Notice of Meeting

Local Traffic Committee Meeting

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

Venue	**Conference Room, Station Street, Mullumbimby**
Date	**Tuesday, 3 June 2025**
Time	**9:00 AM**

Phil Holloway
Director Infrastructure Services

I2025/820
Distributed 27/05/25

BYRON SHIRE COUNCIL

BUSINESS OF MEETING

REGULATORY MATTERS

Report No. 6.1 Intersection upgrade at 189 Federal Drive

File No: I2025/682

The purpose of this LTC report is to gain support for the proposed regulatory signage and line markings shown in attachment 1.

Council has received a Roads Act application associated with a development approval for a Multiple Occupancy comprising 15 dwelling sites including road works, tree removal, environmental restoration works and associated infrastructure.

As part of the approved D.A (10.2023.299.2) consent condition 17 imposed the following requirement:

Condition 17 Consent required for works within the road reserve

Roadworks and Access Roadworks in accordance with approved drawings, Council's current "Northern Rivers Local Government Development Design & Construction Manuals and Standard Drawings" and Austroads Guide to Road Design.

The following changes and requirements must be adopted into the modified seagull intersection design:

- Travel lane at 3.5m.
- Auxiliary lane at 3.0m
- Length of seagull painted island at 70m
- Width of seagull painted island at 3.5m
- Flag lighting in accordance with AS1158
- Acceleration lanes, deceleration lanes, painted medians, right turns, left turns but not limited to in accordance with Austroads Guide to Road Design
- Design speed of 90kph
- The seagull treatment must be supported with a swept path analysis plan to cater for a standard side loading refuse collection vehicle (RCV) specified in Chapter B8 of Council's BDCP coming from all directions. The RCV must enter and exit in forward direction.

Note: the supporting swept path analysis plan did not include maneuvering coming from the north and exiting heading south

Conclusion

The purpose of this LTC report is to gain Council support for the proposed regulatory signage and line markings only shown in attachment 1.

RECOMMENDATION:

That the Local Traffic Committee endorses the proposed intersection plan as nominated in Attachment 1 (E2025/51169).

Attachments:

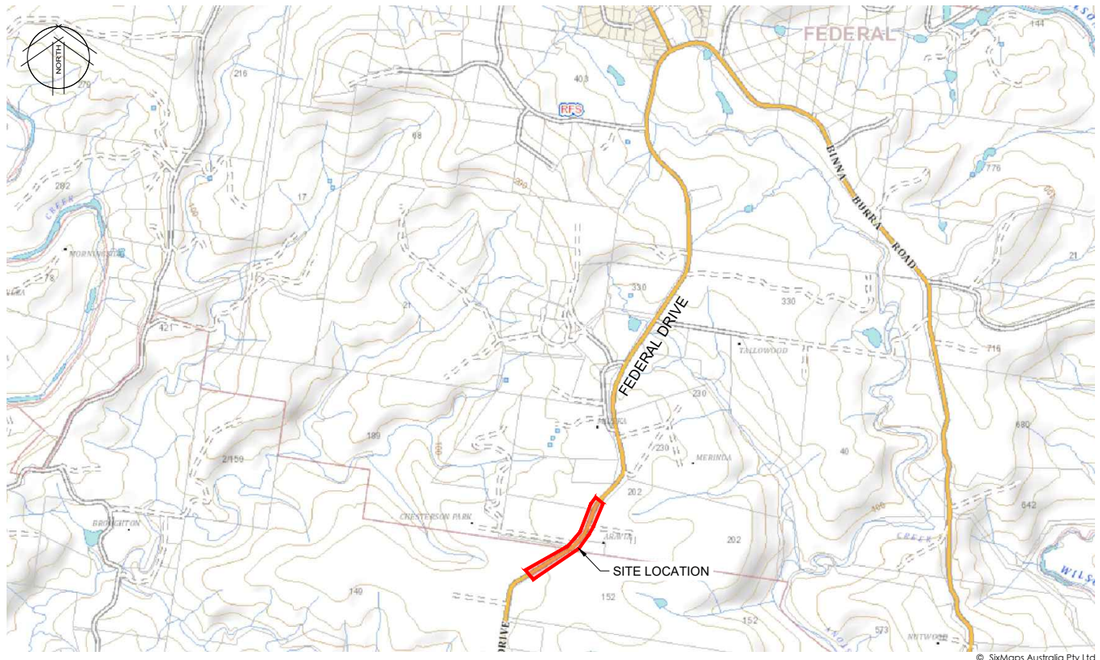
1 51.2023.299.1 LTC submission, E2025/51169 , page 5

BYRON SHIRE COUNCIL

189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

ENGINEERING DESIGN

BARKER RYAN STEWART



LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX

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001	COVER SHEET
011	GENERAL NOTES
021	GENERAL ARRANGEMENT PLAN
025	GENERAL ARRANGEMENT PLAN WITH AERIAL IMAGE
031	TYPICAL SECTION AND DETAIL
101	ENGINEERING PLAN SHEET 1
102	ENGINEERING PLAN SHEET 2
103	ENGINEERING PLAN SHEET 3
111	SIGNAGE AND LINEMARKING PLAN SHEET 1
112	SIGNAGE AND LINEMARKING PLAN SHEET 2
113	SIGNAGE AND LINEMARKING PLAN SHEET 3
201	ROAD LONGITUDINAL SECTION SHEET 1
202	ROAD LONGITUDINAL SECTION SHEET 2
301	ROAD CROSS SECTIONS SHEET 1
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303	ROAD CROSS SECTIONS SHEET 3
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401	INTERSECTION AND TURNING PATH PLAN SHEET 1
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411	INTERSECTION SIGHT DISTANCE PLAN
412	STOPPING SIGHT DISTANCE PLAN
801	EROSION AND SEDIMENT CONTROL PLAN
811	EROSION AND SEDIMENT CONTROL DETAILS

