 12m SPACING INSIDE OF CURVE  
CH800 TO CH 900 - 150m SPACING

LEGEND - PROPOSED

	PROPOSED PAVEMENT RECONSTRUCTION
	PROPOSED LINEMARK
	PROPOSED TABLE DRAIN
	PROPOSED EXTENT OF CUT/FILL BATTER
	PROPOSED RELOCATED FENCE
	DESIGN MAJOR CONTOUR
	DESIGN MINOR CONTOUR
	PROPOSED DRAINAGE PIPE, HEADWALL & SCOUR PROTECTION

LEGEND - EXISTING

	PROPERTY BOUNDARY
	EXISTING EDGE OF BITUMEN
	EXISTING ROAD SHOULDER
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND TELSTRA
	EXISTING UNDERGROUND OPTIC FIBRE
	EXISTING DRAINAGE PIPE
	EXISTING BANK BOTTOM
	EXISTING BANK TOP
	EXISTING FENCE

	PROPERTY STREET NUMBER
	PROPERTY LOT AND DP
	EXISTING TREE TO REMAIN
	EXISTING TELECOMMUNICATIONS PIT
	EXISTING TELECOMMUNICATIONS MARKER POST
	EXISTING POWER / TELECOMMUNICATIONS POLE
	EXISTING STAY WIRE
	EXISTING SIGNAGE
	EXISTING BOUNDARY REFERENCE MARK

CONSTRUCTION  
FOR CONSTRUCTION

1	CONSTRUCTION ISSUE	A.D.	K.W.	03.02.22
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

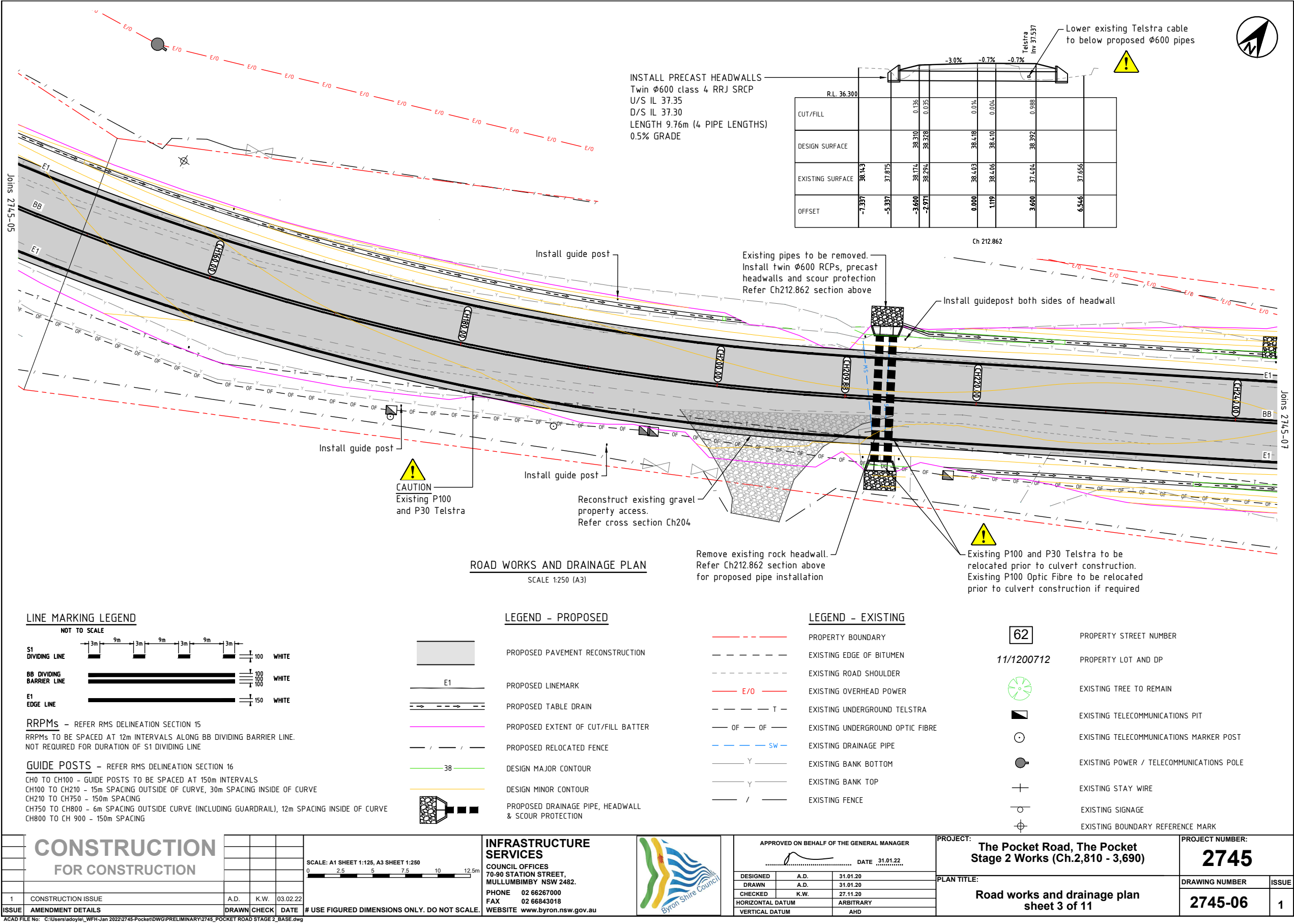
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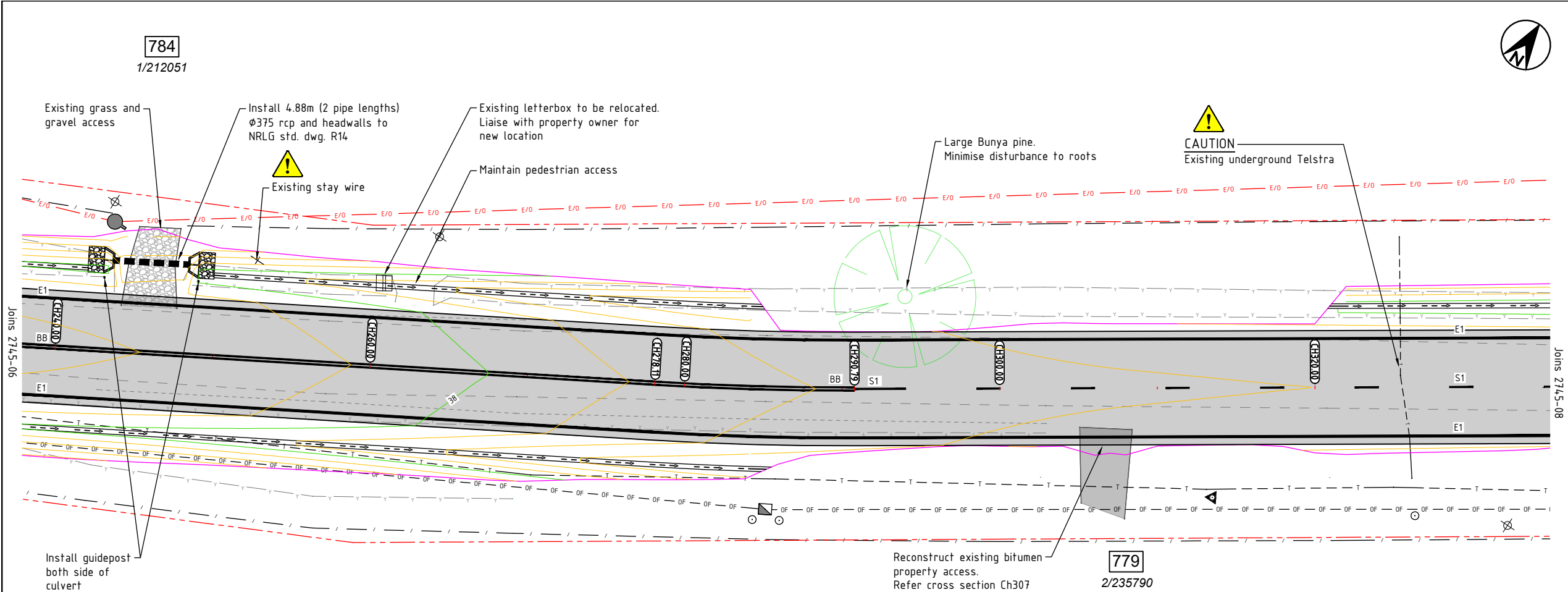
INFRASTRUCTURE SERVICES  
COUNCIL OFFICES  
70-90 STATION STREET,  
MULLUMBIMBY NSW 2482.  
PHONE 02 66267000  
FAX 02 66843018  
WEBSITE www.byron.nsw.gov.au

APPROVED ON BEHALF OF THE GENERAL MANAGER  
  
DATE 31.01.22  
DESIGNED A.D. 31.01.20  
DRAWN A.D. 31.01.20  
CHECKED K.W. 27.11.20  
HORIZONTAL DATUM ARBITRARY  
VERTICAL DATUM AHD

PROJECT:  
The Pocket Road, The Pocket  
Stage 2 Works (Ch.2,810 - 3,690)  
PLAN TITLE:  
Road works and drainage plan  
sheet 2 of 11

PROJECT NUMBER:  
2745  
DRAWING NUMBER  
2745-05  
ISSUE  
1





ROAD WORKS AND DRAINAGE PLAN  
SCALE 1:250 (A3)

LINE MARKING LEGEND

NOT TO SCALE

S1 DIVIDING LINE	3m 9m 3m 9m 3m 9m 3m 9m	100 WHITE
BB DIVIDING BARRIER LINE	100 100 100	WHITE
E1 EDGE LINE	150	WHITE

RRPMs - REFER RMS DELINEATION SECTION 15  
RRPMs TO BE SPACED AT 12m INTERVALS ALONG BB DIVIDING BARRIER LINE.  
NOT REQUIRED FOR DURATION OF S1 DIVIDING LINE

GUIDE POSTS - REFER RMS DELINEATION SECTION 16

CH0 TO CH100 - GUIDE POSTS TO BE SPACED AT 150m INTERVALS  
CH100 TO CH210 - 15m SPACING OUTSIDE OF CURVE, 30m SPACING INSIDE OF CURVE  
CH210 TO CH750 - 150m SPACING  
CH750 TO CH800 - 6m SPACING OUTSIDE CURVE (INCLUDING GUARDRAIL), 12m SPACING INSIDE OF CURVE  
CH800 TO CH 900 - 150m SPACING

LEGEND - PROPOSED

	PROPOSED PAVEMENT RECONSTRUCTION
	PROPOSED LINEMARK
	PROPOSED TABLE DRAIN
	PROPOSED EXTENT OF CUT/FILL BATTER
	PROPOSED RELOCATED FENCE
	DESIGN MAJOR CONTOUR
	DESIGN MINOR CONTOUR
	PROPOSED DRAINAGE PIPE, HEADWALL & SCOUR PROTECTION

LEGEND - EXISTING

	PROPERTY BOUNDARY
	EXISTING EDGE OF BITUMEN
	EXISTING ROAD SHOULDER
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND TELSTRA
	EXISTING UNDERGROUND OPTIC FIBRE
	EXISTING DRAINAGE PIPE
	EXISTING BANK BOTTOM
	EXISTING BANK TOP
	EXISTING FENCE

62

PROPERTY STREET NUMBER

11/1200712

PROPERTY LOT AND DP



EXISTING TREE TO REMAIN



EXISTING TELECOMMUNICATIONS PIT



EXISTING TELECOMMUNICATIONS MARKER POST



EXISTING POWER / TELECOMMUNICATIONS POLE



EXISTING STAY WIRE



EXISTING SIGNAGE



EXISTING BOUNDARY REFERENCE MARK

CONSTRUCTION  
FOR CONSTRUCTION

1	CONSTRUCTION ISSUE	A.D.	K.W.	03.02.22
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

ACAD FILE No: C:\Users\ladjoyle\WFH-Jan 2022\2745-Pocket\DWG\PRELIMINARY\2745\_POCKET ROAD STAGE 2\_BASE.dwg

SCALE: A1 SHEET 1:125, A3 SHEET 1:250



INFRASTRUCTURE SERVICES

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VERTICAL DATUM	AHD	

PROJECT:  
The Pocket Road, The Pocket  
Stage 2 Works (Ch.2,810 - 3,690)

PLAN TITLE:  
Road works and drainage plan  
sheet 4 of 11

PROJECT NUMBER:

2745

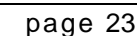
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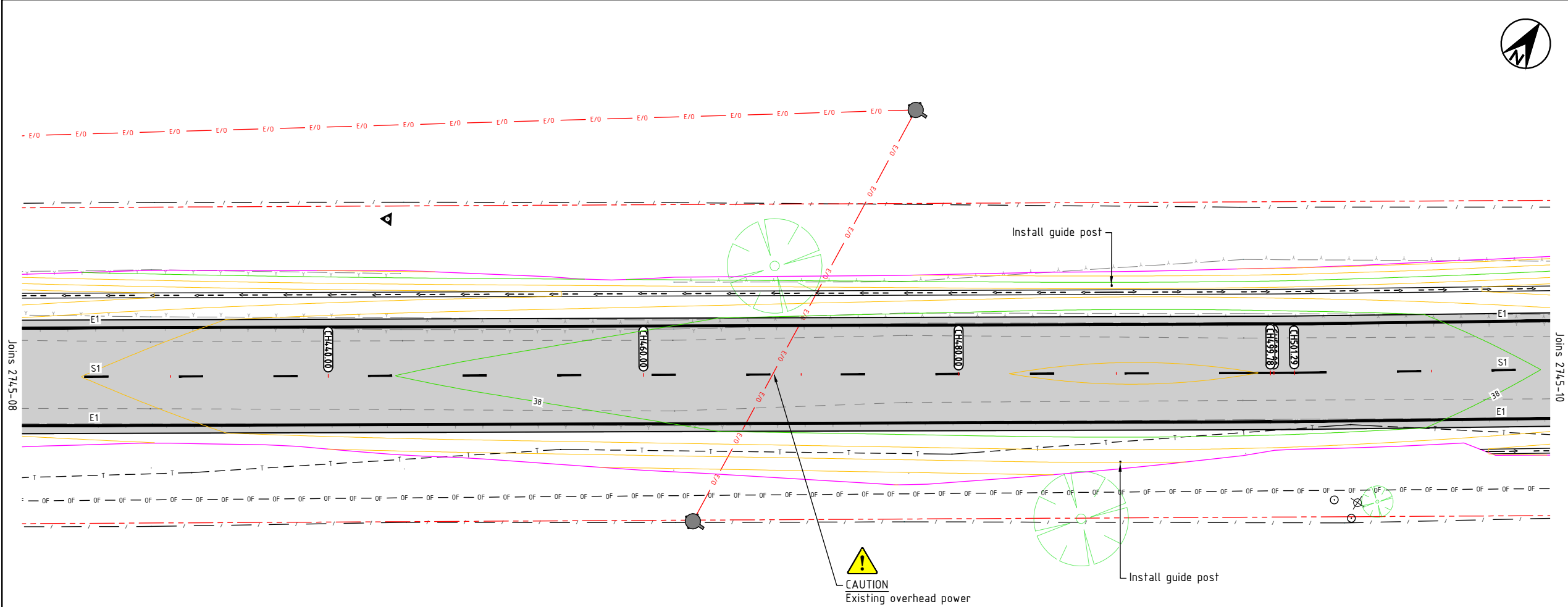
2745-07

ISSUE

1







ROAD WORKS AND DRAINAGE PLAN  
SCALE 1:250 (A3)

**LINE MARKING LEGEND**  
NOT TO SCALE

S1 DIVIDING LINE		100	WHITE
BB DIVIDING BARRIER LINE		100	WHITE
E1 EDGE LINE		150	WHITE

RRPMs - REFER RMS DELINEATION SECTION 15  
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CH0 TO CH100 - GUIDE POSTS TO BE SPACED AT 150m INTERVALS  
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CH210 TO CH750 - 150m SPACING  
CH750 TO CH800 - 6m SPACING OUTSIDE CURVE (INCLUDING GUARDRAIL), 12m SPACING INSIDE OF CURVE  
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**LEGEND - PROPOSED**

	PROPOSED PAVEMENT RECONSTRUCTION
	PROPOSED LINEMARK
	PROPOSED TABLE DRAIN
	PROPOSED EXTENT OF CUT/FILL BATTER
	PROPOSED RELOCATED FENCE
	DESIGN MAJOR CONTOUR
	DESIGN MINOR CONTOUR
	PROPOSED DRAINAGE PIPE, HEADWALL & SCOUR PROTECTION

**LEGEND - EXISTING**

	PROPERTY BOUNDARY
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	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND TELSTRA
	EXISTING UNDERGROUND OPTIC FIBRE
	EXISTING DRAINAGE PIPE
	EXISTING BANK BOTTOM
	EXISTING BANK TOP
	EXISTING FENCE

**62**  
11/1200712

	EXISTING TREE TO REMAIN
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	EXISTING TELECOMMUNICATIONS MARKER POST
	EXISTING POWER / TELECOMMUNICATIONS POLE
	EXISTING STAY WIRE
	EXISTING SIGNAGE
	EXISTING BOUNDARY REFERENCE MARK

**CONSTRUCTION FOR CONSTRUCTION**

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ACAD FILE No: C:\Users\ladjoyle\WFH-Jan 2022\2745-Pocket\DWG\PRELIMINARY\2745\_POCKET ROAD STAGE 2\_BASE.dwg

SCALE: A1 SHEET 1:125, A3 SHEET 1:250

0 2.5 5 7.5 10 12.5m

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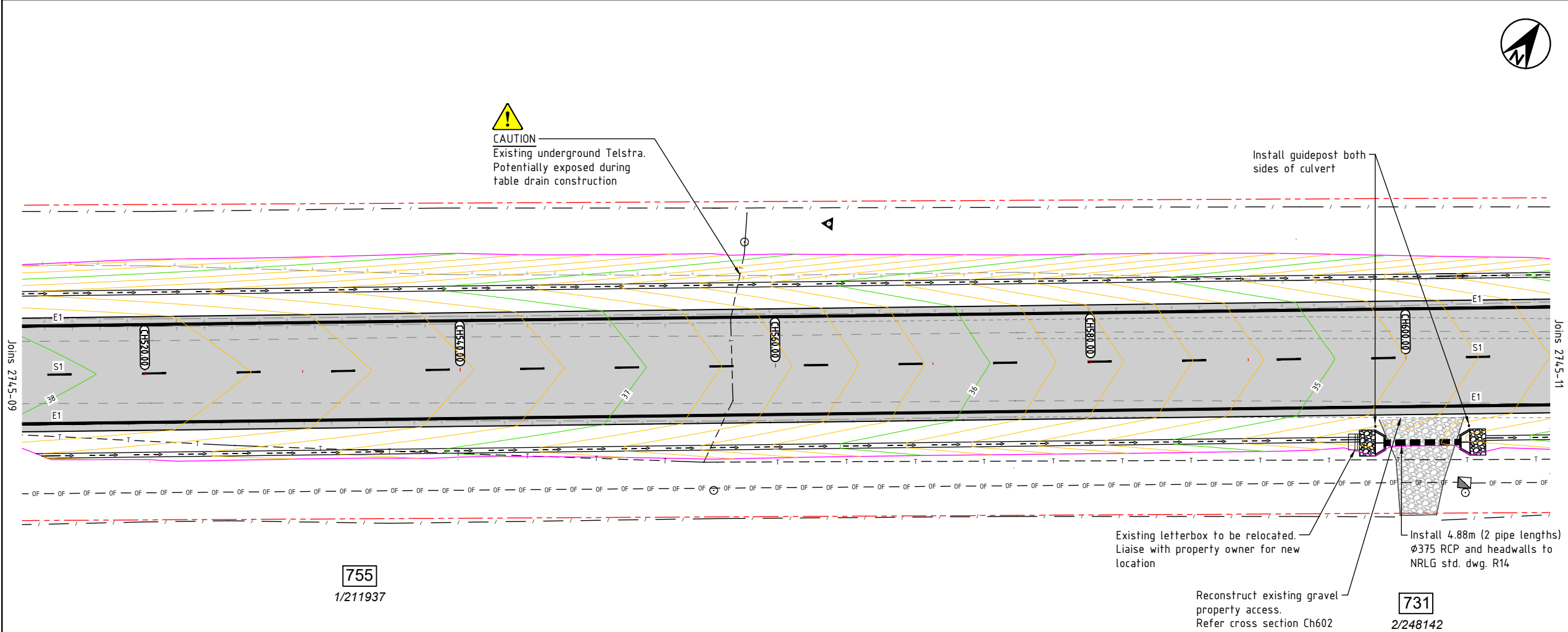
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HORIZONTAL DATUM	ARBITRARY	
VERTICAL DATUM	AHD	

PROJECT: **The Pocket Road, The Pocket Stage 2 Works (Ch.2,810 - 3,690)**

PLAN TITLE: **Road works and drainage plan sheet 6 of 11**

PROJECT NUMBER: **2745**

DRAWING NUMBER	ISSUE
<b>2745-09</b>	<b>1</b>



ROAD WORKS AND DRAINAGE PLAN  
SCALE 1:250 (A3)

LINE MARKING LEGEND  
NOT TO SCALE

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CH750 TO CH800 - 6m SPACING OUTSIDE CURVE (INCLUDING GUARDRAIL), 12m SPACING INSIDE OF CURVE  
CH800 TO CH 900 - 150m SPACING

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	PROPOSED LINEMARK
	PROPOSED TABLE DRAIN
	PROPOSED EXTENT OF CUT/FILL BATTER
	PROPOSED RELOCATED FENCE
	DESIGN MAJOR CONTOUR
	DESIGN MINOR CONTOUR
	PROPOSED DRAINAGE PIPE, HEADWALL & SCOUR PROTECTION

LEGEND - EXISTING

	PROPERTY BOUNDARY
	EXISTING EDGE OF BITUMEN
	EXISTING ROAD SHOULDER
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND TELSTRA
	EXISTING UNDERGROUND OPTIC FIBRE
	EXISTING DRAINAGE PIPE
	EXISTING BANK BOTTOM
	EXISTING BANK TOP
	EXISTING FENCE

62

PROPERTY STREET NUMBER

11/1200712

PROPERTY LOT AND DP



EXISTING TREE TO REMAIN



EXISTING TELECOMMUNICATIONS PIT



EXISTING TELECOMMUNICATIONS MARKER POST



EXISTING POWER / TELECOMMUNICATIONS POLE



EXISTING STAY WIRE



EXISTING SIGNAGE



EXISTING BOUNDARY REFERENCE MARK

CONSTRUCTION  
FOR CONSTRUCTION

SCALE: A1 SHEET 1:125, A3 SHEET 1:250  
0 2.5 5 7.5 10 12.5m

INFRASTRUCTURE  
SERVICES

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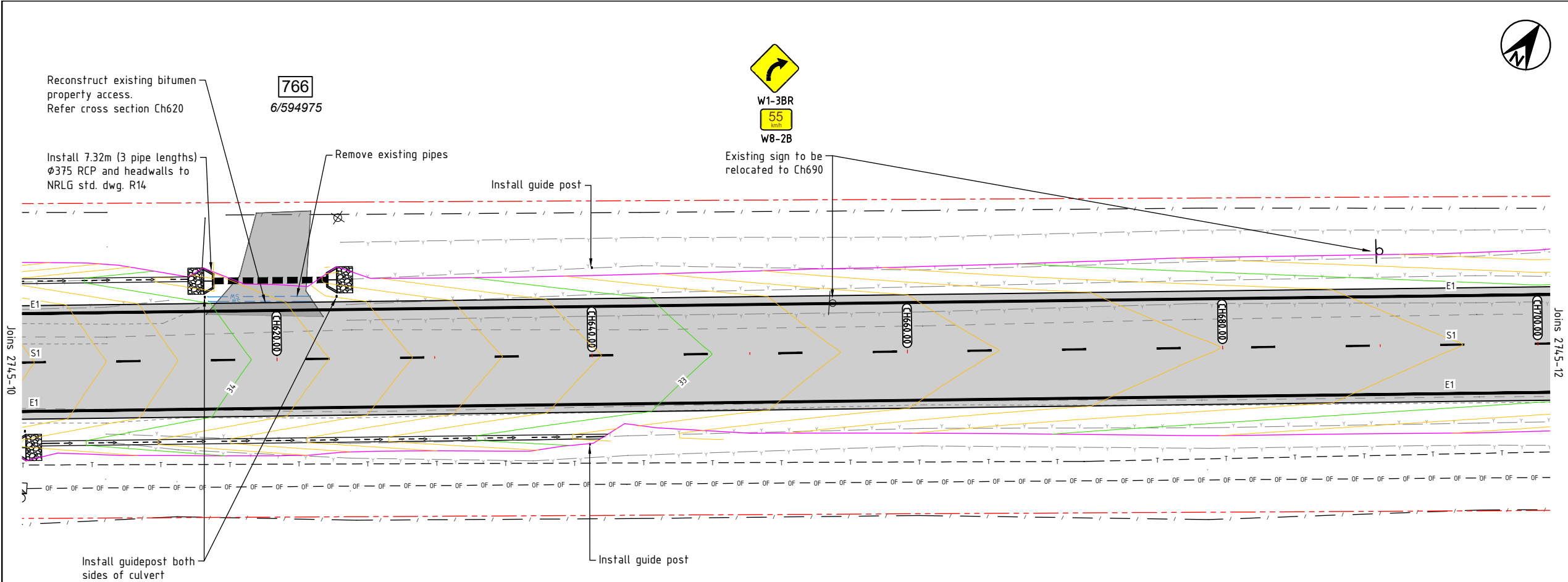
PROJECT:  
The Pocket Road, The Pocket  
Stage 2 Works (Ch.2,810 - 3,690)

PLAN TITLE:  
Road works and drainage plan  
sheet 7 of 11

PROJECT NUMBER:  
2745

DRAWING NUMBER  
2745-10  
ISSUE  
1

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ROAD WORKS AND DRAINAGE PLAN  
SCALE 1:250 (A3)

LINE MARKING LEGEND  
NOT TO SCALE

S1 DIVIDING LINE	3m 9m 3m 9m 3m 9m 3m	100	WHITE
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E1 EDGE LINE		150	WHITE

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CH750 TO CH800 - 6m SPACING OUTSIDE CURVE (INCLUDING GUARDRAIL), 12m SPACING INSIDE OF CURVE  
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LEGEND - PROPOSED

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	PROPOSED LINEMARK
	PROPOSED TABLE DRAIN
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	PROPOSED RELOCATED FENCE
	DESIGN MAJOR CONTOUR
	DESIGN MINOR CONTOUR
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LEGEND - EXISTING

	PROPERTY BOUNDARY
	EXISTING EDGE OF BITUMEN
	EXISTING ROAD SHOULDER
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND TELSTRA
	EXISTING UNDERGROUND OPTIC FIBRE
	EXISTING DRAINAGE PIPE
	EXISTING BANK BOTTOM
	EXISTING BANK TOP
	EXISTING FENCE

62

11/1200712



PROPERTY STREET NUMBER

PROPERTY LOT AND DP

EXISTING TREE TO REMAIN

EXISTING TELECOMMUNICATIONS PIT

EXISTING TELECOMMUNICATIONS MARKER POST

EXISTING POWER / TELECOMMUNICATIONS POLE

EXISTING STAY WIRE

EXISTING SIGNAGE

EXISTING BOUNDARY REFERENCE MARK

CONSTRUCTION  
FOR CONSTRUCTION

SCALE: A1 SHEET 1:125, A3 SHEET 1:250  
0 2.5 5 7.5 10 12.5m

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PROJECT:  
The Pocket Road, The Pocket  
Stage 2 Works (Ch.2,810 - 3,690)

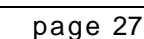
PLAN TITLE:  
Road works and drainage plan  
sheet 8 of 11

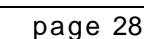
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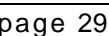
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ISSUE  
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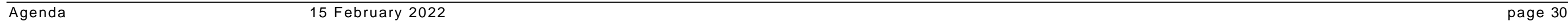
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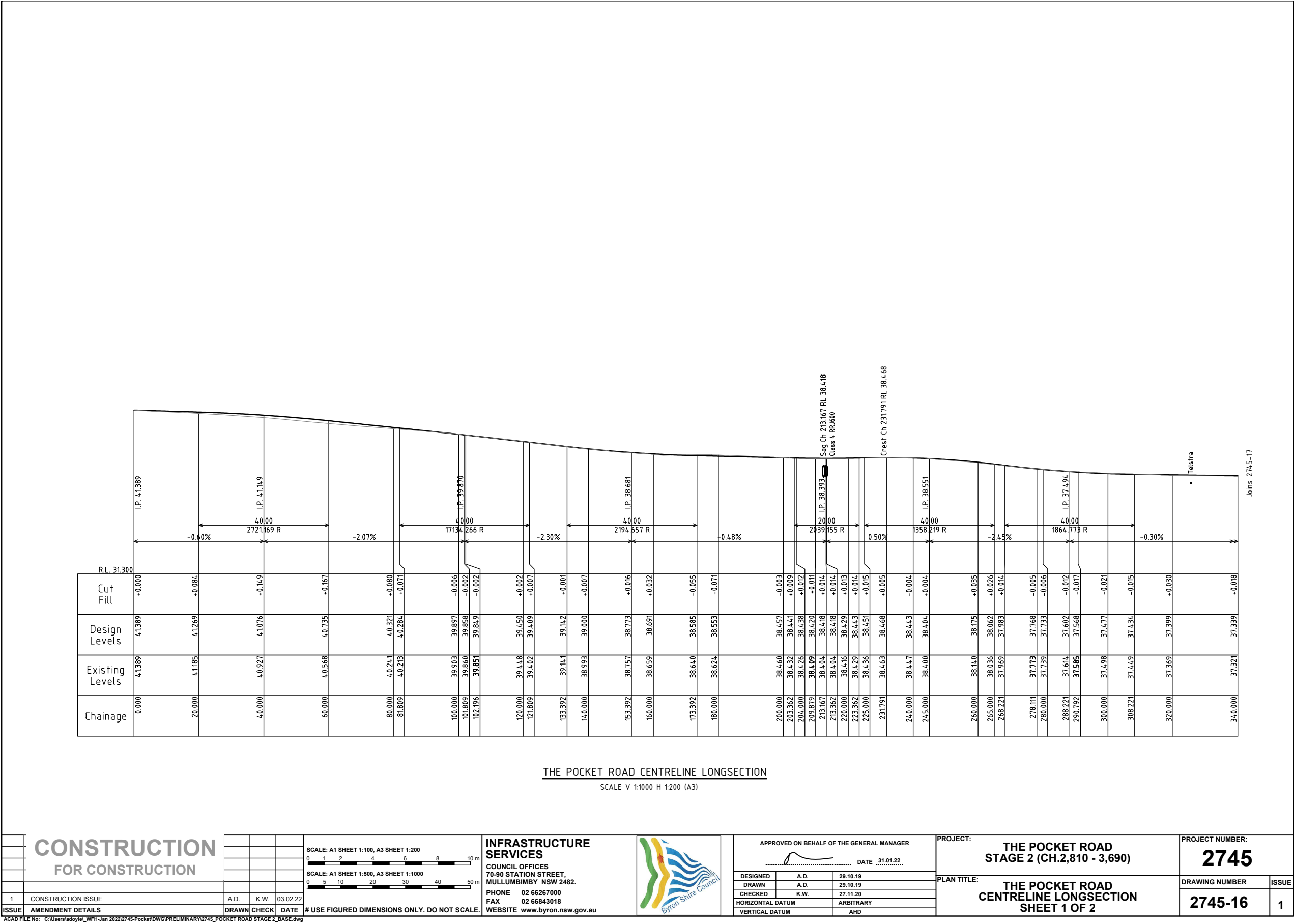




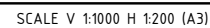




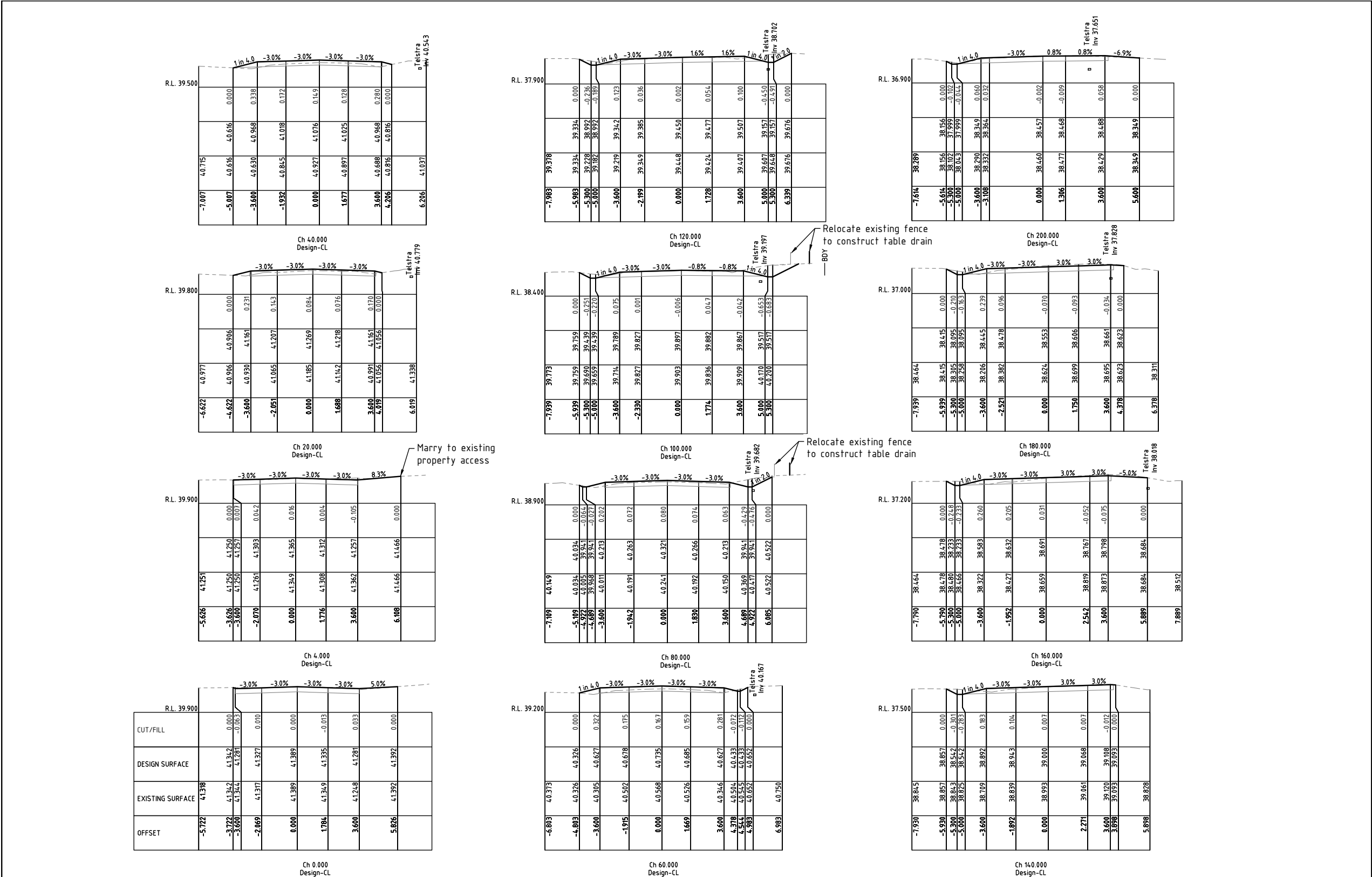








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CONSTRUCTION  
FOR CONSTRUCTION

1  
CONSTRUCTION ISSUE

ISSUE  
AMENDMENT DETAILS

SCALE: A1 SHEET 1:100, A3 SHEET 1:200

0 1 2 4 6 8 10 m

INFRASTRUCTURE  
SERVICES

COUNCIL OFFICES  
70-90 STATION STREET,  
MULLUMBIMBY NSW 2482.

PHONE 02 66267000  
FAX 02 66843018  
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APPROVED ON BEHALF OF THE GENERAL MANAGER

DESIGNED A.D. 28.10.19  
DRAWN A.D. 28.10.19  
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HORIZONTAL DATUM ARBITRARY  
VERTICAL DATUM AHD

DATE 31.01.22

PROJECT:  
THE POCKET ROAD  
STAGE 2 (CH.2,810 - 3,690)

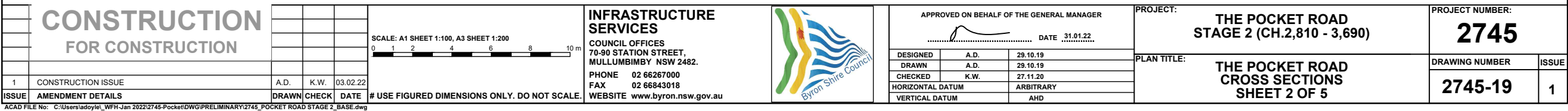
PLAN TITLE:  
THE POCKET ROAD  
CROSS SECTIONS  
SHEET 1 OF 5

PROJECT NUMBER:  
2745

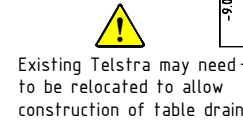
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ISSUE  
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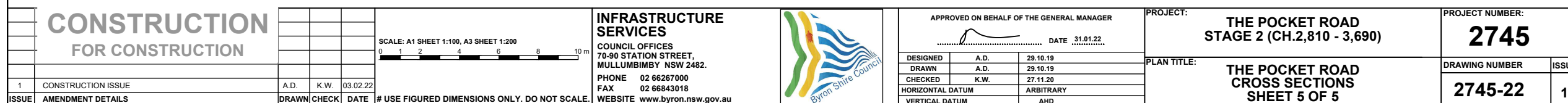






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EROSION AND SEDIMENT CONTROL PLANS

PROGRESSIVE REVISED PLAN TO BE DEVELOPED AND IMPLEMENTED BY SITE SUPERVISOR IN ACCORDANCE WITH PRINCIPLES AND STANDARD SITE CONTROL MEASURES

MINIMISE EXTENT AND DURATION OF DISTURBANCE

- CONSTRUCTION WORKS TO BE MANAGED SUCH THAT AREAS OUTSIDE SCOPE OF WORKS REMAIN UNDISTURBED WHERE POSSIBLE.
- MINIMISE EXTENT OF DISTURBANCE WITHIN CONSTRUCTION SITE AT ANY ONE TIME BY STAGING THE WORKS (E.G. RIP EXISTING BITUMEN AND TRENCH IN SECTIONS, MOVING ON TO NEW SECTIONS FOLLOWING COMPLETION OF PREVIOUS STAGE).
- MINIMISE DISTURBANCE OF VEGETATION ALONG THE ROAD VERGE WITH SPECIAL EMPHASIS ON MANAGEMENT OF CONSTRUCTION ACTIVITIES ADJACENT TO WATERCOURSES (E.G. MAINTAIN GRASSY BUFFER WHERE POSSIBLE).
- MINIMISE DISTURBANCE TO GROUND COVER ADJACENT TO TRENCH.

CONTROL STORMWATER FLOWS ONTO, THROUGH AND FROM THE SITE

- SEPARATE 'CLEAN' RUN-ON WATER FROM 'DIRTY' (E.G. TURBID) CONSTRUCTION AREA RUNOFF.