Prepared for: WENTWORTH POINT INVESTMENTS

Revision C
Date 14/05/2025
Project No. NRLS21078-02

ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

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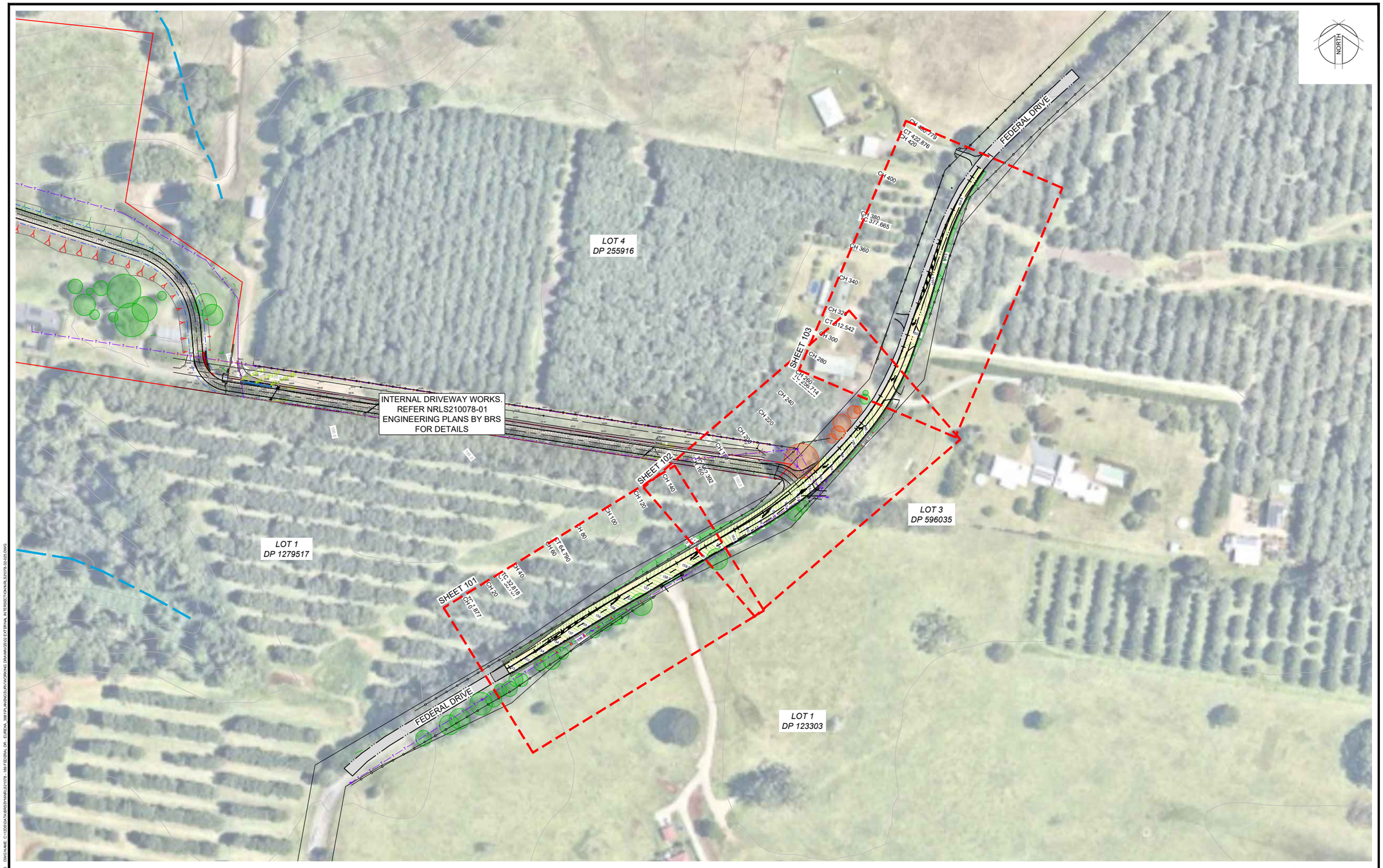

GENERAL ARRANGEMENT PLAN
SCALE 1:1000

20 0 20 40 60 80 100 METRES 1:1000

REV	AMENDMENT	ISSUED	DATE
A	CONCEPT DESIGN	SGB	07/03/25
B	CONCEPT DESIGN FOR APPROVAL	SGB	12/03/25
C	REVISED FOR APPROVAL	SGB	14/05/25

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189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

GENERAL ARRANGEMENT PLAN WITH AERIAL IMAGE

DESIGNED: JT
DRAWN: RG
CHECKED: SGB
SCALE @A1
PLAN: 1:1000
HORI.: -
VERT.: -
X-SECT.: -
DATUM: A.H.D.

PLAN No. NRLS21078-02-025
FILE REF. NRLS21078
REV. C

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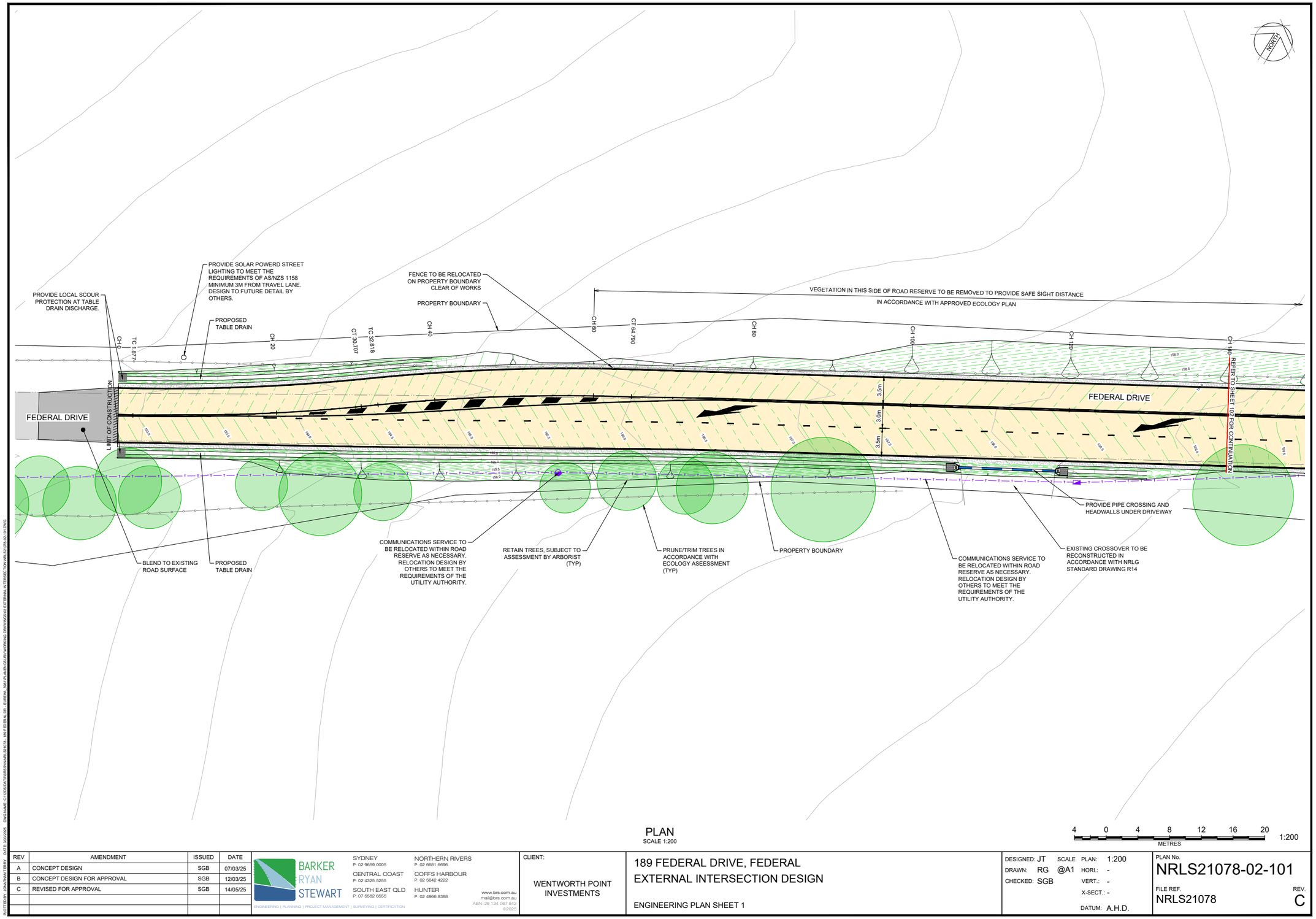