USE EROSION CONTROL MEASURES TO PREVENT ON-SITE DAMAGE

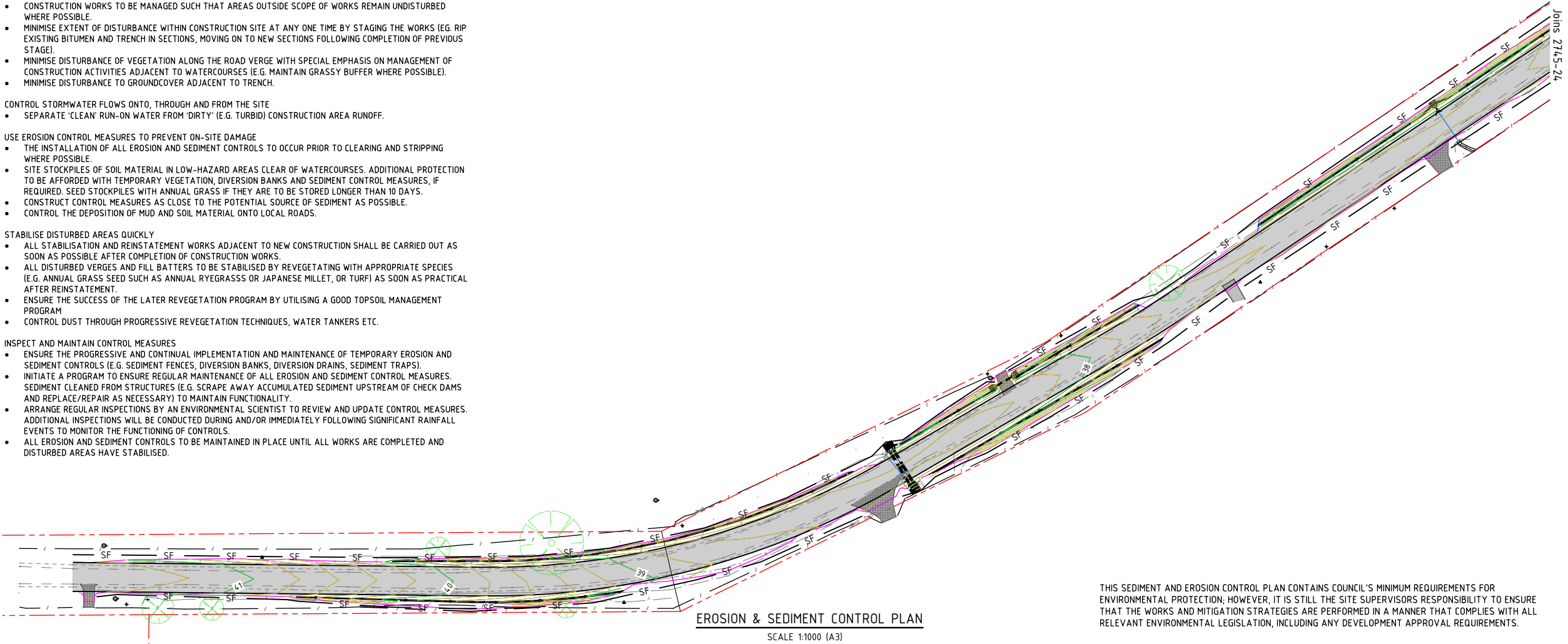
- THE INSTALLATION OF ALL EROSION AND SEDIMENT CONTROLS TO OCCUR PRIOR TO CLEARING AND STRIPPING WHERE POSSIBLE.
- SITE STOCKPILES OF SOIL MATERIAL IN LOW-HAZARD AREAS CLEAR OF WATERCOURSES. ADDITIONAL PROTECTION TO BE AFFORDED WITH TEMPORARY VEGETATION, DIVERSION BANKS AND SEDIMENT CONTROL MEASURES, IF REQUIRED. SEED STOCKPILES WITH ANNUAL GRASS IF THEY ARE TO BE STORED LONGER THAN 10 DAYS.
- CONSTRUCT CONTROL MEASURES AS CLOSE TO THE POTENTIAL SOURCE OF SEDIMENT AS POSSIBLE.
- CONTROL THE DEPOSITION OF MUD AND SOIL MATERIAL ONTO LOCAL ROADS.

STABILISE DISTURBED AREAS QUICKLY

- ALL STABILISATION AND REINSTATEMENT WORKS ADJACENT TO NEW CONSTRUCTION SHALL BE CARRIED OUT AS SOON AS POSSIBLE AFTER COMPLETION OF CONSTRUCTION WORKS.
- ALL DISTURBED VERGES AND FILL BATTERS TO BE STABILISED BY REVEGETATING WITH APPROPRIATE SPECIES (E.G. ANNUAL GRASS SEED SUCH AS ANNUAL RYEGRASS OR JAPANESE MILLET, OR TURF) AS SOON AS PRACTICAL AFTER REINSTATEMENT.
- ENSURE THE SUCCESS OF THE LATER REVEGETATION PROGRAM BY UTILISING A GOOD TOPSOIL MANAGEMENT PROGRAM
- CONTROL DUST THROUGH PROGRESSIVE REVEGETATION TECHNIQUES, WATER TANKERS ETC.

INSPECT AND MAINTAIN CONTROL MEASURES

- ENSURE THE PROGRESSIVE AND CONTINUAL IMPLEMENTATION AND MAINTENANCE OF TEMPORARY EROSION AND SEDIMENT CONTROLS (E.G. SEDIMENT FENCES, DIVERSION BANKS, DIVERSION DRAINS, SEDIMENT TRAPS).
- INITIATE A PROGRAM TO ENSURE REGULAR MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES. SEDIMENT CLEANED FROM STRUCTURES (E.G. SCRAPE AWAY ACCUMULATED SEDIMENT UPSTREAM OF CHECK DAMS AND REPLACE/REPAIR AS NECESSARY) TO MAINTAIN FUNCTIONALITY.
- ARRANGE REGULAR INSPECTIONS BY AN ENVIRONMENTAL SCIENTIST TO REVIEW AND UPDATE CONTROL MEASURES. ADDITIONAL INSPECTIONS WILL BE CONDUCTED DURING AND/OR IMMEDIATELY FOLLOWING SIGNIFICANT RAINFALL EVENTS TO MONITOR THE FUNCTIONING OF CONTROLS.
- ALL EROSION AND SEDIMENT CONTROLS TO BE MAINTAINED IN PLACE UNTIL ALL WORKS ARE COMPLETED AND DISTURBED AREAS HAVE STABILISED.



THIS SEDIMENT AND EROSION CONTROL PLAN CONTAINS COUNCIL'S MINIMUM REQUIREMENTS FOR ENVIRONMENTAL PROTECTION; HOWEVER, IT IS STILL THE SITE SUPERVISORS RESPONSIBILITY TO ENSURE THAT THE WORKS AND MITIGATION STRATEGIES ARE PERFORMED IN A MANNER THAT COMPLIES WITH ALL RELEVANT ENVIRONMENTAL LEGISLATION, INCLUDING ANY DEVELOPMENT APPROVAL REQUIREMENTS.

LEGEND - PROPOSED

- PROPOSED PAVEMENT RECONSTRUCTION
- PROPOSED SEDIMENT FENCE
- PROPOSED TABLE DRAIN
- PROPOSED EXTENT OF CUT/FILL BATTER
- DESIGN MAJOR CONTOUR
- DESIGN MINOR CONTOUR
- PROPOSED DRAINAGE PIPE, HEADWALL & SCOUR PROTECTION

LEGEND - EXISTING

- PROPERTY BOUNDARY
- EXISTING EDGE OF BITUMEN
- EXISTING ROAD SHOULDER
- EXISTING OVERHEAD POWER
- EXISTING UNDERGROUND COMMS
- EXISTING BANK BOTTOM
- EXISTING BANK TOP
- EXISTING FENCE

62

PROPERTY STREET NUMBER

11/1200712

PROPERTY LOT AND DP



EXISTING TREE TO REMAIN



EXISTING TELECOMMUNICATIONS PIT



EXISTING TELECOMMUNICATIONS MARKER POST



EXISTING POWER / TELECOMMUNICATIONS POLE



EXISTING STAY WIRE



EXISTING SIGNAGE

CONSTRUCTION  
FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
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SCALE: A1 SHEET 1:500, A3 SHEET 1:1000



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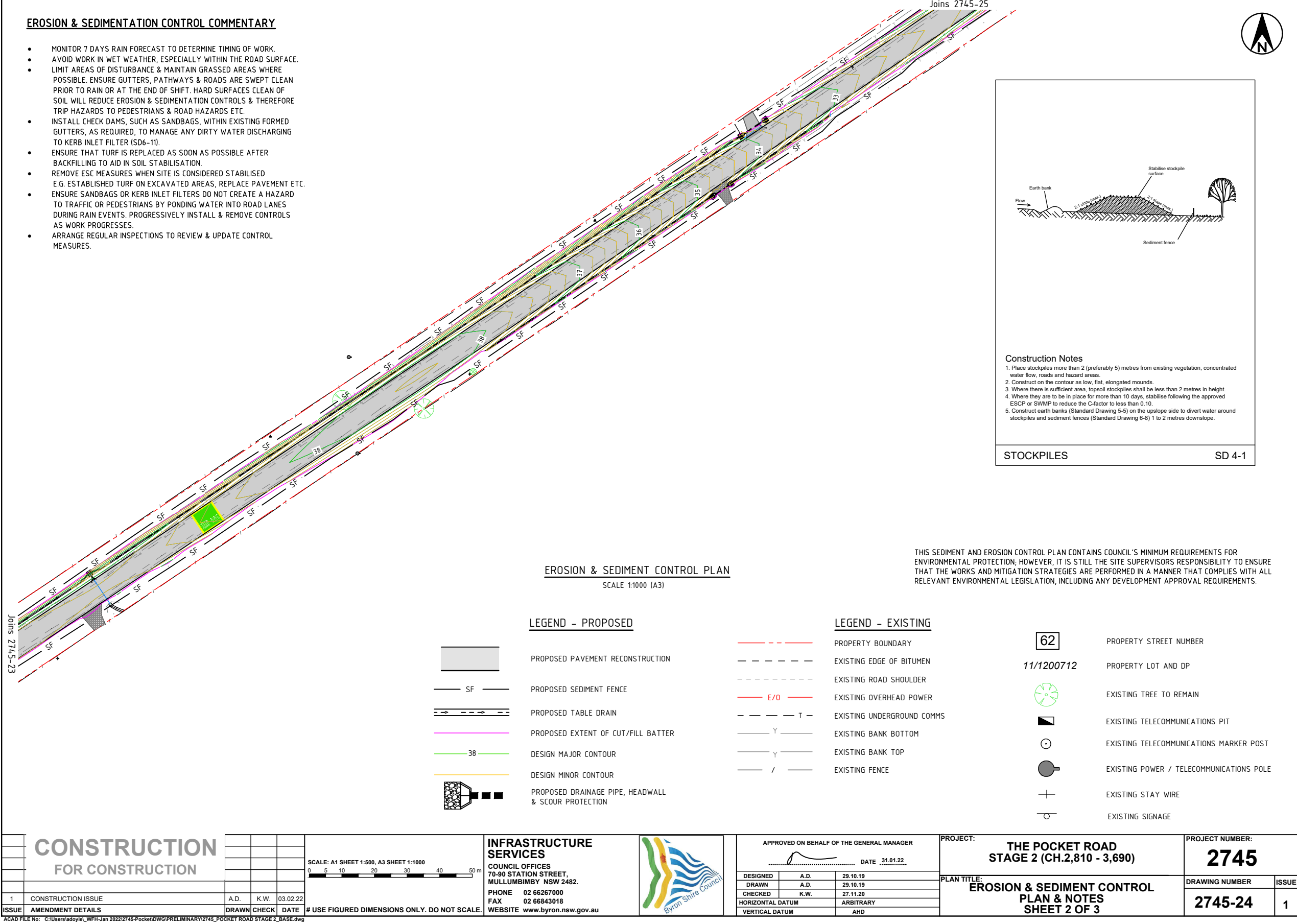
PROJECT:  
THE POCKET ROAD  
STAGE 2 (CH.2,810 - 3,690)

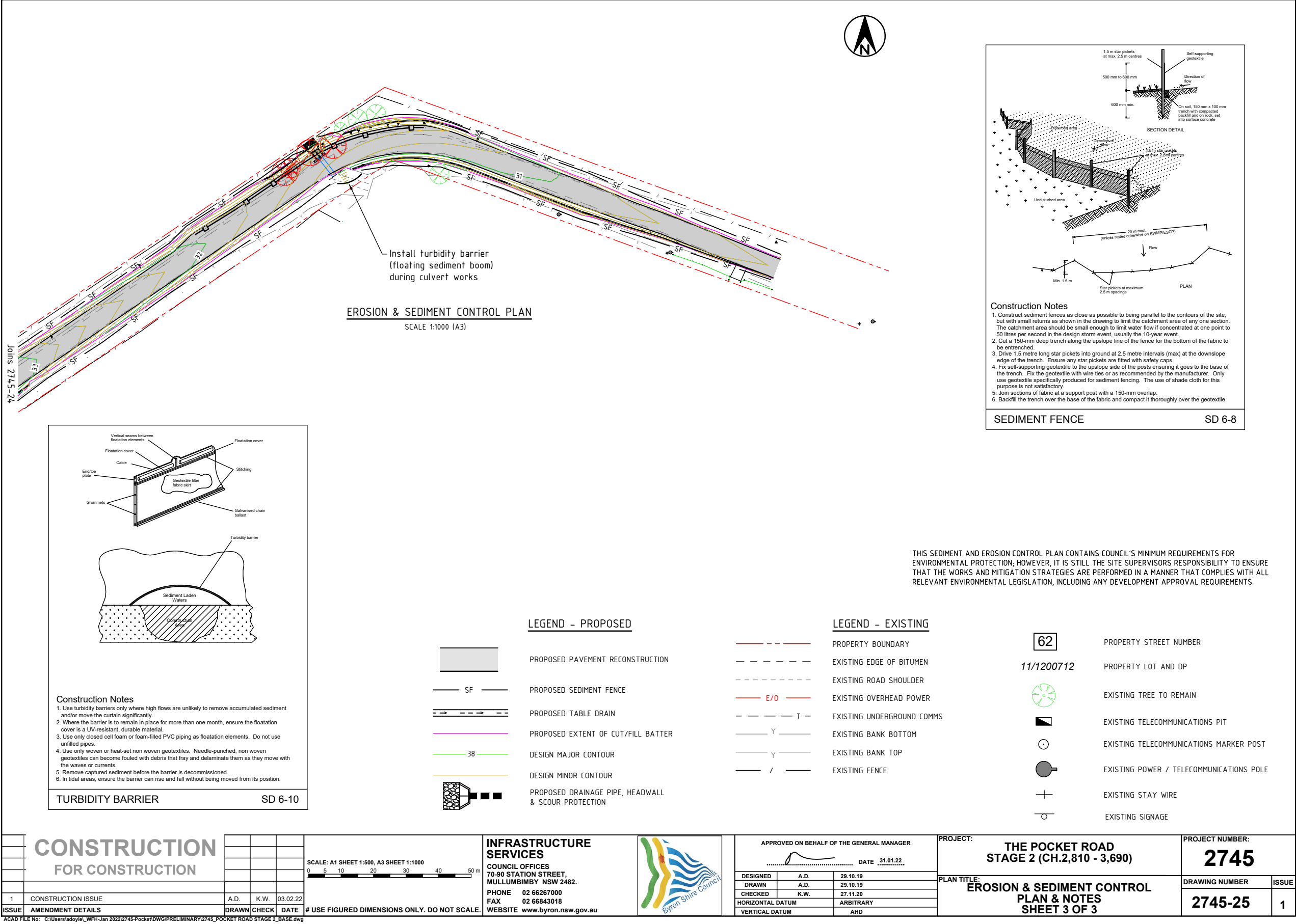
PLAN TITLE:  
EROSION & SEDIMENT CONTROL  
PLAN & NOTES  
SHEET 1 OF 3