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METRES
1:200

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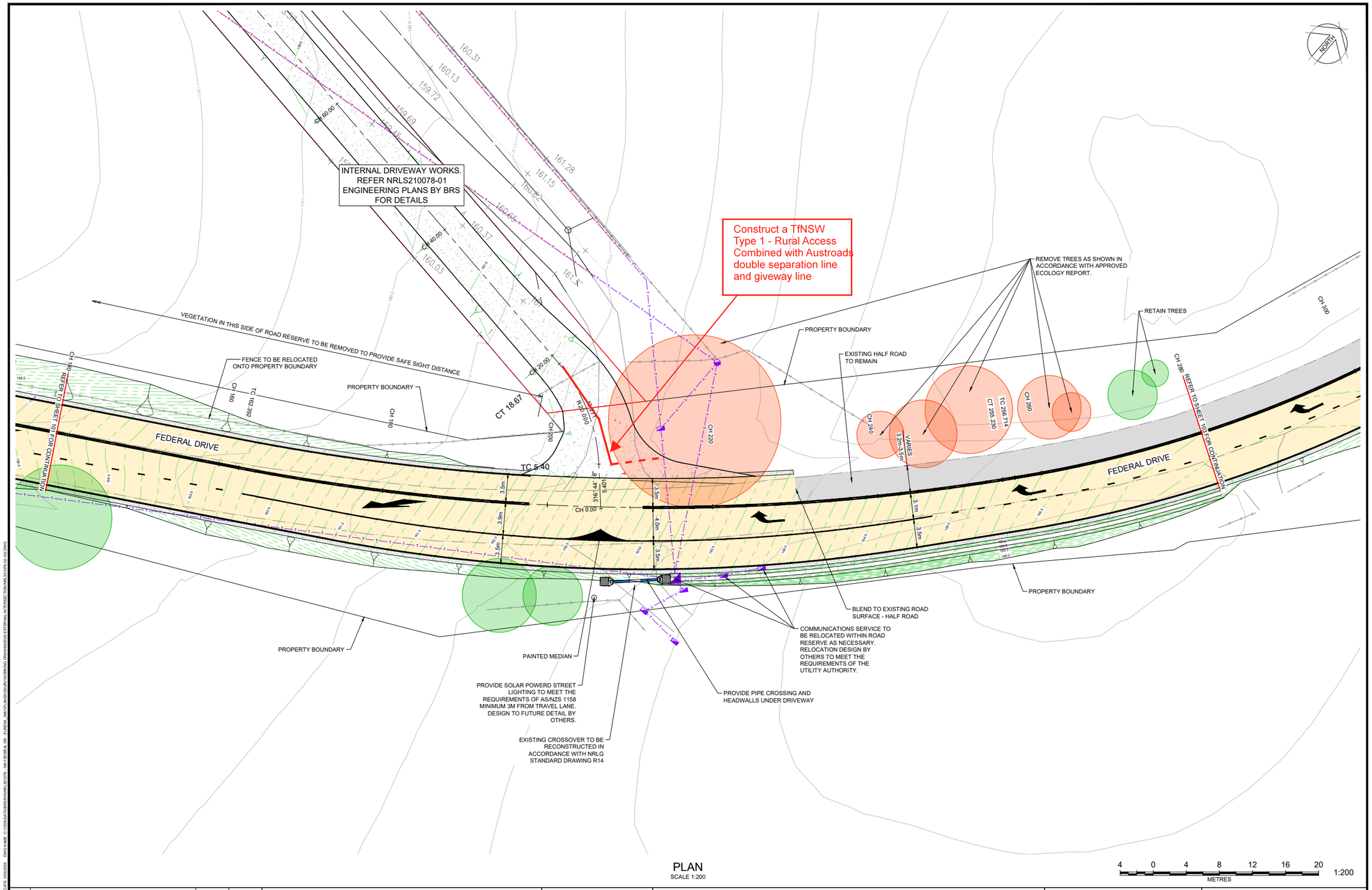
189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

ENGINEERING PLAN SHEET 1

DESIGNED: JT
DRAWN: RG
CHECKED: SGB
SCALE @A1
PLAN: 1:200
HORI.: -
VERT.: -
X-SECT.: -
DATUM: A.H.D.

PLAN No. NRLS21078-02-101
FILE REF. NRLS21078
REV. C



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189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

ENGINEERING PLAN SHEET 2

DESIGNED: JT
DRAWN: RG
CHECKED: SGB
SCALE @A1
PLAN: 1:200
HORI.: -
VERT.: -
X-SECT.: -
DATUM: A.H.D.

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FILE REF. NRLS21078
REV. C

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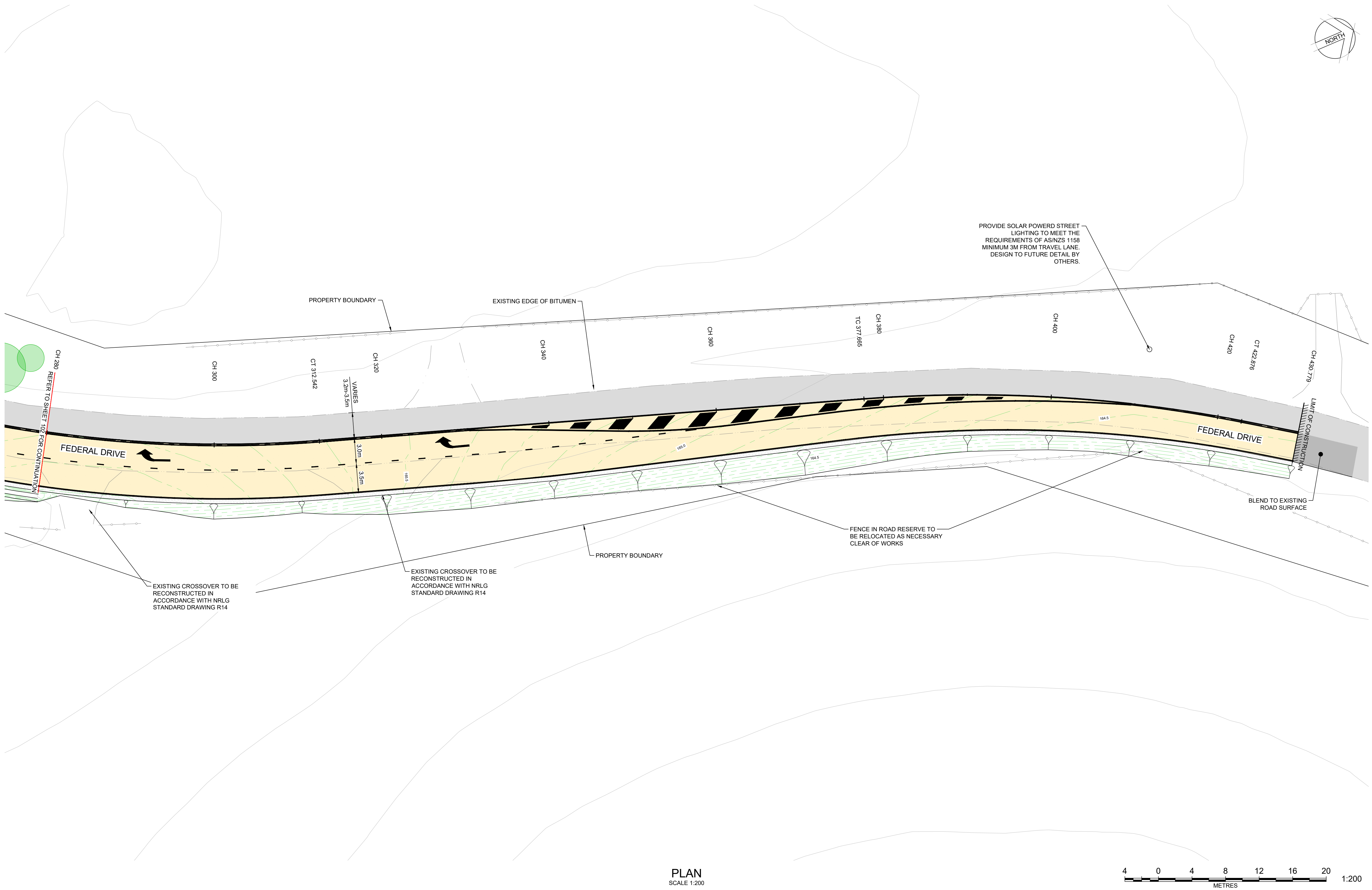

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C	REVISED FOR APPROVAL	SGB	14/05/25

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189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

ENGINEERING PLAN SHEET 3

DESIGNED: JT DRAWN: RG CHECKED: SGB
SCALE @A1 PLAN: 1:200 HORI.: - VERT.: - X-SECT.: - DATUM: A.H.D.

PLAN No. NRLS21078-02-103
FILE REF. NRLS21078
REV. C

PLOTTED BY: JONATHAN TERRY DATE: 3/03/2025

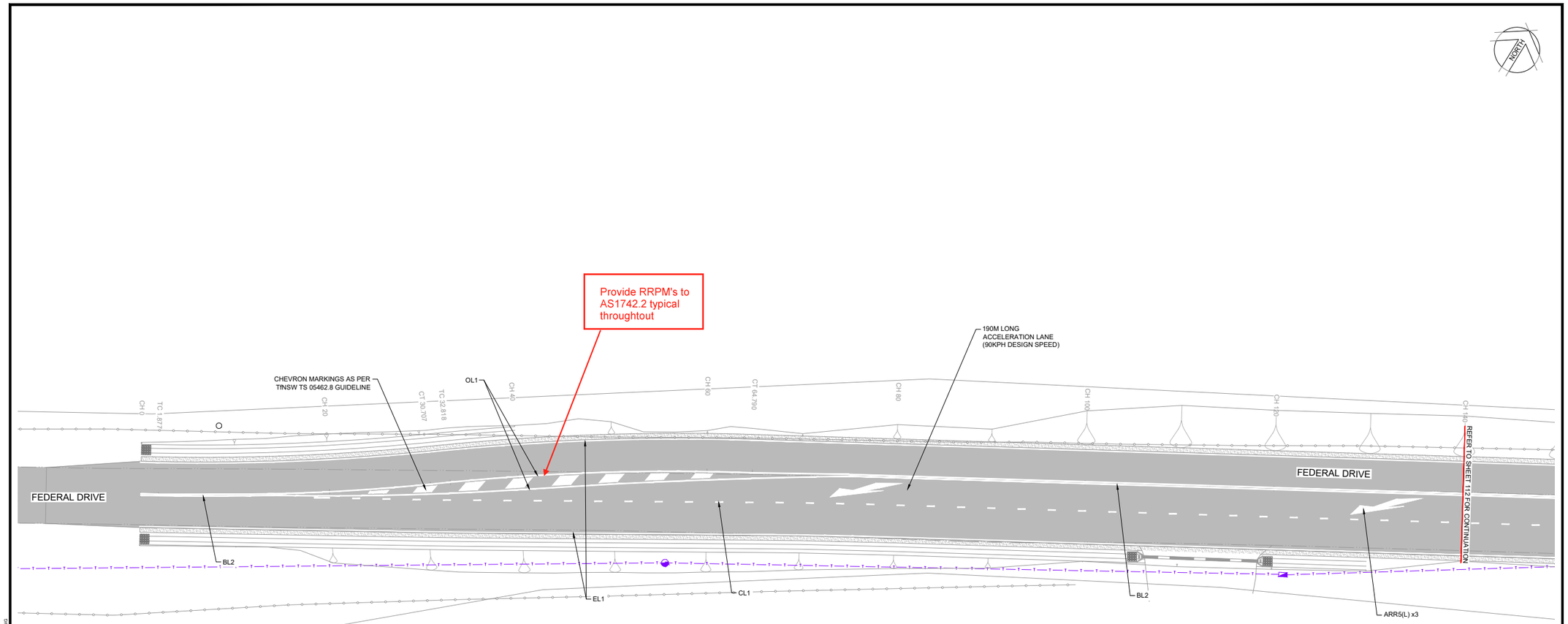
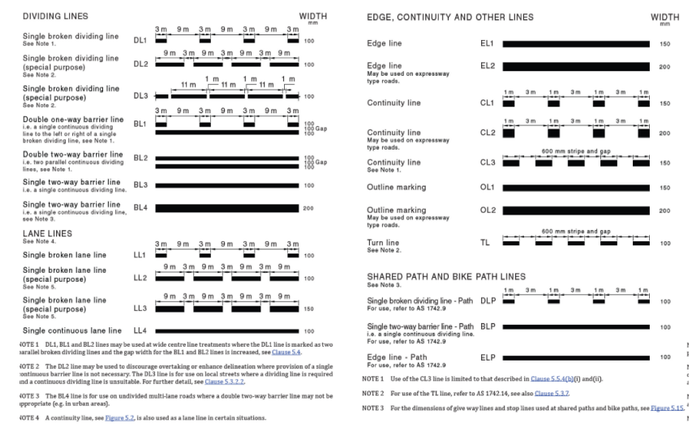


Table 5.6 — Colour of retroreflective raised pavement markers to augment painted lines

Application	RRPM colour
Dividing lines	Yellow
Lane lines (excl. tram lane lines)	White
Right hand edge line, divided road	Yellow
Left hand edge line, divided road	Red
Left hand edge line, two-way road	Red
Tram lane lines	Yellow
Small channelizing island outline, painted or raised — all sides (see Note 1)	White
Median island outline, painted or raised — all sides	Yellow
Roadway diverge outline, including expressway exit nose, and approach end of large island	
Left side (see Note 2)	Yellow
Right side (see Note 2)	Red
Step-out markings at expressway exit ramps	Green

NOTE 1: A small island should generally be regarded as one with no side, including approach and departure markings, longer than 12 m.

NOTE 2: Left or right when viewed in the direction of travel.



PLAN
SCALE 1:200

4 0 4 8 12 16 20 METRES 1:200

REV	AMENDMENT	ISSUED	DATE
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189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

SIGNAGE AND LINEMARKING PLAN SHEET 1

DESIGNED: JT SCALE @A1 PLAN: 1:200
DRAWN: RG HORI.: -
CHECKED: SGB VERT.: -
X-SECT.: -
DATUM: A.H.D.

PLAN No. NRLS21078-02-111
FILE REF. NRLS21078
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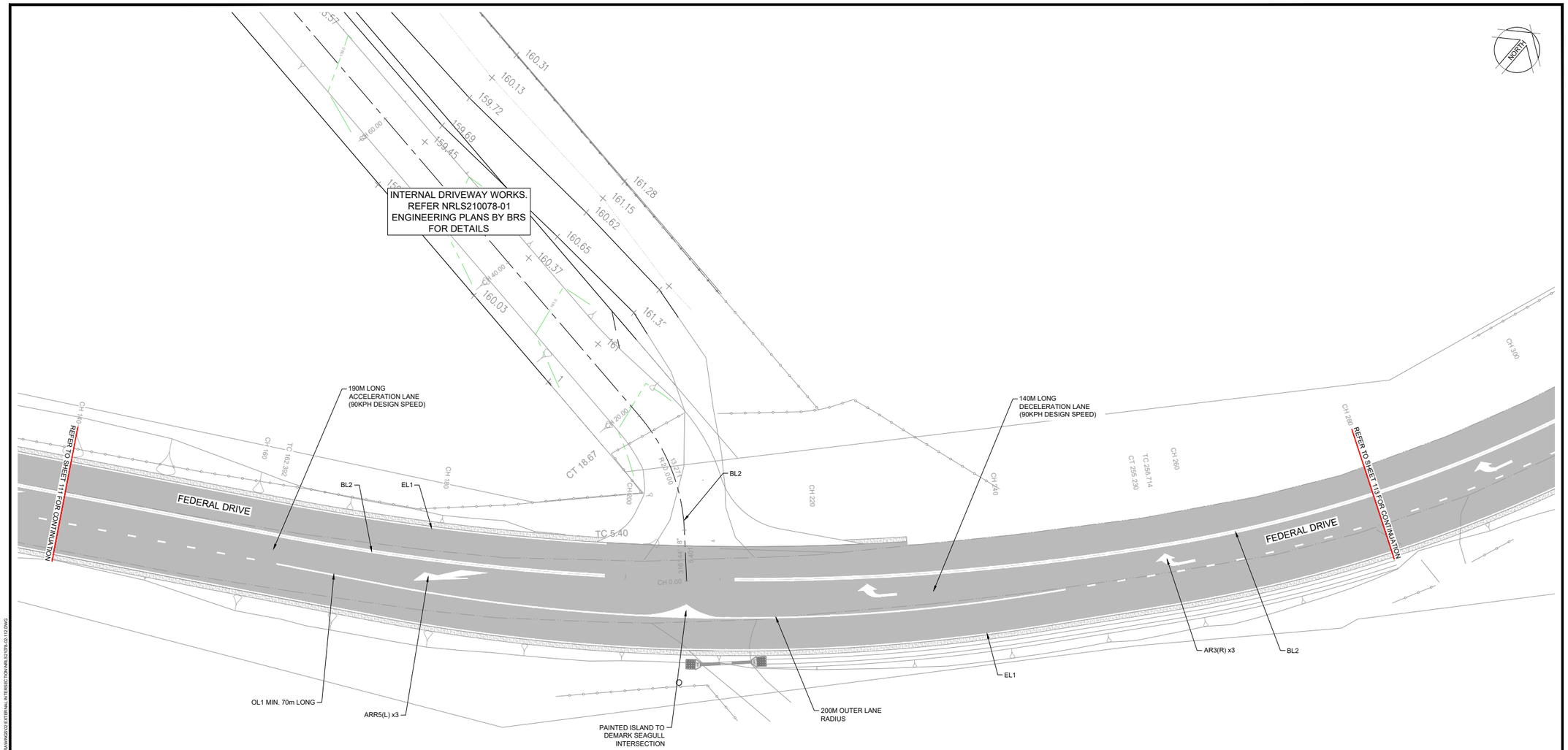