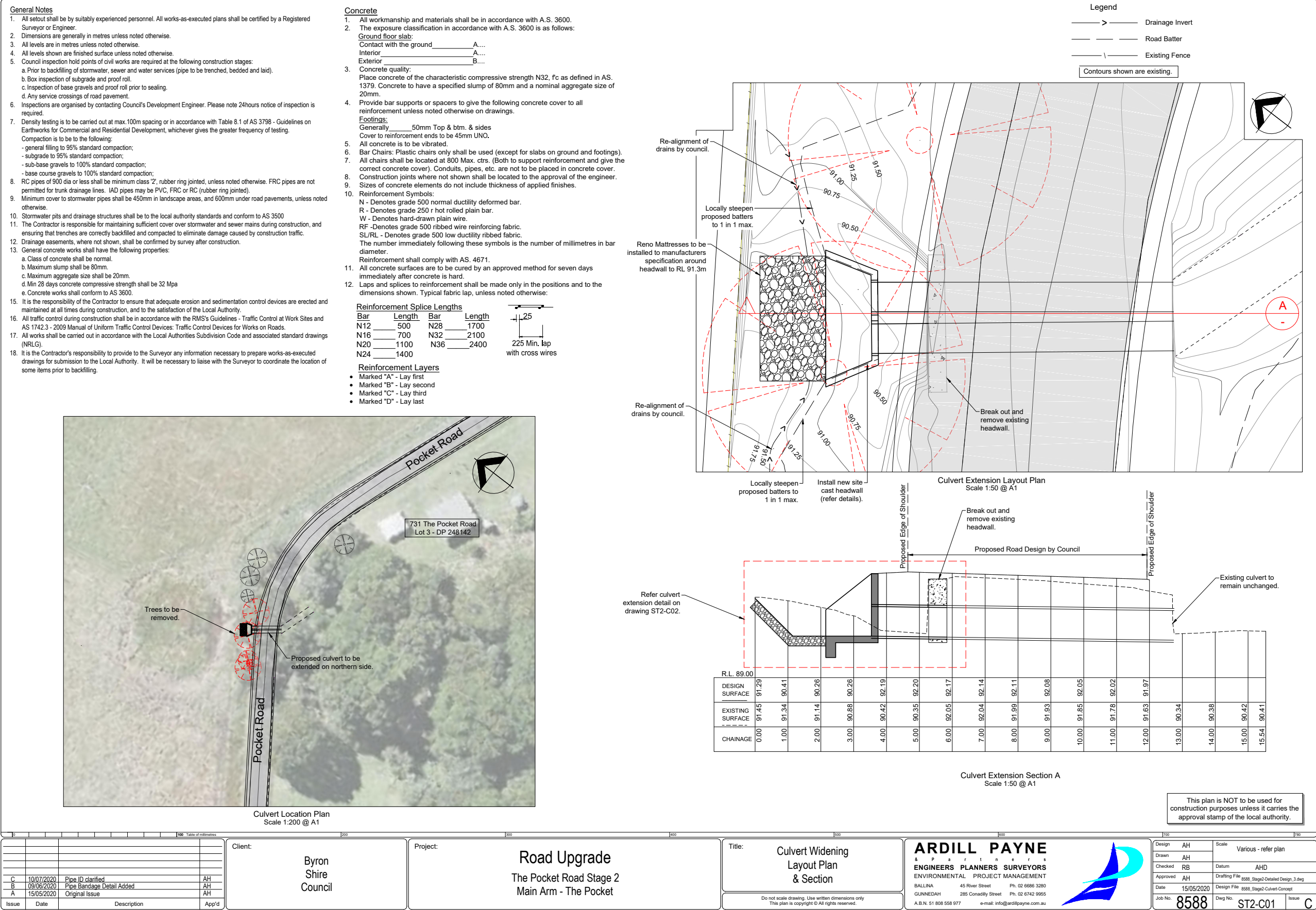
PROJECT NUMBER:  
2745

DRAWING NUMBER	ISSUE
2745-23	1

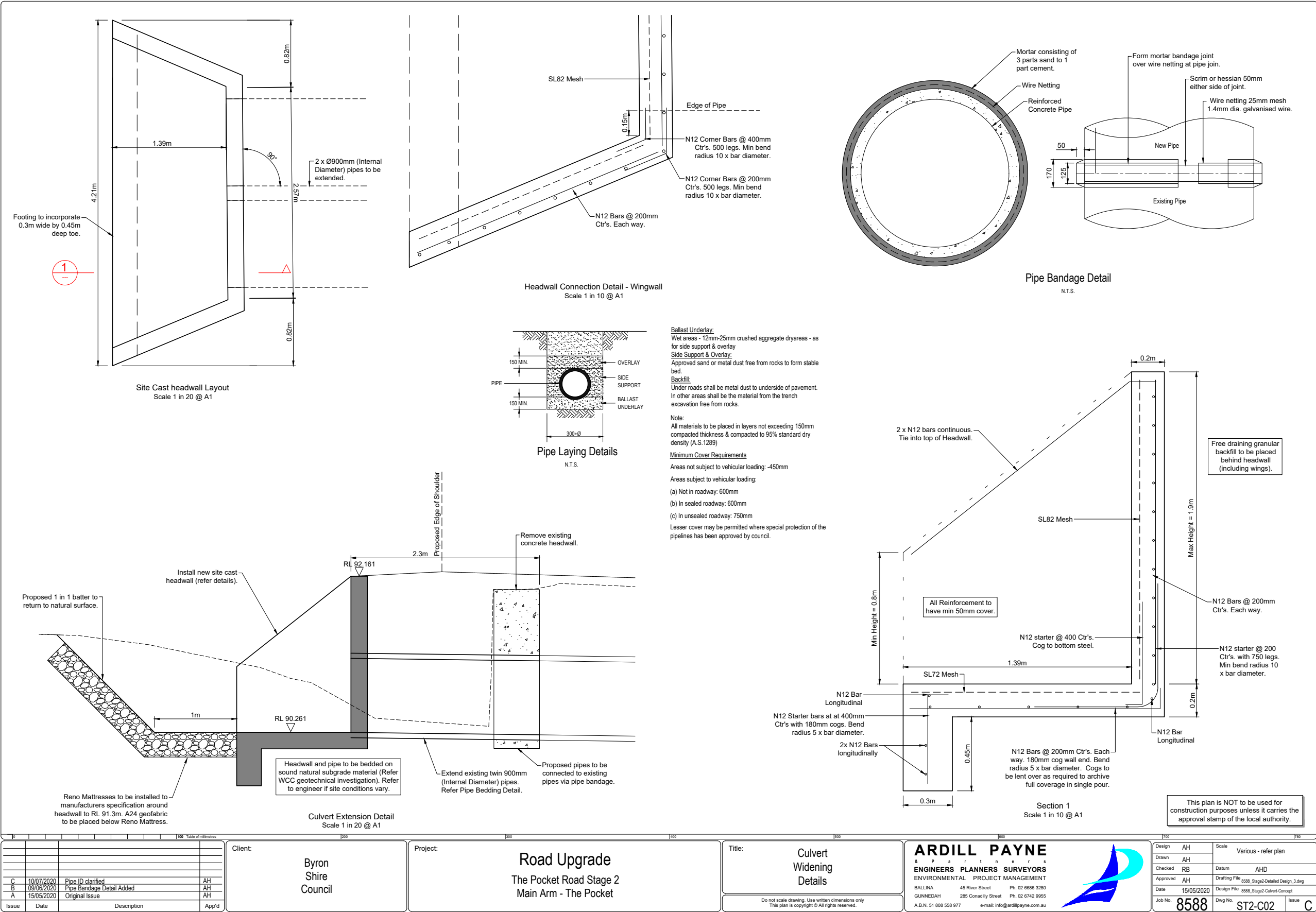














## Report No. 6.7 2022 Splendour in the Grass Music Festival

File No: I2022/65

### SUMMARY

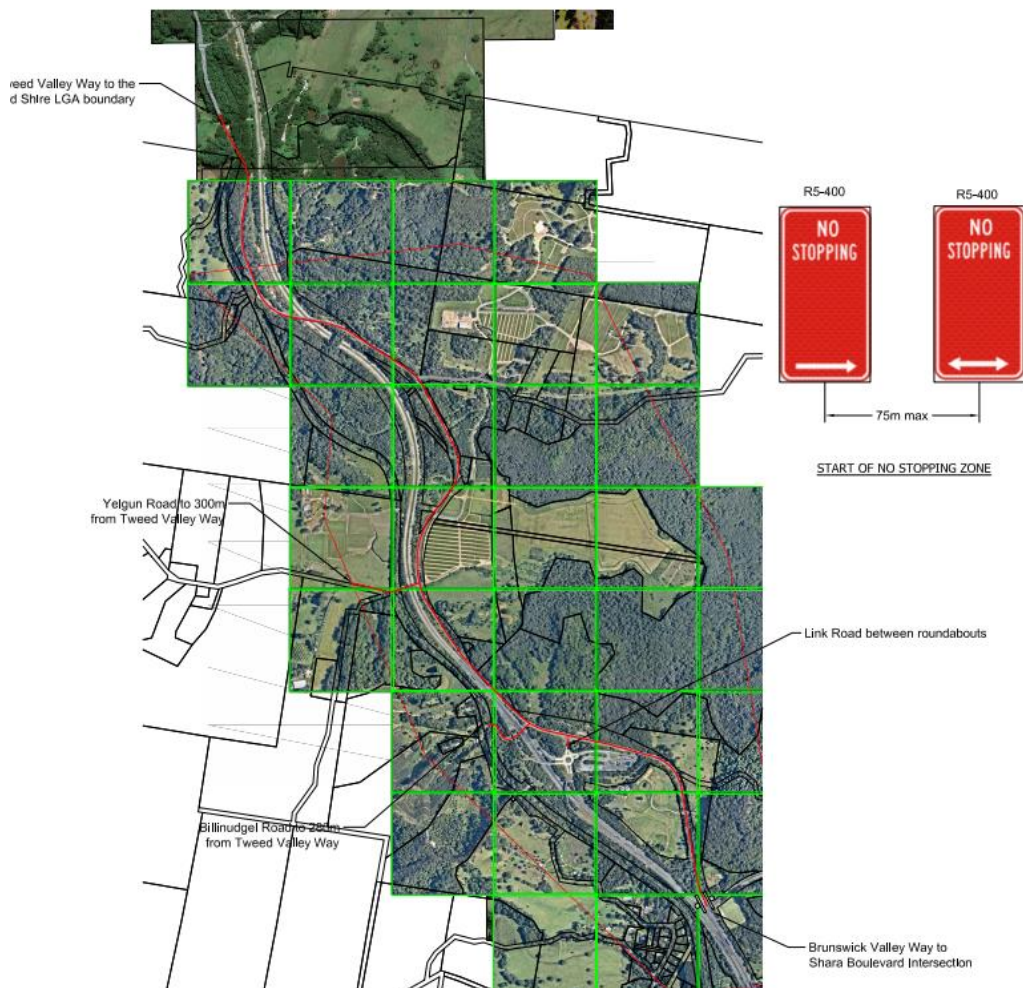
- 5 Consent condition D29 (b) for Splendour in the Grass requires the event to submit a Traffic Control Plan (TCP or now named TGS) to Council's LTC for endorsement:
- D29. At least two months prior to any medium or large event, the Applicant must prepare a Traffic Control Plan (TCP) for the development. The Plan must:*
- 10 *a) be prepared by a suitably qualified and TfNSW accredited Work Site Traffic Inspection;*
  - b) be submitted to the Byron and Tweed Local Traffic Committees for endorsement and submitted to BSC and TSC for approval on road under their control;*
  - c) be designed in accordance with the requirements of the TfNSW's Manual, Traffic Control and Work Site Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads';*
  - 15 *d) include details on reduced speed zones and special event clearways and signage to prohibit parking in the surrounding road network and in the Yelgun rest area;*
  - e) include a Traffic Incident Management Plan that details a range of approved contingency measures capable of avoiding significant impacts on the level of service. The contingency plan must be fully documented and include emergency contact names and*
  - 20 *phone numbers; and*
  - f) be designed to achieve the traffic key performance indicators under Condition D16.*
- Following approval of the TCP, a copy of the TCP must be submitted to TfNSW and Planning Secretary.*
- 25 Council has received a TGS (formerly TCP) for Splendour in the Grass (SITG) 2022 to be implemented between the 15th to 27th July 2022 (Refer to Attachment 2). The actual event being held on the 22<sup>nd</sup> – 24<sup>th</sup> July.
- It is noted that TCP's are typically not endorsed by LTC. Instead it is typically recommended that
- 30 Council condition a TCP be developed by a suitably qualified person. In contrast TMP's are typically reviewed and endorsed by the LTC. However, as seen in the condition consent D27 below the TMP is to be approved by the Planning Secretary of the Independent Planning Commission.
- 35 *D27. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:*
- a) be prepared by a suitably qualified and experienced person(s);*
  - b) be prepared in consultation with BSC, TSC and TfNSW;*
  - 40 *c) detail the measures to be implemented to ensure road safety and network efficiency, including:*
    - i. ensuring no queuing on Tweed Valley Way and Yelgun Interchange off-ramps;*
    - ii. details of traffic diversion strategies;*
    - iii. ensuring Gate A is only used by trucks or other heavy vehicles (including buses) on the event days and shoulder days associated with large and medium events;*
    - 45 *and*
    - iv. ensuring local traffic movements, including residents of Jones Road and Yelgun Road, are given priority and can access their properties;*
  - d) include demand management strategies to reduce private car use while promoting alternatives foTfNSW of transport; and*

e) contain a Traffic Monitoring Program to monitor the impact of increased traffic generation on the amenity of the area and the effectiveness of the traffic management measures implemented, including but not limited to:

- i. data collection of vehicle arrival and departure times, occupancy rates and directions of travel for staff, campers and day patrons;
- ii. patronage of bus services, including bus occupancy rates, arrival and departure times
- iii. modal share by vehicle type, including comparison with the modal share as described in the EIS and RTS;
- iv. queues monitoring, background travel counts on the Pacific Highway and Tweed Valley Way and vehicle volumes on the Yelgun Interchange; and
- v. procedures and protocols for monitoring, including frequency.

### OFFICER RECOMMENDATION

That Council note the Traffic Control Plans for Splendour in the Grass to be held 22 to 24 July 2022.



### BACKGROUND

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.7

The 2020 and 2021 events were cancelled due to covid19. No concerns were raised after the 2019 event and no changes have been made for this year's event in regard to the TMP and TGS.

5 Note, the splendour webpage makes no reference to use drop off/pick up at Mullumbimby leagues club, with a free shuttle bus to the event., this was used in the 2019 event without approval.

The applicant also proposes to continue the use of the temporary bus stop pick up / drop off at Brunswick Heads War Memorial on the corner of Fawcett St and Mona Lane.

### 10 KEY ISSUES

1. Congestion caused by the event may directly affect a TfNSW controlled asset – Pacific Highway. Applicant to provide confirmation that the 2019 event met the K.P.I's as set out in condition D16 as part of the S138 application.

15

### COUNCIL IMPLICATIONS

#### ▪ **Budget/Financial**

20 The event organisers are required to pay for the relevant S138 application fees as per the Fees & Charges 2021.

#### ▪ **Asset Management**

Not applicable.

#### 25 ▪ **Policy or Regulation**

Speed Limit (as required) ROAD WORK (R4-212) - Delegated to council for authorisation in conjunction with NSW Road Rules 21 and AS 1742.4 (Speed Controls) Clause 3.1.2, AS 1742.3 (Roadworks).

#### 30 ▪ **Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including the following recommendations:

1. Advertising the impact of the event in the local newspaper and on the Council website.
2. Informing community and business that are directly impacted.
3. Liaising with bus and taxi operators.
4. Consulting with emergency services.

35

### RECOMMENDATION:

1. That Council note the Traffic Guidance Schemes for the 2022 Splendour in the Grass to be held between 22<sup>nd</sup>-24<sup>th</sup> July, 2022. This includes:

a) The installation and enforcement of No Stopping signs every 75m on:-

i) Tweed Valley Way through to the shire boundary in the north;

ii) Brunswick Valley Way from Shara Blvd intersection in the south through to Tweed Valley Way intersection;

iii) Yelgun Road, from Tweed Valley Way and extending for 300m;

iv) Billinudgel Rd from Tweed Valley Way and extending for 280m.

b) An alternate temporary pick up and drop off Bus Zone (with associated signage and works) on the northern side of Fawcett St, between Mona Lane and the War Memorial, Brunswick Heads.

2. That the event organisers are to undertake the following:

a) Separate approvals by NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;

b) The Traffic Management Plan and Traffic Guidance Schemes be implemented by those with appropriate accreditation;

c) That the impact of the event be advertised via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.

d) The event be notified on Council's webpage with event details supplied to Council by the event organiser.

3. That the event organiser:

i) undertake consultation with community and affected businesses including adequate response/action to any raised concerns.

ii) undertake consultation with emergency services and address any identified issues/concerns.

iii) holds \$20m public liability insurance cover which is valid for the event.



iv) pay Council's Road Event Application Fee prior to the event.

v) undertake an event debrief within one month following the festival which includes but is not limited to Council, TfNSW and Police representatives.

*Report writer: Have you mentioned an attachment in your recommendation? If so, include the TRIM number in brackets eg "...Attachment 1 (E2017/1234)..." It's necessary for the minutes document.*

### Attachments:

1 51.2022.1001.1 Roads Act application form\_RA-2021-4659, E2022/6761 , page 47  

2 51.2022.1000.1 - Traffic Guidance Scheme and Plans, E2022/3052 , page 51  





## Roads Act Application Form

Roads Act Application number: RA-2021-4659

## Primary applicant company details

Company name	INGEN CONSULTING PTY LTD
ABN	18623948112
ACN	623948112
Trading name	
Company email	michiel@ingenconsulting.com.au
Address-postal	9 ELLIOTT AVENUE ALSTONVILLE 2477

## Primary applicant contact details

Title	
First given name	Michiel
Other given name/s	
Family name	Kamphorst
Contact number	0417264987
Email	michiel@ingenconsulting.com.au
Address-postal	9 ELLIOTT AVENUE ALSTONVILLE 2477

## Application details

What type of approval are you asking for	I am seeking a new approval
What section of the Roads Act is approval being sought under	Section 138 – Works and structures
Is this Roads Act application related to a development application (DA) or complying development certificate (CDC)?	No related application

Site address #	1
Street address	11 FAWCETT STREET BRUNSWICK HEADS 2483
Local government area	BYRON
Lot / Section / Plan	<p>7303/-/DP1157622 <input type="checkbox"/></p> <p>7302/-/DP1157622 <input type="checkbox"/></p> <p>4/1/DP758171 <input type="checkbox"/></p> <p>6/1/DP758171 <input checked="" type="checkbox"/></p> <p>5/1/DP758171 <input type="checkbox"/></p> <p>7007/-/DP1113388 <input type="checkbox"/></p>
Primary address?	Yes
	Land Application LEP Byron Local Environmental Plan 2014

This application form was submitted via the Roads Act service, accessed via the NSW Planning Portal to the relevant council. For further information please contact council.

1

Summary of planning controls	<p>Land Zoning DM: Deferred Matter R2: Low Density Residential RE1: Public Recreation W1: Natural Waterways</p> <p>Height of Building 9 m</p> <p>Floor Space Ratio (n:1) NA</p> <p>Minimum Lot Size 600 m<sup>2</sup></p> <p>Heritage NA</p> <p>Land Reservation Acquisition NA</p> <p>Foreshore Building Line NA</p> <p>Acid Sulfate Soils Class 1 Class 4</p>
Is the applicant or owner a staff member or councillor of the council assessing the application?	No
Does the applicant or owner have a relationship with any staff or councillor of the council assessing the application?	No

**Section 138 details**

What type of work are you proposing?	Other
Please provide a description	Installation of temporary bus bay for Splendour in the Grass 2022, similar to previous years
Please provide a description of works	Place water filled barriers, cover existing parking signs, install temporary bus zone signs, create patron waiting area supervised by security guards, bus bay of sufficient length for 2 buses
Please provide work start date	18/07/2022
Please provide work completion date	27/07/2022
Duration of work in days	9
Please provide the estimated cost of the works	\$5,000
Are there any security or site conditions which may impact on the person undertaking the inspection? eg: locked gates, dogs, animals etc	No

**Principal Contractor details**

Is the principal contractor a company?	No
Title	Mr
First given name	TBC
Other given name/s	
Family name	TBC
Contact number	
Email	TBC@TBC.com
Address-postal	
License no	
Are you intending to operate the outdoor dining area as a licenced premises?	No

**Public liability insurance**

--	--

This application form was submitted via the Roads Act service, accessed via the NSW Planning Portal to the relevant council. For further information please contact council. 2

Do you have a current Public liability insurance?	No
Insurance policy company	
Policy No:	
Value	\$
Expiry date	

**Payer details**

Is payer a Company, Business, Government entity or other similar body?	No
Title	Mr
First given name	Brian
Other given name/s	
Family name	Quinn
Contact number	0266857900
Email	elise@secretsounds.com
Billing address	PO Box 2476, Byron Bay NSW 2481

**Application documents**

The following documents support the application.

Document type	Document file name
Traffic Management Plan	J1176_TGS Bruns bus bay

**Declarations**

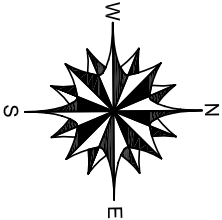
I declare that all the information in the application and accompanying documents is true and correct to the best of my knowledge.	Yes
I understand that the application and the accompanying information will be provided to the appropriate consent authority and relevant agency(ies) for the purposes of the assessment and determination of this application. I acknowledge that the information may be used for other Government purposes.	Yes
I understand that if incomplete, the consent authority may request more information, which will result in delays to the application.	Yes
I agree to the appropriately delegated assessment officers attending the site for the purpose of inspection.	Yes
The consent authority may use the information and materials provided for notification, advertising purposes, and materials provided may be made available to the public for inspection. Information related to the application may also become available via NSW Planning Portal.	Yes
I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Government Information (Public Access) 2009 (NSW) (GIPA Act) under which it may be required to release information.	Yes
- I have read and agree to the collection and use of my personal information as outlined in the Privacy Notice	Yes

---

This application form was submitted via the Roads Act service, accessed via the NSW Planning Portal to the relevant council. For further information please contact council. 4



TRAFFIC GUIDANCE SCHEMES  
for  
SPLENDOUR IN THE GRASS 2022  
at  
North Byron Parklands, Yelgun, NSW



BYRON SHIRE COUNCIL  
DRAWING SET

DRAWING TABLE			
DRAWING NUMBER	TITLE	REVISION	IMPLEMENTATION PERIOD
J1176_TGSBSC_01	Title page	0	20 - 25 July (Wed-Mon)
J1176_TGSBSC_02	Pacific Motorway VMS board locations	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_03	Yelgun VMS board locations for advance warning	0	20 - 25 July (Wed-Mon)
J1176_TGSBSC_04	Directional signage plan - Brunswick route	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_05	TGS - no stopping	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_06	TGS - Tweed Valley Way edge line delineation	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_07	TGS - Jones Road	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_08	TGS - Gate B and Gate C	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_09	TGS - Gate D camper/day patron arrival	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_10	TGS - Yelgun Road and Billinudgel Road	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_11	TGS - Brunswick Valley Way	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_12	TGS - Yelgun Interchange	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_13	Contingency plan for queuing on Pacific Motorway	0	20 - 25 July(Wed-Mon)
J1176_TIMP_01	Traffic Incident Management Plan	0	
J1176_TIMP_02	Traffic Incident Management Plan	0	



REV: 0  
DESCRIPTION: Issued for approval  
DATE: 19/11/21  
DRAWN: MK  
REVIEWED: MK  
APPROVED: MK

APPROVED BY: **Michael Kamphorst**  
MSc, BSc, RPEng, RPEQ, NER  
Prepare a Work Zone Traffic Management Plan 5052298287  
Signed:  Date: 19 Nov 2021

  
INGEN CONSULTING  
ENGINEERED WITH PURPOSE

Ingen Consulting Pty Ltd  
ACN: 623 948 112  
a: Alstonville, NSW  
p: +614 1726 4987  
e: michael@ingenconsulting.com.au  
w: www.ingenconsulting.com.au

CLIENT: **Secret Sounds  
6/59 Centennial Circuit  
Byron Bay NSW 2481**

PROJECT: **Traffic Guidance Schemes  
Splendour in the Grass 2022**

DRAWING TITLE: **Title Page**

PROJECT NUMBER: **J1176**

DRAWING NUMBER: **J1176\_TGSBSC\_01**

ORIGINAL SIZE: **A3**

REVISION: **0**

- TGS NOTES:**
1. These Traffic Guidance Schemes (TGS's) are to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.
  2. This TGS is valid from 20 - 24 July 2022.
  3. These TGS's are to be implemented only be TfNSW certified traffic control contractors.
  4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TfNSW Traffic Control at Work Sites version 6.0.
  5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
  6. Spacing and location of VMS boards is approximate only, placement of VMS boards it such that the displays are not obscured by vegetation, and solar glare is not an issue.
  7. All VMS boards are to be tested prior to installation to ensure proper functioning of and adequate contrast on each display.



**KEY:**

- VMS board display content
- Approximate VMS board location

											
REV: DESCRIPTION:		DATE:	DRAWN:	REVIEWED:	APPROVED:	APPROVED BY:					
0	Issued for approval	19/11/21	MK	MK	MK	Michiel Kamphorst, MSc, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287					
						Signed:  Date: 19 Nov 2021					
						 ENGINEERED WITH PURPOSE					
						Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au					
						CLIENT:		PROJECT:			
						Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481		Traffic Guidance Schemes 6/59 Centennial Circuit Splendour in the Grass 2022			
						PROJECT NUMBER:		ORIGINAL SIZE:			
						11176		A3			
						DRAWING NUMBER:		REVISION:			
						11176_TGSBSC_02		0			

**TGS NOTES:**

1. These Traffic Guidance Schemes (TGS's) are to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.

2. This TGS is valid from 20 - 25 July 2022.

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4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TNSW Traffic Control at Work Sites version 6.0.

5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.

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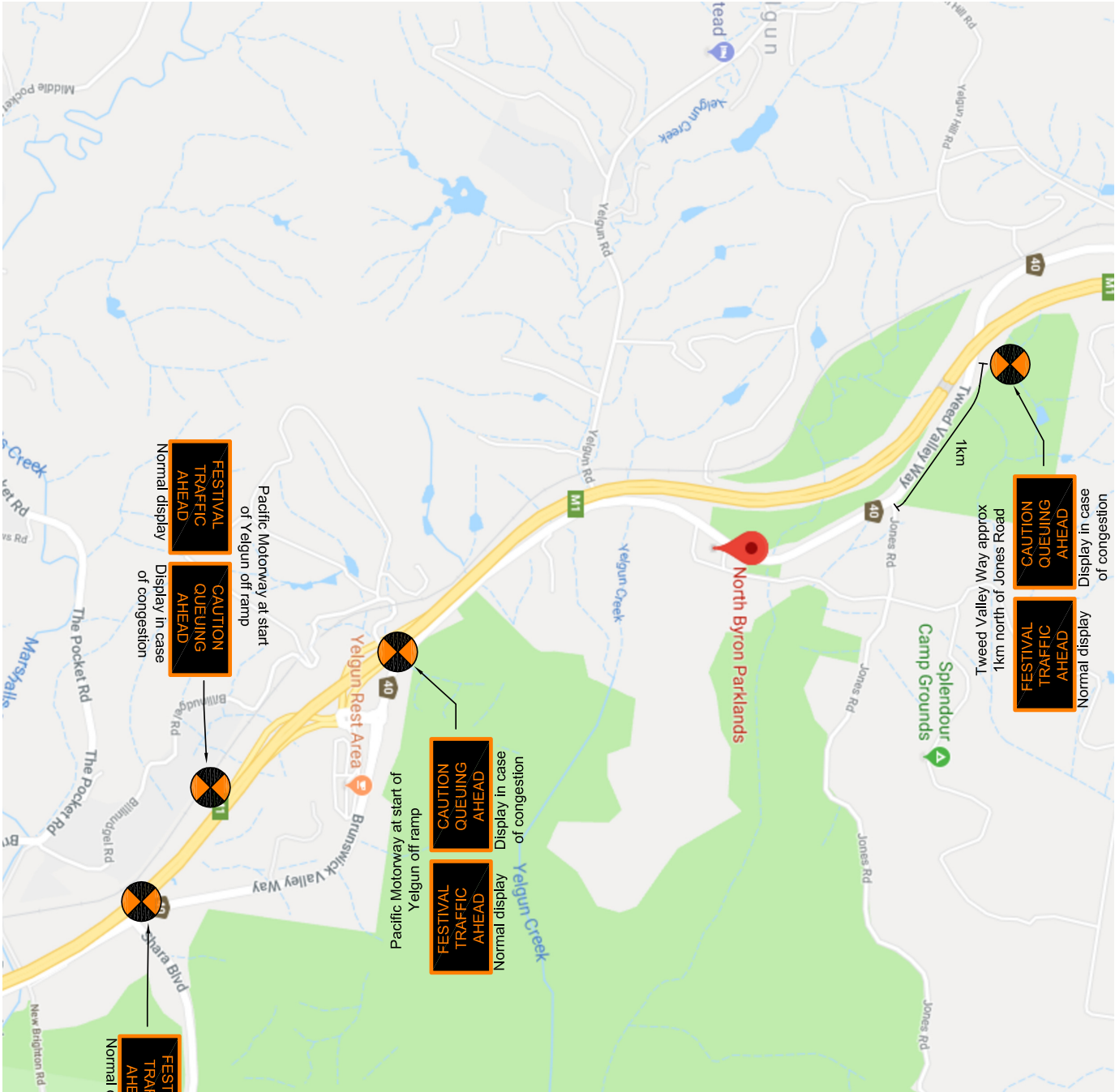
7. All VMS boards are to be tested prior to installation to ensure proper functioning of and adequate contrast on each display.

2KM TO  
SPLENDOUR  
EXIT

KEY:

VMS board display content

Approximate VMS board location

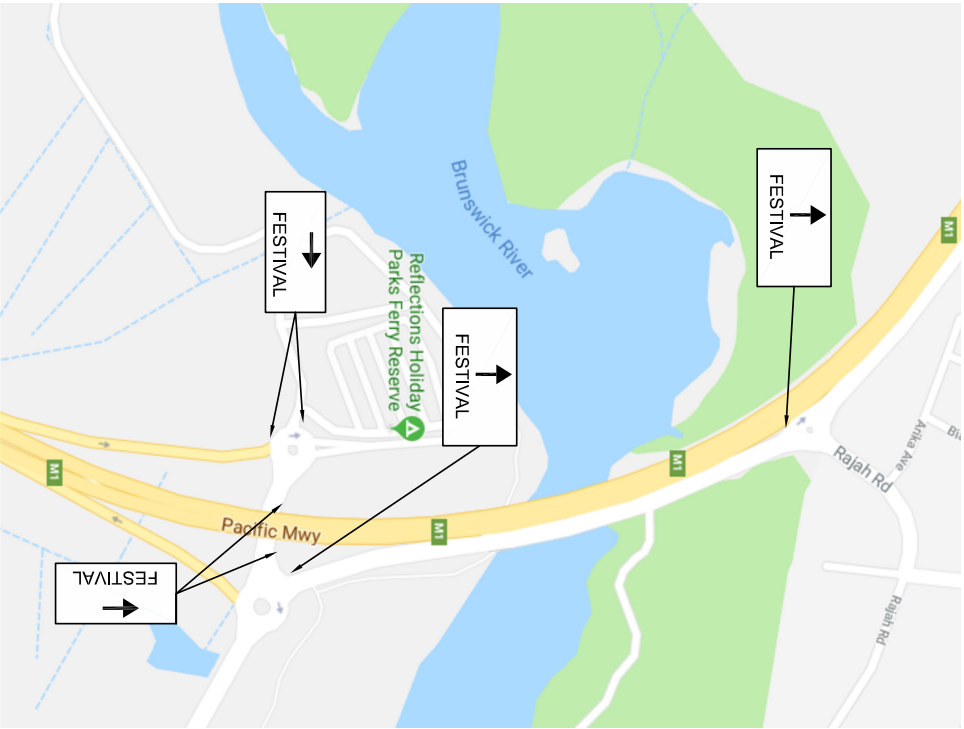


OVERVIEW PLAN  
N.T.S.  
Source of map: Google Maps 2018

<div><div>DIAL BEFORE YOU DIG</div><div>11001001</div></div>																																							
REV: DESCRIPTION:		DATE:		DRAWN:		REVIEWED:		APPROVED:		APPROVED BY: <b>Michiel Kamphorst,</b> <b>MSc, BSc, RPEng, RPEQ, NER</b> <b>Prepare a Work Zone Traffic</b> <b>Management Plan 0052298287</b>  Signed:  Date: <b>19 Nov 2021</b>																													
<b>0 Issued for approval</b>		<b>19/11/21</b>		<b>MK</b>		<b>MK</b>		<b>MK</b>																															
										<div><div>INGEN CONSULTING</div><div>ENGINEERED WITH PURPOSE</div></div> <p>Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au</p> <p>Copyright in the drawings, information and data recorded in this document is the property of Ingen Consulting. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied, or reproduced in whole or in part for any purpose other than that for which it was supplied by Ingen Consulting. This document shall only be used for construction if stamped and approved for construction.</p>																													
										CLIENT:										PROJECT:										DRAWING TITLE: <b>Yelgun VMS board locations for advance warning</b>									
										<b>Secret Sounds</b> <b>6/59 Centennial Circuit</b> <b>Byron Bay NSW 2481</b>										<b>Traffic Guidance Schemes</b> <b>Splendour in the Grass 2022</b>																			
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																				REVISION: <b>0</b>																			



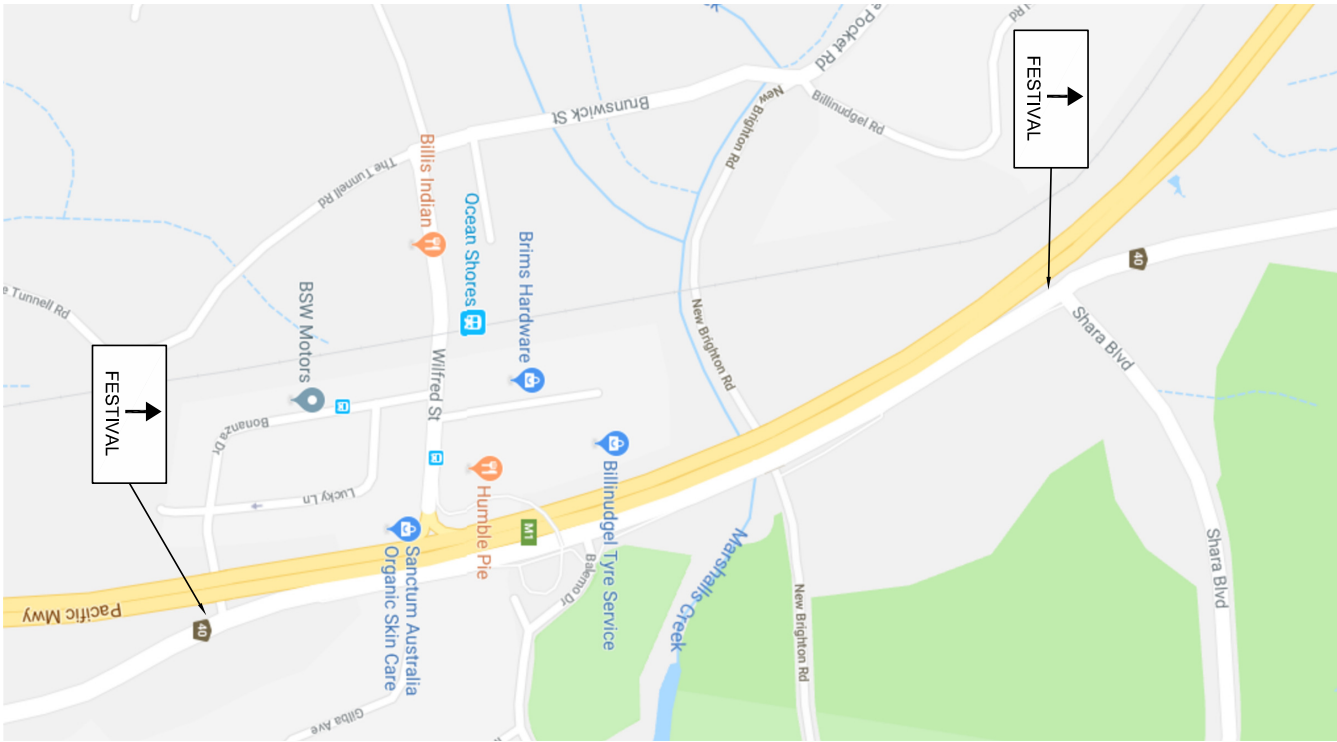
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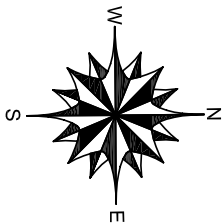
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N.T.S.  
Source of map: Google Maps 2018



BRUNSWICK VALLEY WAY DIRECTIONAL SIGNAGE (1)  
N.T.S.  
Source of map: Google Maps 2018



BRUNSWICK VALLEY WAY DIRECTIONAL SIGNAGE (2)  
N.T.S.  
Source of map: Google Maps 2018



							
REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:	APPROVED BY: <b>Michiel Kamphorst,</b> MSc, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287  Signed:  Date: <b>19 Nov 2021</b>   <small>ENGINEERED WITH PURPOSE</small>	
0	Issued for approval	19/11/21	MK	MK	MK		
						Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: <a href="mailto:michiel@ingenconsulting.com.au">michiel@ingenconsulting.com.au</a> w: <a href="http://www.ingenconsulting.com.au">www.ingenconsulting.com.au</a>	
						CLIENT: <b>Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481</b>	
						PROJECT: <b>Traffic Guidance Schemes Splendour in the Grass 2022</b>	
						DRAWING TITLE: <b>Directional signage plan - Brunswick route</b>	
						PROJECT NUMBER: <b>11176</b>	ORIGINAL SIZE: <b>A3</b>
						DRAWING NUMBER: <b>11176_TGSBSC_04</b>	REVISION: <b>0</b>







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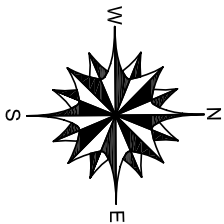
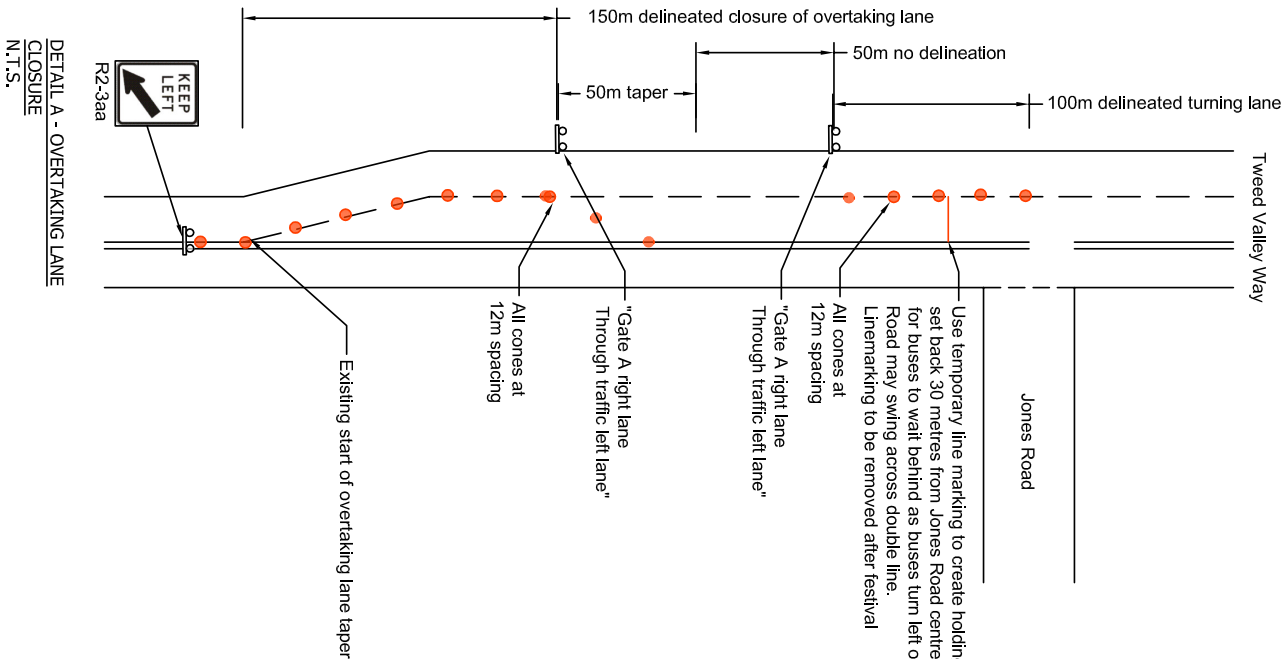
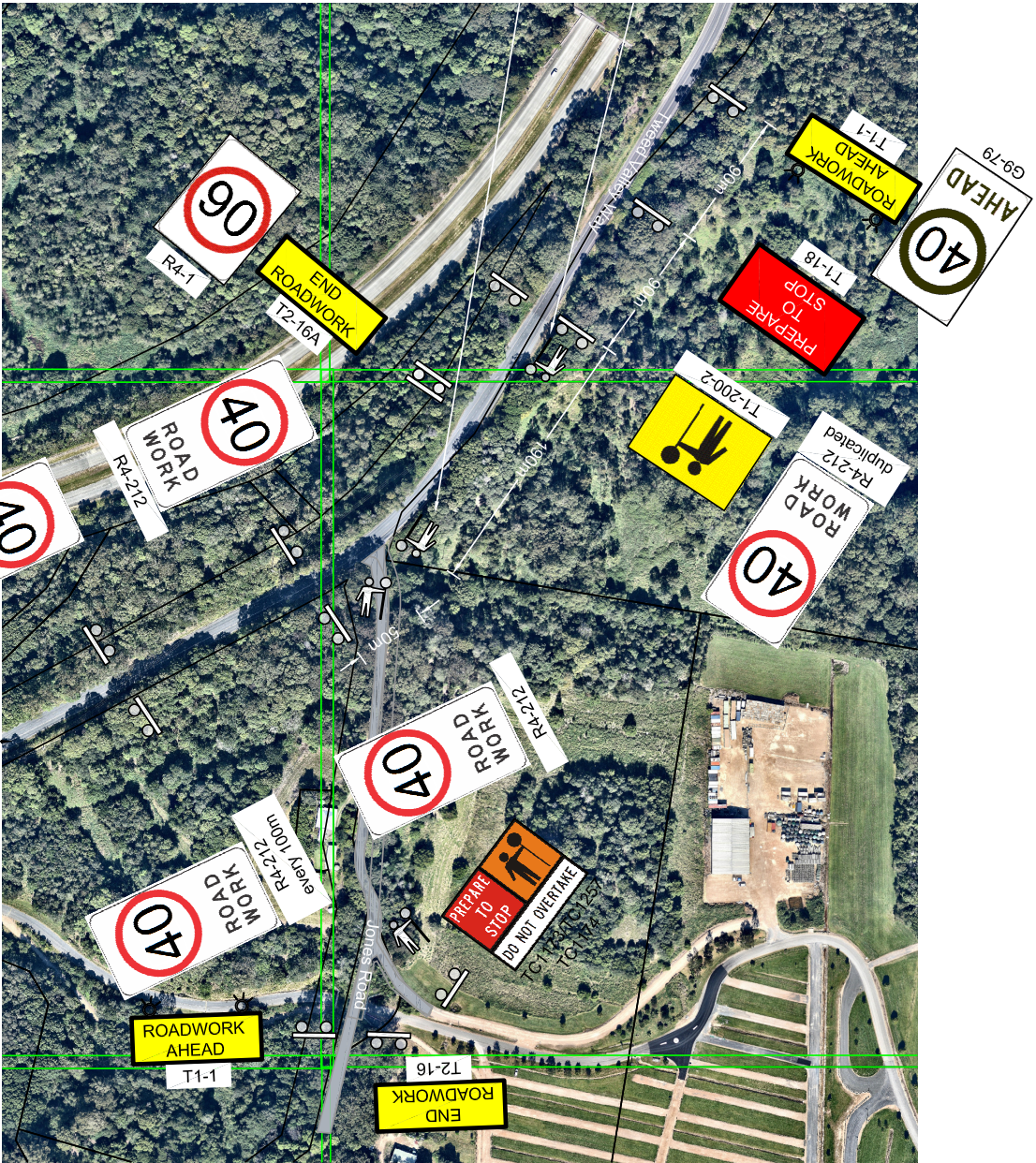
page 56