PLAN
SCALE 1:200

4 0 4 8 12 16 20 METRES 1:200

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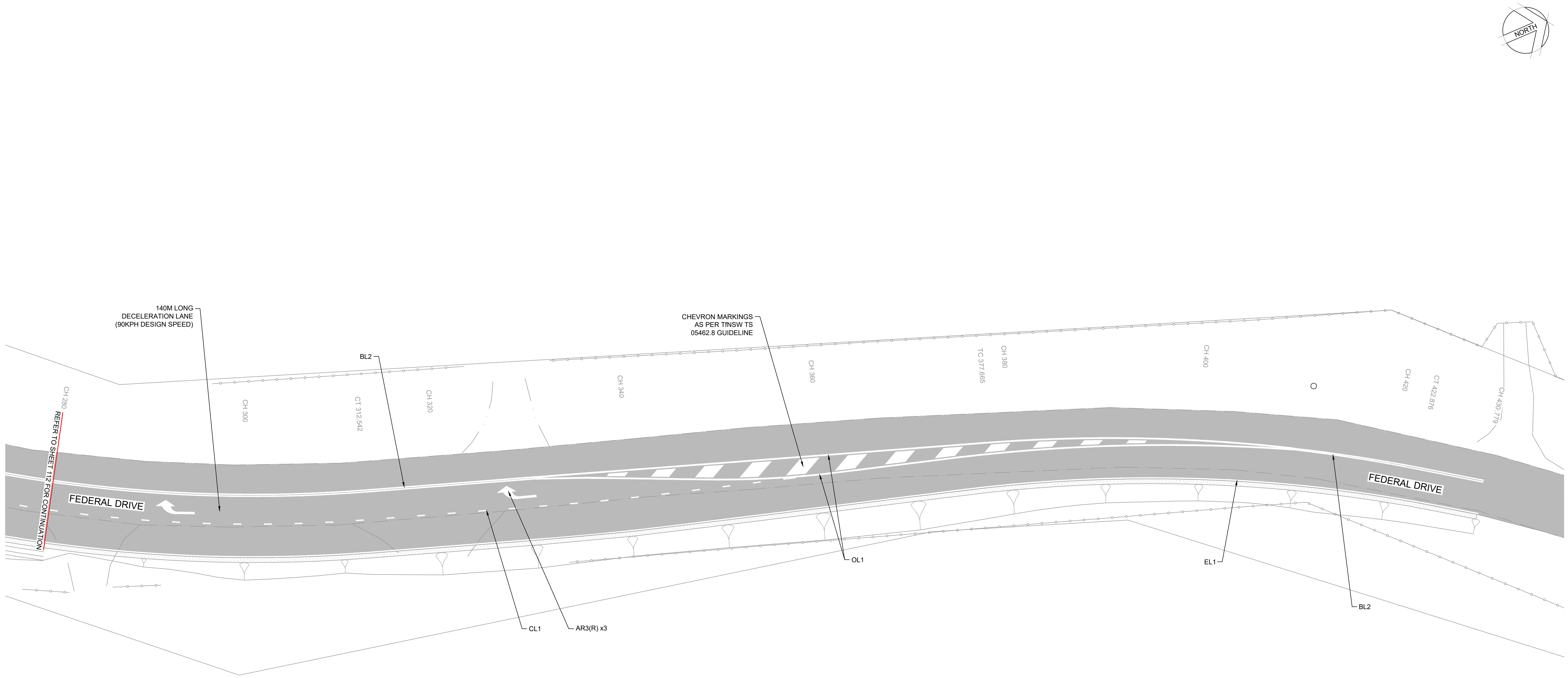
189 FEDERAL DRIVE, FEDERAL
EXTERNAL INTERSECTION DESIGN

SIGNAGE AND LINEMARKING PLAN SHEET 2

DESIGNED: JT
DRAWN: RG
CHECKED: SGB
SCALE @A1
PLAN: 1:200
HORI.: -
VERT.: -
X-SECT.: -
DATUM: A.H.D.

PLAN No. NRLS21078-02-112
FILE REF. NRLS21078
REV. C

PLOTTED BY: JONATHAN TERRY DATE: 3/03/2025 DWG NAME: C:\12DFDATA\BRS\NNRLS21078 - 189 FEDERAL DR - EUREKA_3481\PLANS\DRAWINGS\02 EXTERNAL INTERSECTION\NRLS21078-02-112.DWG



PLAN
SCALE 1:200

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PLOTTED BY: JONATHAN TERRY DATE: 3/03/2025

REV	AMENDMENT	ISSUED	DATE
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189 FEDERAL DRIVE, FEDERAL
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SIGNAGE AND LINEMARKING PLAN SHEET 3

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DRAWN: RG
CHECKED: SGB

SCALE @A1 PLAN: 1:200
HORI.: -
VERT.: -
X-SECT.: -
DATUM: A.H.D.

PLAN No. NRLS21078-02-113

FILE REF. NRLS21078

REV. C

Report No. 6.2 Tallowood Stage 9 - RFS requirements for No Stopping on non perimeter roads

File No: I2025/683

The purpose of this LTC report is to gain support for the proposed regulatory signage and line markings shown in attachment 1.

Council has received a Subdivision Works Certificate associated with a development approval for Stage 9 Tallowood Ridge Estate Subdivision to Create Forty-Eight (48) Residential Lots, of which Seven (7) of these Lots are a Community Title subdivision, and a Community Title common Property Lot

As part of the approved D.A (10.2020.109.1) consent conditions 3 & 6 imposed the following requirement:

3) Integrated Approvals from other State Government Approval Bodies

This development consent includes an Integrated development approval under Sections 4.46 and 4.47 of the Environmental Planning and Assessment Act 1979, being an authorisation under section 100B of the Rural Fires Act 1997 in respect of bush fire safety of subdivision of land that could lawfully be used for residential purposes, and is subject to the General Terms of Approval from the Rural Fire Service dated 13 July 2021 [Ref: DA20200311000919-CL55-1] contained in a schedule of this Notice of Determination.