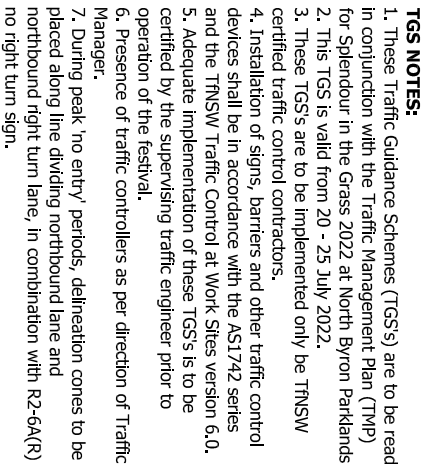
  
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www.1100.com.au

**JONES ROAD INTERSECTION SIGNAGE**  
**N.T.S.**

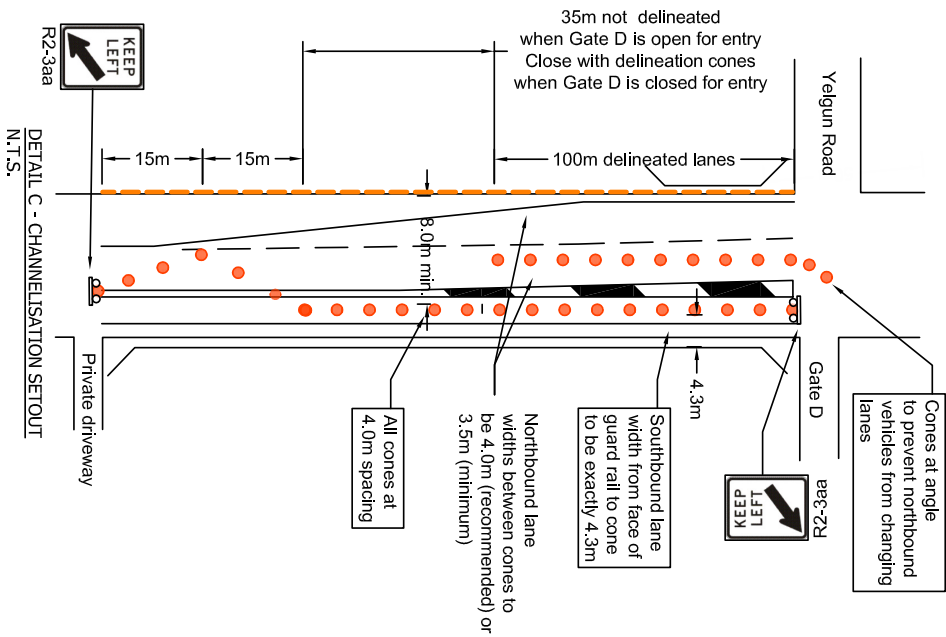
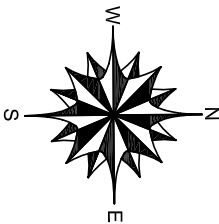
Close overtaking lane and create right turn lane for Jones Road traffic as per Detail A





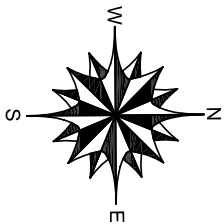
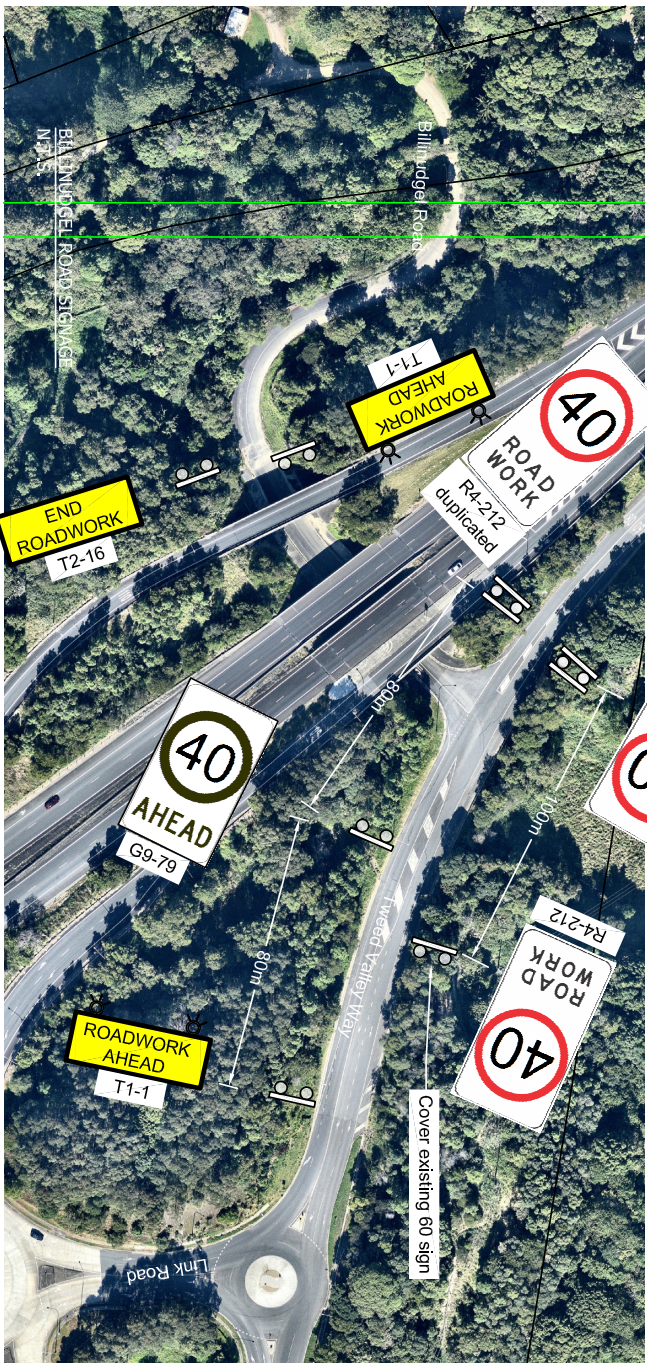




page 59



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**TGS NOTICES:**

1. These Traffic Guidance Schemes (TGSs) are to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.
2. This TGS is valid from 20 - 24 July 2022.
3. These TGSs are to be implemented only by TNSW certified traffic control contractors.
4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TNSW Traffic Control at Work Sites version 6.0.
5. Adequate implementation of these TGSs is to be certified by the supervising Traffic engineer prior to operation of the festival.
6. Presence of traffic controllers as per direction of Traffic Manager.

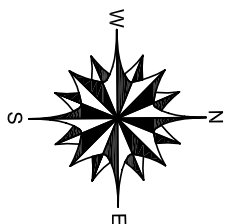


DRAWING TITLE:	
<b>TGS - Brunswick Valley Way</b>	
PROJECT NUMBER:	



**TGS NOTES:**

1. These Traffic Guidance Schemes (TGSs) are to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.
2. This TGS is valid from 20 - 24 July 2022.
3. These TGSs are to be implemented only by TfNSW certified traffic control contractors.
4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TfNSW Traffic Control at Work Sites version 6.0.
5. Adequate implementation of these TGSs is to be certified by the supervising traffic engineer prior to operation of the festival.
6. Presence of traffic controllers as per direction of Traffic Manager.







- TIMP NOTES:**
1. This Traffic Incident Management Plan (TIMP) is to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.
  2. A traffic incident is defined as any event that can degrade safety and/or slow traffic, including disabled vehicles, crashes, maintenance activities, adverse weather conditions and debris on the roadway.
  3. Management of traffic incidents is to always achieve the following:
    - 3.1. Improve safety of crash victims, motorists and incident responders
    - 3.2. Reduce incident duration and impact

EMERGENCY CONTACTS		
Position / Organisation	Name	Number
Festival traffic manager / Splendour in the Grass	Matt Gillespie	0417 454 426
Traffic Control Manager / Workforce International	Matt Adams	0427 196 222
Venue Manager / North Byron Parklands	Mal Morris	0418 683 746
NSW Police contact	TBC	TBC
NSW Ambulance contact	TBC	TBC
Rural Fire Brigade contact	TBC	TBC
Traffic Engineer / Ingen Consulting	Michiel Kamphorst	0417 264 987


INCIDENT CLASSIFICATION					
	Level 1	Level 2	Level 3	Level 4	Level 5
Typelocation of Incident	- Car park - Shoulder	Vehicle in traffic lane	- Minor crash (no injuries) - Minor debris - Significant congestion on public road	- Serious crash - Injuries - Debris - Fire	- Major injuries crash - Fatality - Hazmat - Debris - Fire
Estimated duration	0 - 30mins	0 - 30 mins	30 - 60 mins	1 - 2 hrs	> 2 hrs
Typical responses	- Repair - Tow	- Tow - Traffic control	- Police - Traffic control - Tow - Clean up	- Police - Paramedics - Fire brigade - Traffic control - Tow truck - Clean up	- Police - Paramedics - Fire brigade - Hazmat - Coroner - Traffic control - Tow truck - Clean up
Communication to patrons in transit	Nil	Nil	- SMS / E-mail: Expect delays, take an extra break	SMS, e-mail and social media statement: Serious traffic incident near festival, significant delays expected, don't travel to festival for next 2 hours	SMS, e-mail and social media statement: Major traffic incident near festival site, significant delays expected, don't travel to festival until further notice
Messaging on mobile and overhead VMS boards	Nil	Nil	Congestion at Yelgun, expect delays, avoid area if possible	Serious traffic incident at Yelgun, significant delays expected, do not travel to Tweed Valley Way at Yelgun	Major traffic incident at Yelgun, significant delays expected, do not travel to Tweed Valley Way at Yelgun

TRAFFIC INCIDENT MANAGEMENT PLAN (continued on next page)

TRAFFIC INCIDENT MANAGEMENT PLAN (continued on next page)										
Incident	Classification	Goals	Objectives	Procedures	Responders	Performance criteria				
						Response and verification time	Response dispatch time	Total incident duration	Injury severity management	Queue length
Vehicle bogged in car park	Level 1	- Minimise congestion in car park	- Quick identification of location of bogged vehicle - Have tractor available and ready	Volunteer / staff member contacts venue manager over radio, who then directs the tractor operator	- First observer (staff/volunteer) - Venue manager - Tractor driver	< 5 mins	< 5 mins	< 15 mins	- NA	< 50m
Vehicle in traffic lane broken down (flat tyre, engine failure, etc)	Level 2	- Minimise traffic congestion	- Quick identification of location - Determine if vehicle can be pushed or needs to be towed - Minimise queue lengths	- First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated	- First observer staff - Traffic Control Manager - Tow vehicle if required	< 2 mins	< 2 mins	< 10 mins	- NA	< 300m
Patrons walking in vehicle travel lane	Level 1	- Avoid injury	- Quick response by first response staff	- First responders (security / traffic control) to verbally direct patrons to move off road - First responders to contact Traffic Control on radio to hold back vehicles - Police may need to be called if problem persists	- First response staff - Traffic Controller - Police (if needed)	< 2 mins	< 1 min	< 5 mins	- NA	< 100m
Vehicle in wrong traffic lane opposing traffic flow at Gate D	Level 1	- Avoid crash	- Quick response by traffic controller	- Traffic controllers to radio colleagues to hold back traffic until problem resolved	- Traffic controllers	< 5 sec	< 10 sec	< 30 sec	- NA	< 50m

REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:	APPROVED BY: Michiel Kamphorst, MSc, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287 Signed:  Date: 19 Nov 2021				INGEN CONSULTING ENGINEERED WITH PURPOSE				Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au				CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481				PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022				DRAWING TITLE: Traffic Incident Management Plan				PROJECT NUMBER: 11176				DRAWING NUMBER: 11176_TIMP_01				ORIGINAL SIZE: A3				REVISION: 0			
0	Issued for approval	19/11/21	MK	MK	MK																																								



TRAFFIC INCIDENT MANAGEMENT PLAN (continued from previous page)											
Incident	Classification	Goals	Objectives	Procedures	Responders	Performance criteria					
						Response and verification time	Response dispatch time	Total incident duration	Injury severity management	Queue length	
Conflict between traffic controller and driver	Level 1	- Avoid physical confrontation - Minimise delays for through traffic	- Traffic controller to avoid verbal communication with drivers - Adequately manage affected traffic	- Traffic controller to communicate in calm voice with driver - Other traffic controllers at the site to control traffic if need be and call in security guard if needed	- Traffic controllers	< 5 sec	< 10 sec	< 15 sec	- NA	< 50m	
Congestion emanating from site	Level 3	- Queue not to grow onto Motorway	- Public road queue growth to be limited to Tweed Valley Way and Brunswick Valley Way	- Traffic Control Manager to deploy staff to Link Road roundabout - Traffic Control Manager to instruct Gate C and Gate D staff to give Northbound Tweed Valley Way traffic preference over Southbound traffic - Traffic Control Manager to instruct roundabout traffic controllers to give Link Road traffic preference over all other traffic - Traffic Control Manager to direct change on VMS boards to warn for congestion ahead - Festival Traffic Manager to work with festival staff to resolve cause of congestion and minimise queue spill onto Tweed Valley Way - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people - Suitably qualified person to determine if first aid is sufficient or paramedics are required. - Paramedics to be called in if needed. - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- Traffic controllers - Traffic Control Manager - Festival Traffic Manager	< 2 mins	< 5 mins	- Unknown, depends on time of day and severity of congestion	- NA	- Not to extend onto Pacific Motorway	
Vehicle crash no injury	Level 3	- Minimise congestion	- Quick response and verification - Quick assessment of damage - Quick removal of vehicle from traffic lane	- First response staff - Traffic Control Manager - Traffic controllers - Police - Tow truck	< 1 min	< 2 mins	< 30 mins	- NA	- Queue lengths to be minimised, no queuing on Pacific Motorway		
Vehicle crash minor injury	Level 4	- Minimise injury severity - Minimise congestion	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Paramedics to be called in if needed. - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Tow truck	< 1 min	< 2 mins	< 2 hrs	- Minimal worsening of injury following incident	- Queue lengths to be minimised, no queuing on Pacific Motorway	
Vehicle crash serious injury / fatality	Level 5	- Minimise injury severity - Minimise congestion	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Paramedics to be called in. - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be called in to take control of scene - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Tow truck	< 1 min	< 2 mins	- Unknown	- Minimal worsening of injury following incident	- Queue lengths to be minimised, no queuing on Pacific Motorway	
Truck roll over on Link Road roundabout	Level 5	- Minimise congestion - Minimise environmental impact	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Paramedics to be called in if needed. - Crew to manage traffic around incident - Police to be deployed to take control of situation - Recovery vehicle to be sent out - Hazmat to be sent out if needed - Cleaning crew to be sent out - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Festival Traffic Manager to direct festival communications staff to issue communications to patrons to not travel to site until weather has cleared - Traffic Control Manager to place VMS trucks in suitable locations instructing road users to slow down - Traffic Control Manager to put crew in place if needed to manage congestion and queuing resulting from severe weather event	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Recovery vehicle - Hazmat	< 2 mins	< 2 mins	- Unknown	- Minimal worsening of any injuries following event and effective injury treatment	- Queue lengths to be minimised, no queuing on Pacific Motorway	
Severe weather (rain, hail, fog, lightning)	Level 3	- Minimise likelihood of crash - Minimise congestion	- Reduce amount of patron traffic in the traffic flow	- Festival Traffic Manager - Traffic Control Manager	- Festival Traffic Manager - Traffic Control Manager	< 10 mins	< 10 mins	- Duration of severe weather event	- NA	- Queue lengths to be minimised, no queuing on Pacific Motorway	
REV: DESCRIPTION: DATE: DRAWN: MK REVIEWED: MK APPROVED: MK						APPROVED BY: Michel Kamphorst, MSc, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287 Signed:  Date: 19 Nov 2021					
INGEN CONSULTING ENGINEERED WITH PURPOSE						Ingen Consulting Pty Ltd ACN: 623 948 112 a: Astonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au					
CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481						PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022					
DRAWING TITLE: Traffic Incident Management Plan						PROJECT NUMBER: J1176					
ORIGINAL SIZE: A3						REVISION: 0					

## Report No. 6.4 Event - Byron Coast Charity Walk - 30 April 2022

File No: I2022/67

5 The 2022 Byron Coast Charity Walk will be held on Saturday 30 April 2022 from 5.00am – 5.00pm and is the 10<sup>th</sup> year for the Charity Walk (the 2020 and 2021 events were cancelled due to COVID-19). Organisers anticipate 1,600 to 1,800 participants (capped at 2,000 attendees).

10 The majority of the Charity Walk will be along beaches and footpaths. There are two locations within Council's delegated authority where walkers will be required to walk along the road within with associated traffic control: Lighthouse Road and Seven Mile Beach Road.

This year the walking route will start in Denning Park, Byron Bay and typically following the coastline south to Ballina SLSC, a total distance of 36km.

15 The images below show the key sections of the walk and areas where traffic control is proposed are circled in blue. In figure 1 traffic control is proposed on Lighthouse Rd as the walk heads towards Tallows Beach. In figure 2 traffic control is proposed at the entrance to Seven Mile Beach Road.