6) Engineering Construction Plans

b) Full Width Road Construction

Full width road, kerb & gutter, drainage and footpath construction for all proposed roads on the approved plan and in accordance with Condition 4 of RFS GTA with reference no DA20200311000919-CL55-1 dated 13 July 2021. Particular emphasis to the following:

- No parking inside the carriageway of perimeter roads;
- Perimeter roads be provided with roll top kerb;
- Hydrants are located outside of parking reserves and road carriageways; and
- Traffic management devices are constructed to not prohibit access by emergency services vehicles;

In addition to the approved plans, provision must be made to provide 1.2m wide footpath in Road 1-2 to create a footpath circuit between Road 1-1 and Road 1-3 accordance with Northern Rivers Local Government Standard Drawing R-07.

Conclusion

The purpose of this LTC report is to gain Council support for the proposed regulatory signage and line markings only shown in attachment 1.

The RFS PBP2019 guidelines require a non-perimeter road to have a minimum clear width of 5.5m and for carparking to be located outside of the carriageway width. Road 1 is

approved as an 8m wide road allowing parallel carparks on one side only with a minimum width of 2.1m

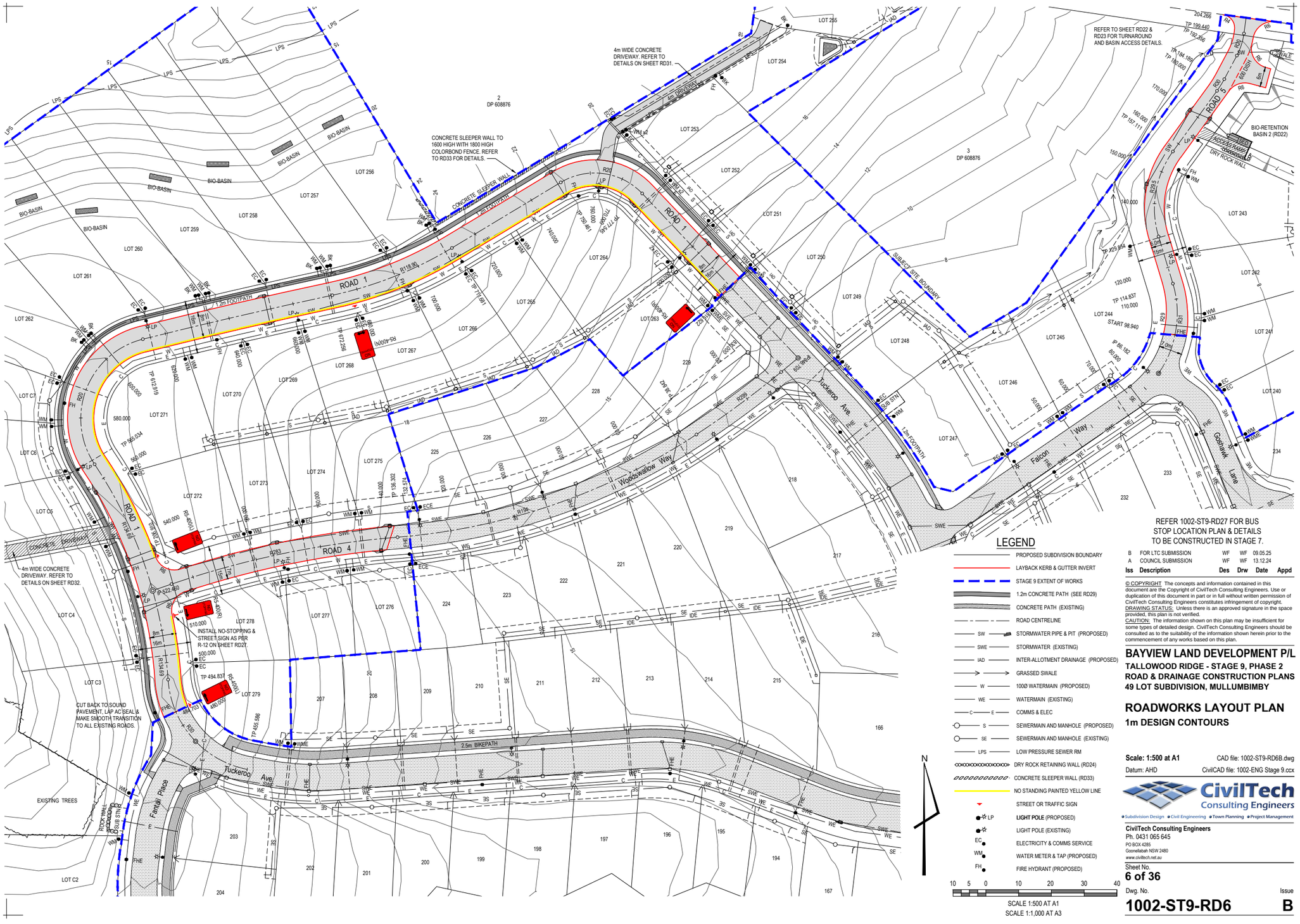
RFS has confirmed in writing that Road 1-1 in question is a Non Perimeter road, therefore requires No Parking installed on one side of the road as indicate on attachment 1 demonstrating compliance with this.

RECOMMENDATION:

That the Local Traffic Committee endorses the proposed intersection plan as nominated in Attachment 1 (E2025/49387).

Attachments:

1 14.2020.109.2 For Submission to LTC, E2025/49387 , page 15



REFER 1002-ST9-RD27 FOR BUS STOP LOCATION PLAN & DETAILS TO BE CONSTRUCTED IN STAGE 7.

LEGEND

- PROPOSED SUBDIVISION BOUNDARY
- LAYBACK KERB & GUTTER INVERT
- STAGE 9 EXTENT OF WORKS
- 1.2m CONCRETE PATH (SEE RD29)
- CONCRETE PATH (EXISTING)
- ROAD CENTRELINE
- SW — STORMWATER PIPE & PIT (PROPOSED)
- SWE — STORMWATER (EXISTING)
- IAD — INTER-ALLOTMENT DRAINAGE (PROPOSED)
- GRASSED SWALE
- W — 100Ø WATERMAIN (PROPOSED)
- WE — WATERMAIN (EXISTING)
- C — E — COMMS & ELEC
- S — SEWERMAIN AND MANHOLE (PROPOSED)
- SE — SEWERMAIN AND MANHOLE (EXISTING)
- LPS — LOW PRESSURE SEWER RM
- DRY ROCK RETAINING WALL (RD24)
- CONCRETE SLEEPER WALL (RD33)
- NO STANDING PAINTED YELLOW LINE
- STREET OR TRAFFIC SIGN
- LP — LIGHT POLE (PROPOSED)
- LIGHT POLE (EXISTING)
- EC — ELECTRICITY & COMMS SERVICE
- WM — WATER METER & TAP (PROPOSED)
- FH — FIRE HYDRANT (PROPOSED)

Iss	Description	Des	Drw	Date	Appd
B	FOR LTC SUBMISSION	WF	WF	09.05.25	
A	COUNCIL SUBMISSION	WF	WF	13.12.24	

BAYVIEW LAND DEVELOPMENT P/L

TALLOWOOD RIDGE - STAGE 9, PHASE 2
ROAD & DRAINAGE CONSTRUCTION PLANS
49 LOT SUBDIVISION, MULLUMBIMBY

ROADWORKS LAYOUT PLAN

1m DESIGN CONTOURS

Scale: 1:500 at A1 CAD file: 1002-ST9-RD6B.dwg
Datum: AHD CivilCAD file: 1002-ENG Stage 9.ccx

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Sheet No.
6 of 36

Dwg. No. **1002-ST9-RD6** Issue **B**

Report No. 6.3 South Beach Road Upgrade - Signs & Lines

File No: I2025/742

The purpose of this report is to gain Local Traffic Committee and Council support for the South Beach Road Upgrade – Signs and Linemarking.