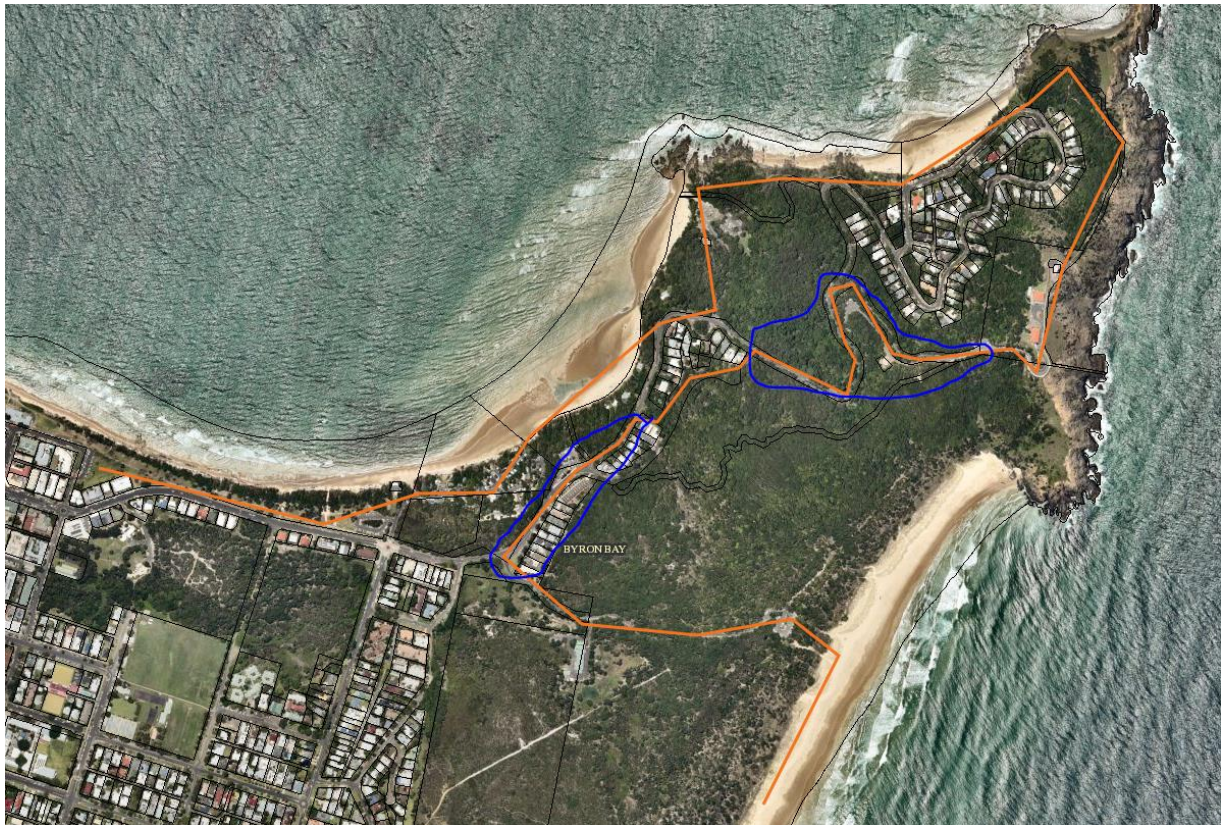


Figure 1 – Lighthouse Road





Figure 2 – Seven Mile Beach Road



Figure 3 – Proposed TGS for the Seven Mile Beach Rd entrance (refer Figure 2). The Traffic Control is to be in place from 6.30am to 2.30pm.

5

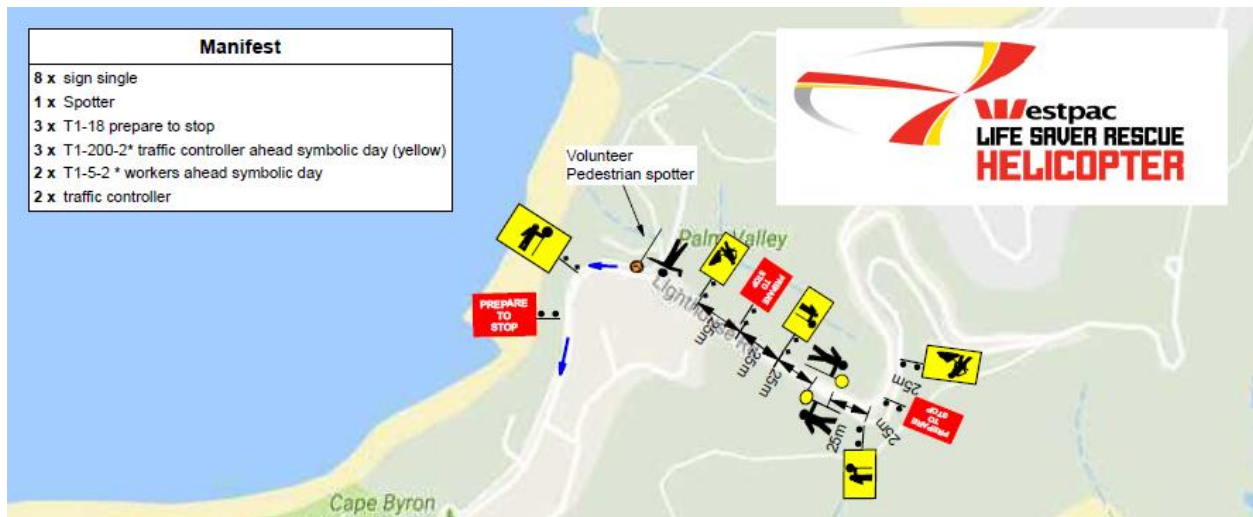
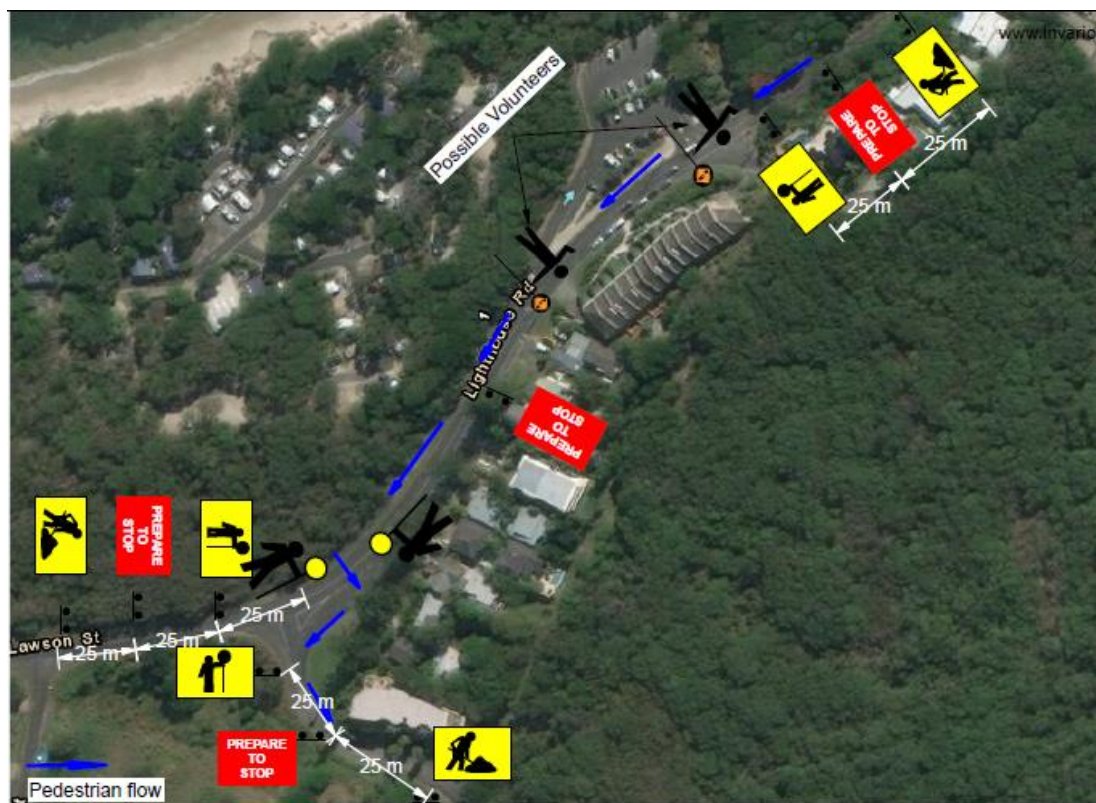


Figure 4 – Traffic control proposed for eastern section Lighthouse Road. Coming down from Lighthouse (refer to Figure 2). Traffic control to be in place from 6am to 12.30pm.



5 Figure 5 – Traffic control proposed for the western section of Lighthouse Road entering Tallows Beach Road (refer to Figure 2). Traffic control to be in place between 6am to 12.30pm.

10 **RECOMMENDATION:**



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.4

1. That Council support the Westpac Life Saver Rescue Helicopter fundraiser, Byron Coast Charity Walk, to be held Saturday 30 April 2022 from 5.00am – 5.00pm.

2. That Council support in Part 1 is subject to:

5 a) The development of a Traffic Guidance Scheme (TGS) and Traffic Management Plan(s) for the 2022 event by those with relevant and current TfNSW accreditation. The TGS(s) and Traffic Management Plan is to include, but is not limited to, the following:

10 b) Signage, which specifies the date, hours and nature of the event, be positioned at the entrance and exit of Seven Mile Beach Road one week prior to the event;

c) On the day of the event, at 500m intervals on Seven Mile Beach Road, and facing both directions of travel, signs advising of “ Special Event – Charity Walk Ahead” (or similar) are installed prior, and removed after, the event occurs;

15 d) A safety induction for participants advising of hazards be provided.

e) Implementation of the Traffic Management Plan and Traffic Guidance Scheme/s as designed by those with appropriate accreditation and implemented by people with appropriate accreditation, including traffic controllers.

20 3. The event organiser at to:

25 a) Advertise the impact of the event, via a Variable Message Sign on site and notice in the local weekly paper, a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;

b) Arrange for the event to be notified on Council’s webpage a minimum one week prior to the TGS being implemented;

30 c) Undertake consultation with affected community and businesses including adequate response/action to any raised concerns.

d) Undertake consultation with emergency services and any identified issues addressed.

e) Holding \$20m public liability insurance cover which is valid for the event.

35 f) Paying Council’s Road Event Application Fee prior to the event.

**Report No. 6.5      Event - Chincogan Walk and Charge 2022**

**File No:** I2022/69

**SUMMARY**

- 5 Council has received an application for the Chincogan Charge 2022 to be held on Saturday 17 September 2022. In addition to this, the organisers would like to hold a Chincogan Walk family / social activity in late March / early April 2022, with the same footprint as the Charge.

**BACKGROUND**

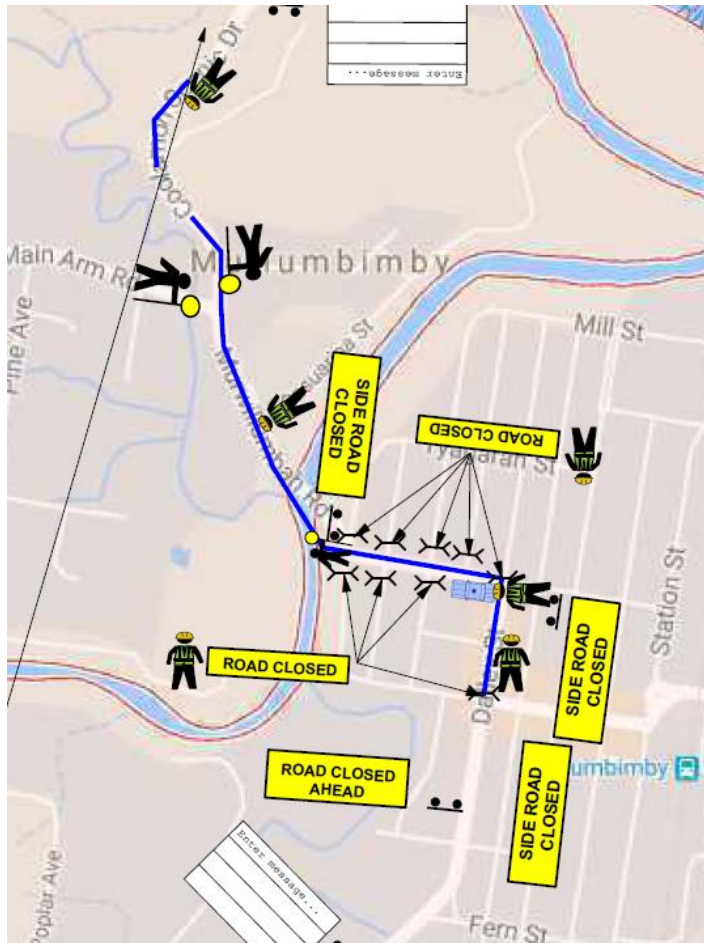
- 10 For the 2022 event the organisers are proposing to follow the same course as 2020 (the 2021 event was cancelled due to COVID) with runners starting and finishing near Mullumbimby Police Station.

- 15 The road course will require actions to control traffic and the implementation of prescribed traffic control devices such as No Parking signs to control vehicles. 500 participants are expected.

While the organisers have not yet submitted a 2022 TMP and TGS the image below shows the expected impact on roads. This image is taken from the attached 2020 TGS. The blue line indicates the approximate running path within the road reserve and the following major impacts are planned:

- 20
- Dalley Street, between the Post Office and the Civic Hall is expected to be closed between 12.30-5.30pm
  - Mullwillumbah Road, at Federation Bridge to Main Arm Rd to be controlled by traffic controllers. The South bound lane will be used for contraflow traffic controlled by Traffic Controllers. Traffic will be allowed to access Main Arm Road in-between competitors. Traffic will be controlled at this point between 12.35-5.30pm
- 25
- Coolamon Scenic Drive from Main Arm Rd to 1913 Coolamon Scenic Drive. The South bound lane will be used for contraflow traffic controlled by Traffic Controllers. Traffic will be allowed to access Main Arm Road in-between competitors. Traffic will be controlled at this point between 12.40-5.30pm
- 30
- Once competitors cross the finish line they will move onto the footpath and head to the Mullumbimby Civic Memorial Hall for the presentation.
  - The race itself is expected to finish at 4pm with presentations from 4-5.30pm.





**RECOMMENDATION:**

- 5 1. That Council support the Chincogan Walk 2022 to be held on a day (as approved by asset owner) in March / April 2022 and Chincogan Charge 2022 to be held on Saturday 17 September 2022, between 8:00am and 5:30pm.
2. That Council support in Part 1 is subject to:
  - 10 a) Traffic Guidance Scheme(s) and a Traffic Management Plan (TMP) being designed by those with the appropriate and relevant NSW (TfNSW) accreditation. The TGS(s) and TMP to include the closure of Dalley Street between Burringbar Street and Tincogan Street between 12.30pm-5.30pm;
  - b) The TGS to be generally in accordance with Attachment 1 (E2020/46680);
  - 15 c) Implementation of the approved Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;

**d) Separate approvals by NSW Police and TfNSW being obtained;**

**3. The event organiser at to:**

- 5           a) Advertise the impact of the event, via a Variable Message Sign on site and notice in the local weekly paper, a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;**
- 10          b) Arrange for the event to be notified on Council's webpage a minimum one week prior to the TGS being implemented;**
- c) Undertake consultation with affected community and businesses including adequate response/action to any raised concerns.**
- 15          d) Undertake consultation with emergency services and any identified issues addressed.**
- e) Holding \$20m public liability insurance cover which is valid for the event.**
- f) Paying Council's Road Event Application Fee prior to the event.**



## Report No. 6.6 Event - Mullum2Bruns Paddle 2022

File No: I2022/70

### SUMMARY

- 5 Council is expecting the annual application from the Mullum2Bruns Paddle Committee for the Mullum2Bruns Paddle 2022 to be held Sunday 29 May 2022.

### BACKGROUND

- 10 The event will be the same as the previous Traffic Management Plan and Traffic Guidance Scheme (TGS). The 2021 TGS has been attached for reference but has not yet been updated to reflect 2022 dates. Below is a general summary of what traffic control is proposed as part of the 2022 event.

- 15 To ensure greater safety around the registration and marshalling area the event proposes temporary one-way traffic off Brunswick Terrace, between Tincogan Street and Tyagarah Street, Mullumbimby, between 6:30am and 10:00am. The direction of the one way is shown in the image below.



Additional traffic control measures proposed include:

- The right turn off Tincogan Street into Brunswick Terrace to have a “no right turn” sign
  - The left turn off Tincogan St into Brunswick Terrace to have a “no left turn”
- 20

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.6

- Relevant detour signs will be installed at the approaches to the impacted area
  - No parking signs along the one way part of Brunswick Terrace
  - 5      • Participants will be diverted along the southern part of Brunswick Terrace to the intersection of Brunswick Terrace & Tincogan Street to enable them to cross to the starting area. The traffic controllers will hold traffic crossing to the registration zone until there are spaces for them to unload their craft.
  - Uniformed Marine Rescue personnel will be patrolling the homes opposite the registration area to ensure that participants are not parking in front of or across driveways, thereby minimising inconvenience to the residents.
  - 10     • A letter-box drop will be done 2 weeks prior to the event, informing residents in the surrounding streets of the temporary one-way traffic closures.
- 

### 15      **RECOMMENDATION:**

**That Council endorse the Mullum2Bruns Paddle 2022 to be held Sunday 29 May 2022, subject to:**

- 20      **1. The development and implementation of a Traffic Management Plan (TMP) and Traffic Guidance Scheme(s) (TGS) by those with appropriate NSW accreditation.**
2. The TMP and TGS is to include, but not limited to, the following:
  - a) One way traffic along Brunswick Terrace, Mullumbimby, between 06:30am and 10:00am on Sunday 29 May 2022. The one way is to be from Tyagarah Street to Tincogan Street;
  - 25      b) The right turn off Tincogan Street into Brunswick Terrace to have a “no right turn” sign;
  - c) The left turn off Tincogan St into Brunswick Terrace to have a “no left turn”;
  - d) Relevant detour signs at the approaches to the impacted area;
  - 30      e) No parking signs along the one way part of Brunswick Terrace.
- 3) The event organiser to:
  - a) Advertise the impact of the event, via a Variable Message Sign on site and notice in the local weekly paper, a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative
  - 35



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.6

**route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;**

**b) Arrange for the event to be notified on Council's webpage a minimum one week prior to the TGS being implemented;**

**5 c) undertake consultation with relevant community and affected businesses including adequate response/action to any raised concerns during and after the event;**

**d) undertake consultation with emergency services and any identified issues addressed;**

**10 e) hold \$20m public liability insurance cover which is valid for the event.**

**Report No. 6.7**  
**File No:**

**Events - Bangalow Billycart Derby May 2022**  
**I2022/95**

## 5 SUMMARY

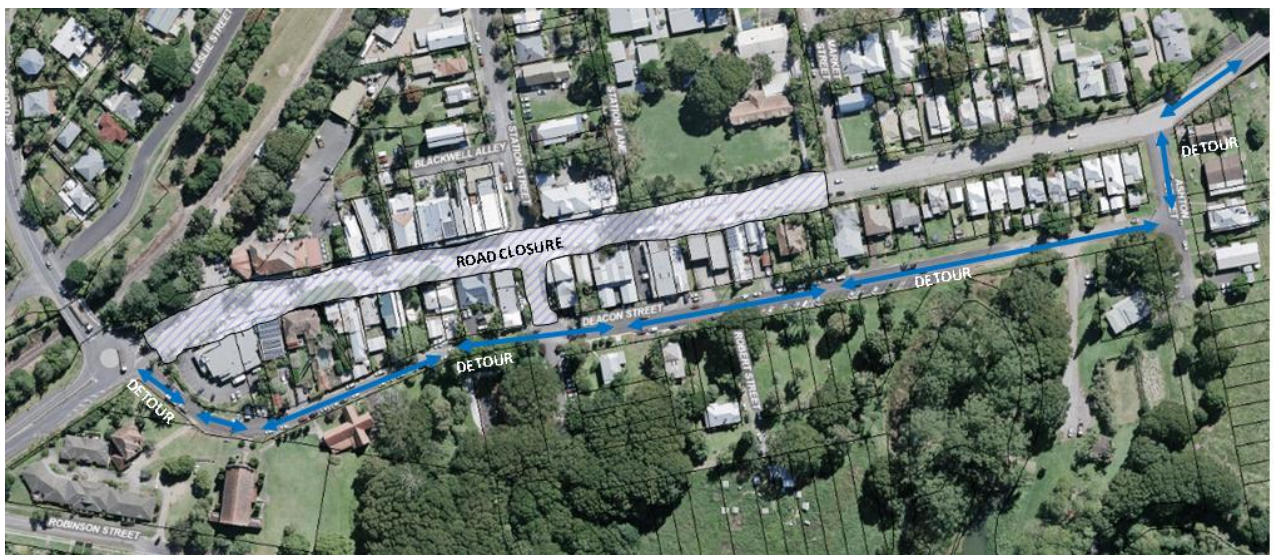
Council is anticipating an event application from the Bangalow Lions Club for the annual Bangalow Billy Cart Derby to be held on a Sunday in May 2022 (date to be finalised). This was previously approved by the Local Traffic Committee (LTC) and by Council resolution 20-238.

- 10 Due to the impact of COVID-19 the Bangalow Billycart Derby team may propose an alternative date later in 2022, if the event isn't able to proceed in May.

## 15 BACKGROUND

The following comments are a cut and paste from the March 2020 LTC meeting which supported the event. (This is the last approval which was granted for this event, as subsequent events have been cancelled due to COVID).

- 20 The format is expected to be the same as previous years, with traffic diverted via Deacon Street. The Figure below summarises the area of road closure and proposed detour around the road closure adopted for all past events.



## 25 KEY ISSUES

While the Traffic Guidance Scheme (TGS) has not been finalised yet the following items were noted from past years:

- 30 1. The proposed TGS places signage on Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road.
- 35 2. The western end of Deacon Street is a laneway not suitable to Heavy Vehicles as a detour to the Pacific Highway. However, the volume of HV on Sunday's is very limited and not been a concern for previous years.



**COUNCIL IMPLICATIONS****▪ Budget/Financial**

- 5        The event organisers have been invoiced \$356.00 for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.

**▪ Asset Management**

- 10       Not applicable.

**▪ Policy or Regulation**

- 15       All TGS's are to be developed and implement by people with the appropriate level and type of accreditation.

**▪ Consultation**

- 20       A condition of the endorsement of this event is that appropriate consultation is undertaken, including:
1.     Advertising the impact of the event in the local newspaper and on the Council website.
  2.     Informing community and business that are directly impacted.
  3.     Liaising with bus and taxi operators.
  4.     Consulting with emergency services.

**▪ Legal and Risk Management**

- 25       This road closure directly affects TfNSW controlled asset – Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road. TfNSW Traffic Engineering Department requires
- 30       separate approval of the TMP and TGS.

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**RECOMMENDATION:**

**1. That Council endorse the Bangalow Billy Cart Derby to be held on a Sunday in May 2022 (to be confirmed), or a postponed date as agreed with asset owners, that includes the temporary road closure below:**

- a. Byron Street, Bangalow between Ashton Street and Granuaille Road, between 6am and 4pm on the event day.**

**2. That the approval provided in Part 1 is subject to:-**

- a. Separate approvals by NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;**
- b. Traffic Guidance Scheme(s) to be developed by people with the appropriate TfNSW accreditation;**
- c. Traffic Guidance Scheme(s) to be implemented by people with appropriate accreditation;**
- d. That the impact of the event be advertised via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints; and**
- e. The event notified on Council's webpage.**

**3. That the event organiser:-**

- a. Undertake consultation with community and affected businesses including adequate response/action to any raised concerns;**
  - b. Undertake consultation with emergency services and any identified issues addressed;**
  - c. Holding \$20m public liability insurance cover which is valid for the event; and**
  - d. Pays Council's Road Event Application Fee prior to the event.**
-

**Report No. 6.8 Brunswick Heads - Parking Limit Review****File No:** I2022/103

5 On the 25 March 2021 Council resolved to implement changes to parking time limits in Brunswick Heads, as per Council Resolution 21-099.

On the 13 April 2021 the Local Traffic Committee (LTC) and on the 27 May 2021 Council endorsed time limits changes to the parking at Brunswick Heads. The endorsed timed parking layout is detailed in Attachment 1.

10 Following endorsement of the updated parking time layout, management have held meetings and agreed to some minor changes to the parking layout following further consultation with the Brunswick Heads Chamber of Commerce Representatives. The proposed amendments to the endorsed parking layout are summarised in the Table 1 below.

*Table 1 - Proposed changes to endorsed time parking layout*

Street	Location	Endorsed Time Limit	Proposed Amendments to Parking Limit Layout Map (E2021/50167)
Mullumbimbi Street	Tweed to Park - northern side only	4P	Remain All Day
Fingal Street	Tweed to 25 Fingal	4P	Remain All Day
South Beach Road	Full length	4P	All Day (Western Side), 4 Hour Beach Side Torakina Carpark – 4 Hour

15

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**RECOMMENDATION:**


- 5      1. That the Local Traffic Committee endorse the following parked time amendments to Attachment 1 (E2021/50167) as part of the Brunswick Heads Parking Limit Review:

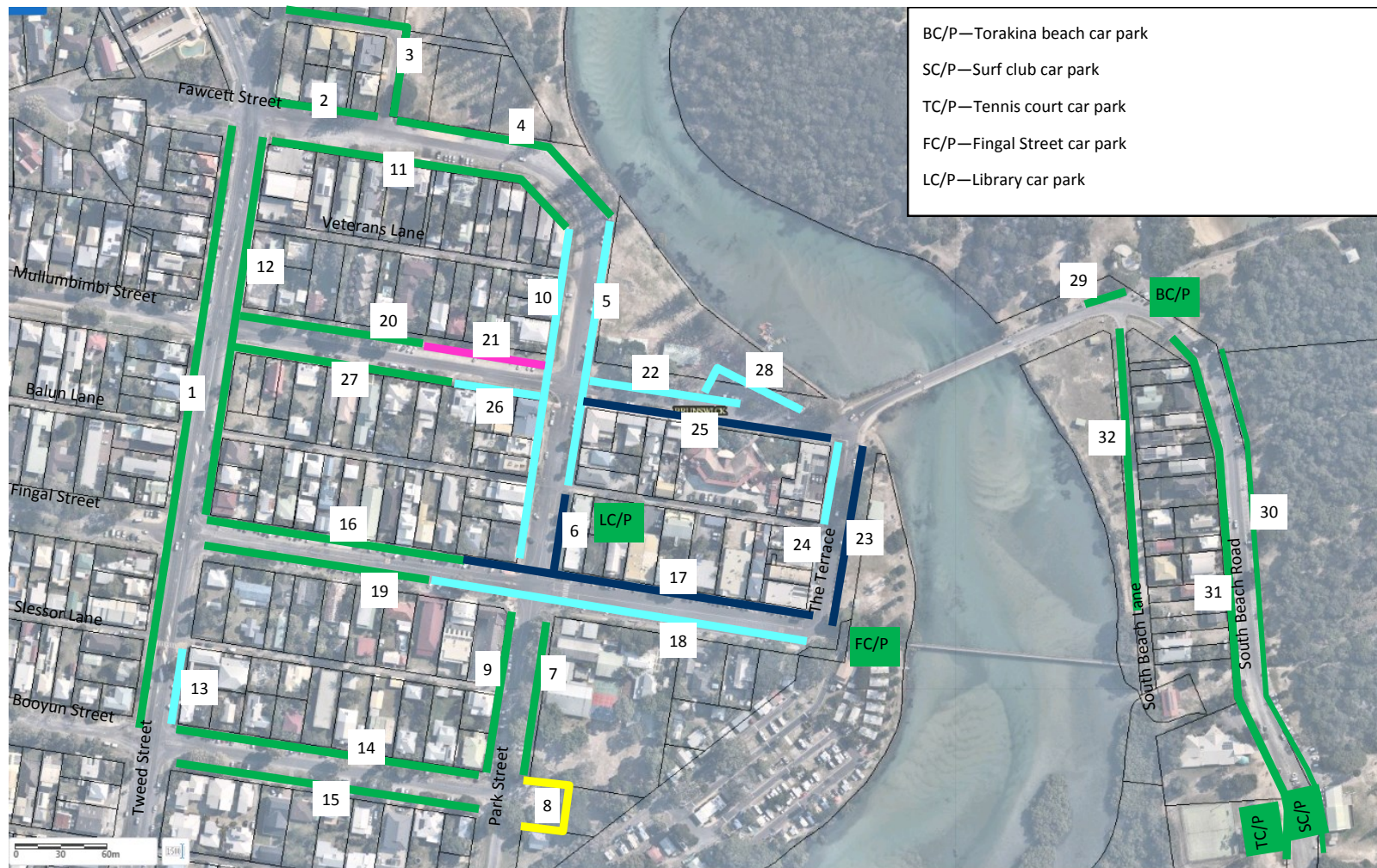
         a. Mullumbimbi Street (Tweed to Park – northern side only); remain all day parking

         b. Fingal Street (Tweed to 25 Fingal); remain all day parking

10      c. South Beach Road (full length); all day parking (western side only), 4 hours parking (beach side), Torkina Carpark 4 hours

**Attachments:**

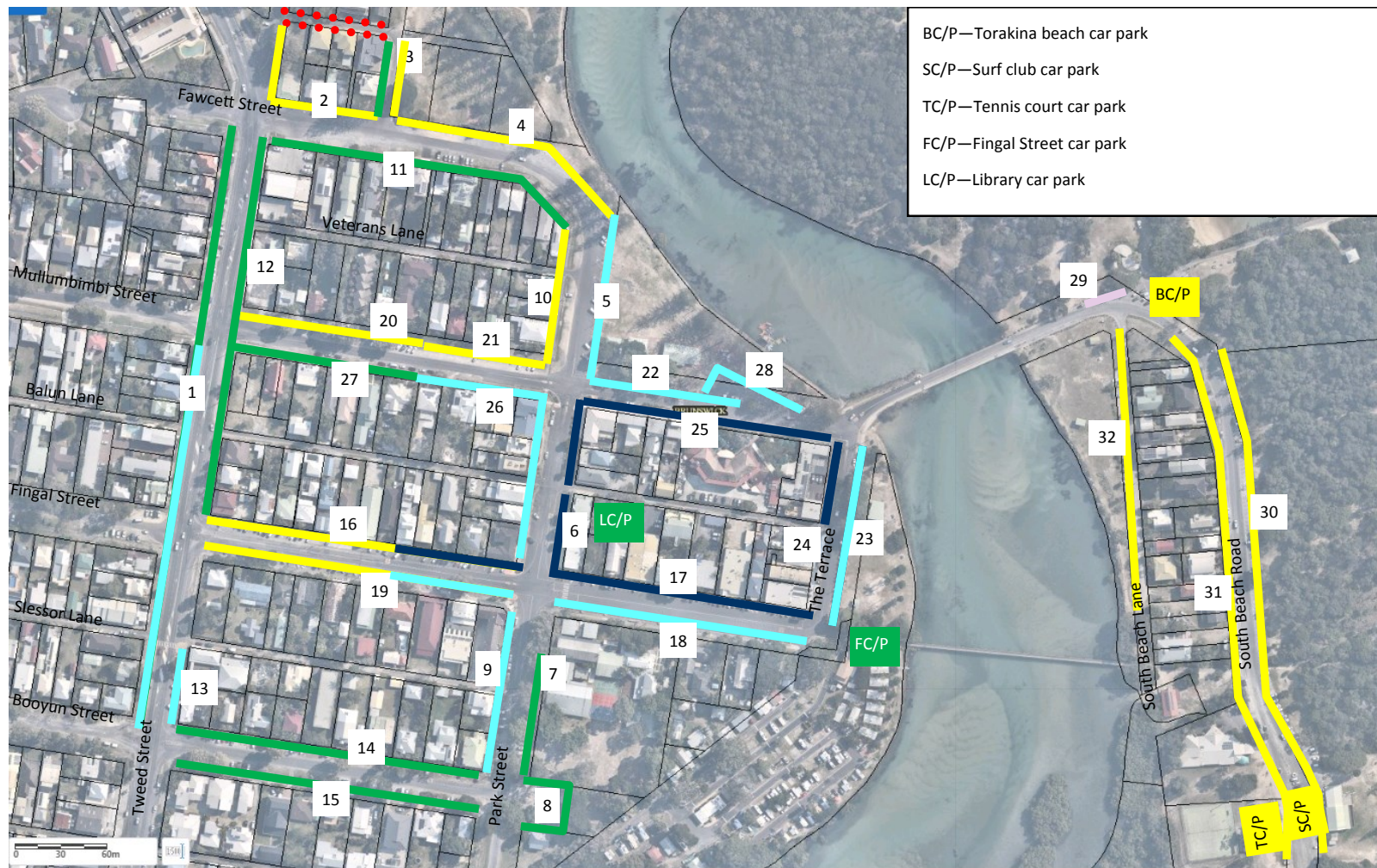
- 15      1      Brunswick Heads Expanded Parking Limits Final Council Resolved, E2021/50167 , page 81  [↓](#)



Current Parking Limits

Legend: █ All Day █ 4P █ 3P █ 2P █ 1P





Preferred Parking Limits

Legend: — All Day — 4P — 3P — 2P — 1P  
••••• No Stopping — 15 min



# BYRON SHIRE COUNCIL

## REGULATORY MATTERS

## 6.8 - ATTACHMENT 1

Zone	Time Limits	No. of Parks in Each Zone
01 - Tweed Street (Booyun St - Fawcett St)	ALL DAY PARKING MON-SUN	30
02 - Fawcett St (Tweed St - Mona Ln)	ALL DAY PARKING MON-SUN	8
03 - Mona Ln (Fawcett St - Tweed St)	ALL DAY PARKING MON-SUN	15
04 - Fawcett St (Mona Ln - Park St)	ALL DAY PARKING MON-SUN	30
05 - Park St (Fawcett St - Balun Ln)	2P MON-SUN 9:00AM 5:00PM	28
06 - Park St (Balun Ln - Fingal St)	1P MON-SUN 9:00AM 5:00PM	4
07 - Park St (Fingal St - Booyun St)	ALL DAY PARKING MON-SUN	17
08 - Booyun St C/P (Park St - Dead End)	4P MON-SUN 9:00AM 5:00PM	15
09 - Park St (Booyun St - Fingal St)	ALL DAY PARKING MON-SUN	17
10 - Park St (Fingal St - Fawcett St)	2P MON-SUN 9:00AM 5:00PM	27
11 - Fawcett St (Park St - Tweed St)	ALL DAY PARKING MON-SUN	36
12 - Tweed Street (Fawcett St - Fingal St)	ALL DAY PARKING MON-SUN	16
13 - Tweed Street (Fingal St - Booyun St)	2P MON-SUN 9:00AM 5:00PM	11
14 - Booyun St - (Tweed St - Park St)	ALL DAY PARKING MON-SUN	34
15 - Booyun St - (Park St - Tweed St)	ALL DAY PARKING MON-SUN	31
16 - Fingal St (Tweed St - Park St)	ALL DAY PARKING MON-SUN	45
17 - Fingal St (Park St - The Terrace)	1P MON-SUN 9:00AM 5:00PM	42
18 - Fingal St (The Terrace - Tweed St)	2P MON-SUN 9:00AM 5:00PM	36
19 - Fingal St (Park St - Tweed St)	ALL DAY PARKING MON-SUN	44
20 - Mullumbimbi St (Tweed St - Park St)	ALL DAY PARKING MON-SUN	19
21 - Mullumbimbi St (Tweed St - Park St)	3P MON-SUN 9:00AM 5:00PM	31
22 - Mullumbimbi St (Park St - The Terrace)	2P MON-SUN 9:00AM 5:00PM	14
23 - The Terrace (Mullumbimbi St - Fingal St)	1P MON-SUN 9:00AM 5:00PM	19
24 - The Terrace (Fingal St - Mullumbimbi St)	2P MON-SUN 9:00AM 5:00PM	4
25 - Mullumbimbi St (The Terrace - Park St)	1P MON-SUN 9:00AM 5:00PM	16
26 - Mullumbimbi St (Park St - Tweed St)	2P MON-SUN 9:00AM 5:00PM	7
27 - Mullumbimbi St (Park St - Tweed St)	ALL DAY PARKING MON-SUN	19
28 - Mullumbimbi St (Car Park)	2P MON-SUN 9:00AM 5:00PM	23
29 - South Beach Rd (The Terrace - Torakina)	ALL DAY PARKING MON-SUN	4
30 - South Beach Rd (Torakina - Dead End)	ALL DAY PARKING MON-SUN	98
31 - South Beach Rd (Dead End - South Beach Ln)	ALL DAY PARKING MON-SUN	27
32 - South Beach Ln (South Beach Rd - Dead End)	ALL DAY PARKING MON-SUN	34
BC/P—Torakina beach car park	ALL DAY PARKING MON-SUN	29
SC/P—Surf club car park	ALL DAY PARKING MON-SUN	54
TC/P—Tennis court car park	ALL DAY PARKING MON-SUN	27
FC/P—Fingal Street car park	ALL DAY PARKING MON-SUN	12
LC/P—Library car park	ALL DAY PARKING MON-SUN	12

**MATTERS FOR TRAFFIC ENGINEERING ADVICE**

**Report No. 7.1      Speed Zone Reviews**

**File No:** I2022/39

5

The purpose of this report is to present known speed zone requests for LTC comment.

Below is a table summarising known speed zone reviews raised with TfNSW since the last speed zone review updated provided to LTC.

<b>Road</b>	<b>Extents</b>	<b>Current Speed</b>	<b>Requested Speed</b>	<b>Requested by</b>	<b>Status</b>
McAuleys Lane	Mullumbimbi Rd intersection and west for 1.6km	100	<100	Community	Completed
Skidders Shoot Road	Full length	100	<100	Council	Pending
Grays Lane	Full length	100	<100	Council/Community	Pending
Broken Head Reserve Road	Taylor's Lake Rd to Seven Mile Beach Road	40	30	Council/Community	Pending
Bangalow CBD	Byron Street and surrounding streets in the CBD area	50	<50	Council	Pending
Alcorn St	All	50	<50	Community email	Pending

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

7.1

Road	Extents	Current Speed	Requested Speed	Requested by	Status
New Brighton Rd	Redgate Rd to Casons Rd	50	40	Community email	Pending
Paterson St	Browning St to Bangalow Rd	50	<50	Community email	Pending
Coolamon Scenic Drive	Azalea St to Myocum Rd	100	50 to south of the Golf Club	Community email	Pending
Seven Mile Beach Rd	Full length	100	<50	Community submission pending	Pending

### Outcome of McAuleys Lane Speed Zone Review

Transport for NSW completed the Speed Zone Review at McAuleys Lane and it was decided not to change the default speed limit of 100km/h.

5 The reason provided for this was as follows:

*Vehicle speeds through the winding sections of McAuleys Lane are self-regulating and installing speed limit signs may encourage speeds that are not appropriate for the road alignment. It is recommended that the default 100 km/h speed limit be retained and signposted with 'END' speed limit signs with 'Reduce Speed to Conditions' signs at both ends of McAuleys Lane.*

TfNSW have requested that Council undertake a delineation review of the full length of McAuleys Lane. Some examples of suggested changes include:

- Removal of old 'derestricted' signs (R4-2) at the western end of the road for eastbound drivers as these signs are no longer an approved speed limit sign. They should be replaced with an 'End 80' signs followed by 'Reduce Speed to Conditions' signs.
- Guideposts installation to be reviewed.
- Concealed Driveway signs need to be replaced with Caution Driveway (W2-206) signs.



## BYRON SHIRE COUNCIL

### LOCAL TRAFFIC COMMITTEE MEETING

7.1

- Consideration be given to installing a Give Way treatment on approach to the one-lane bridge in accordance with AS1742.2 with a recommendation to paint the kerb on the bridge white and replace the existing reflectors on the bridge Thrie beam.
- 5 • Regularly maintain the vegetation along McAuleys Lane which will assist in providing additional room on the shoulders, improve sight lines through curves and will also assist in defining the location of driveways.
- Investigate treatments to improve safety through the one-way section of McAuleys Lane.

10 Council staff will now undertake a full delineation review as requested and seek funds from TfNSW to implement the required changes.

TfNSW have also been in communication with a resident who raised concerns about McAuleys Lane. Now the Speed Zone Review is complete TfNSW will refer this customer to Council to address the other issues identified.

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#### **RECOMMENDATION:**

**That Council note the speed zone reviews raised with TfNSW as listed in the report.**