The works will improve accessibility, drainage, parking and the poor condition road surface, creating a safer road environment.

South Beach Road Reconstruction Project - Scope of Works Description

- New road pavement drainage including concrete kerbing, stormwater pits, lintels and pipework.
- Construction of new concrete edge restraint, road garden beds, infiltration gardens, plantings, topsoiling and turfing.
- New concrete footpath linkages, pedestrian ramps, stone pitched turnout bays and pre-cast pedestrian islands.
- Design and construction of new road pavement including revised profile to improve localised drainage and functionality of new road pavement.
- New line marking and signage throughout the project footprint.

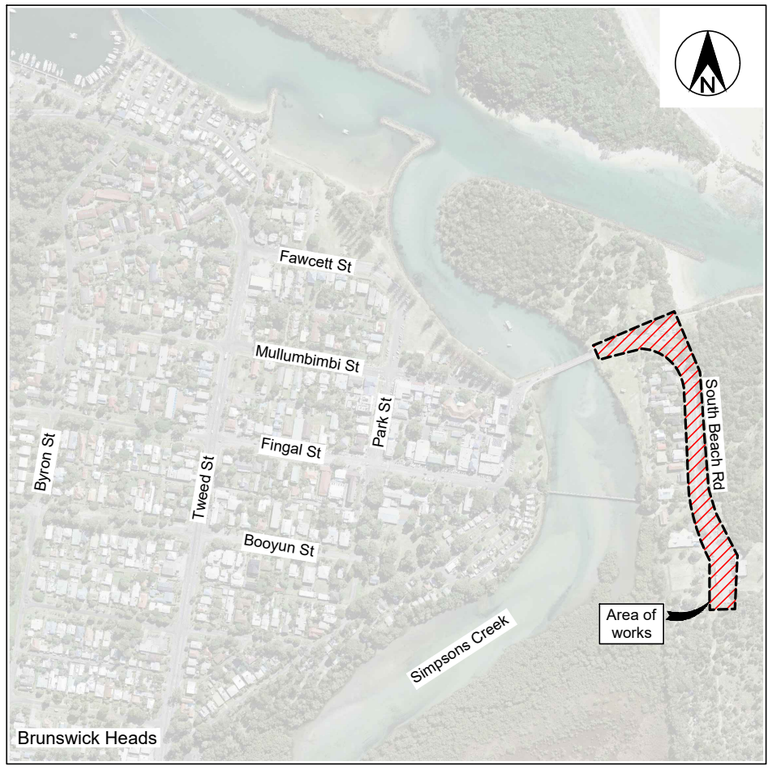
RECOMMENDATION:

That the Local Traffic Committee supports the signage, line markings and traffic control devices associated with the South Beach Road works in accordance with Attachment 1 (E2024/148246)

Attachments:

1 South Beach Rd Upgrade - IFC Design Drawings Rev2 - 18/12/2024, E2024/148246 , page 17

South Beach Road
Road and Drainage Upgrade
Brunswick Heads



Locality sketch

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Site Plan Sheet 3 of 7	2796-13	1
Site Plan Sheet 4 of 7	2796-14	1
Site Plan Sheet 5 of 7	2796-15	1
Site Plan Sheet 6 of 7	2796-16	1
Site Plan Sheet 7 of 7	2796-17	1
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Drainage Long section Sheet 2 of 2	2796-19	1
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Lip of Kerb Cross sections Sheet 1 of 18	2796-21	1
Lip of Kerb Cross sections Sheet 2 of 18	2796-22	1
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Lip of Kerb Cross sections Sheet 5 of 18	2796-25	1
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Lip of Kerb Cross sections Sheet 7 of 18	2796-27	1
Lip of Kerb Cross sections Sheet 8 of 18	2796-28	1
Lip of Kerb Cross sections Sheet 9 of 18	2796-29	1
Lip of Kerb Cross sections Sheet 10 of 18	2796-30	1
Lip of Kerb Cross sections Sheet 11 of 18	2796-31	1
Lip of Kerb Cross sections Sheet 12 of 18	2796-32	1
Lip of Kerb Cross sections Sheet 13 of 18	2796-33	1
Lip of Kerb Cross sections Sheet 14 of 18	2796-34	1
Lip of Kerb Cross sections Sheet 15 of 18	2796-35	1
Lip of Kerb Cross sections Sheet 16 of 18	2796-36	1
Lip of Kerb Cross sections Sheet 17 of 18	2796-37	1
Lip of Kerb Cross sections Sheet 18 of 18	2796-38	1
General Details Sheet 1 of 2	2796-39	1
General Details Sheet 2 of 2	2796-40	1
Signs and Line marking plan Sheet 1 of 3	2796-41	1
Signs and Line marking plan Sheet 2 of 3	2796-42	1
Signs and Line marking plan Sheet 3 of 3	2796-43	2

Legend

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

Approval
on behalf of the General Manager
.....
Director Infrastructure Services
Date: 16/01/25

Project No
2796

ISSUED FOR CONSTRUCTION
DATE 18/12/2024

Project number: 2796	
Drawing number	Issue
2796-01	2

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796_South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796_Sth Bch Rd-IFC.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 D1.37 AND D1.38 "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.

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.

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

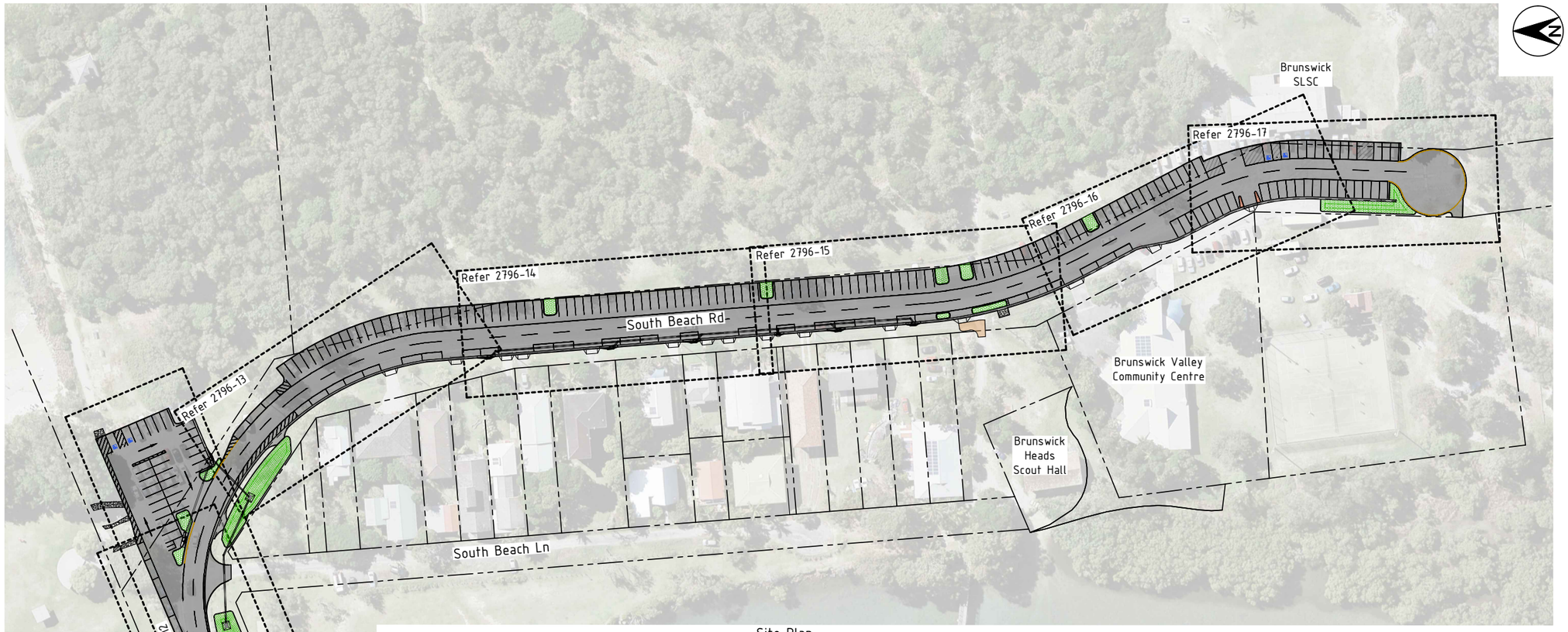
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

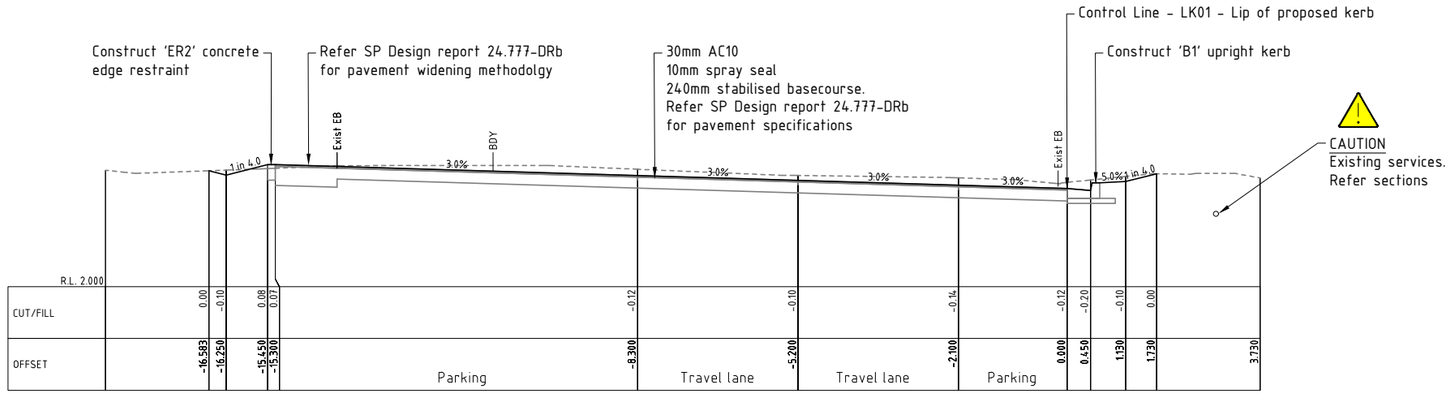
Plan title: **General Notes**

Drawing number: **2796-02**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan
Scale 1:1200 (A3)



Typical Section
Scale 1:100 (A3)

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:600, A3 SHEET 1:1200
0 6 12 24 36 48 60 m
SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m
Use figured dimensions only. Do not scale.

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Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Plan title: **Sheet Key plan & Typical section**

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-03**
Issue: **1**

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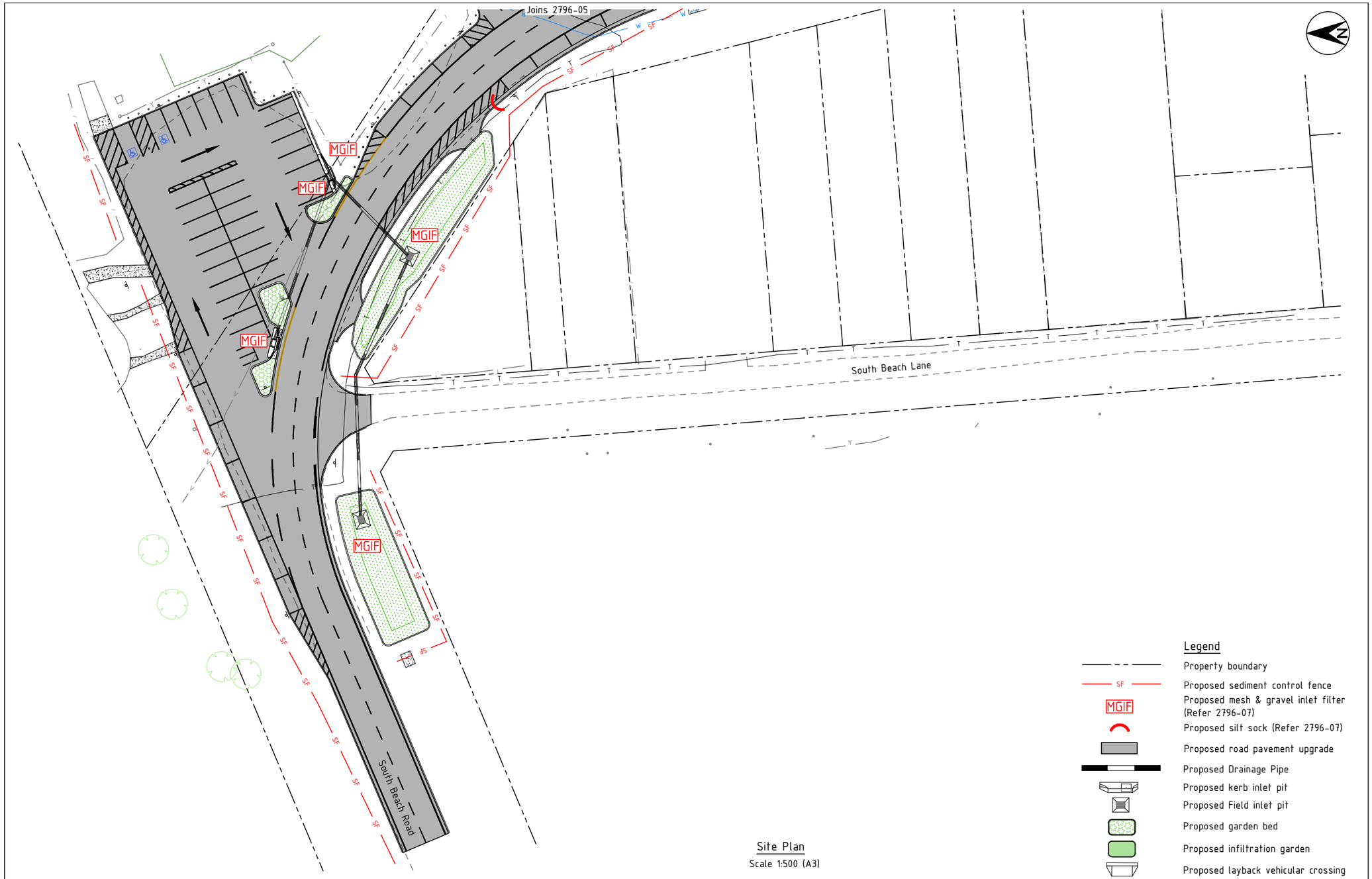

Site Plan

Scale 1:500 (A3)

Legend

- Property boundary
- SF — Proposed sediment control fence
- MGIF — Proposed mesh & gravel inlet filter (Refer 2796-07)
- Proposed silt sock (Refer 2796-07)
- Proposed road pavement upgrade
- Proposed Drainage Pipe
- Proposed kerb inlet pit
- Proposed Field inlet pit
- Proposed garden bed
- Proposed infiltration garden
- Proposed layback vehicular crossing

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

Use figured dimensions only. Do not scale.

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Date 16.01.25

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Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

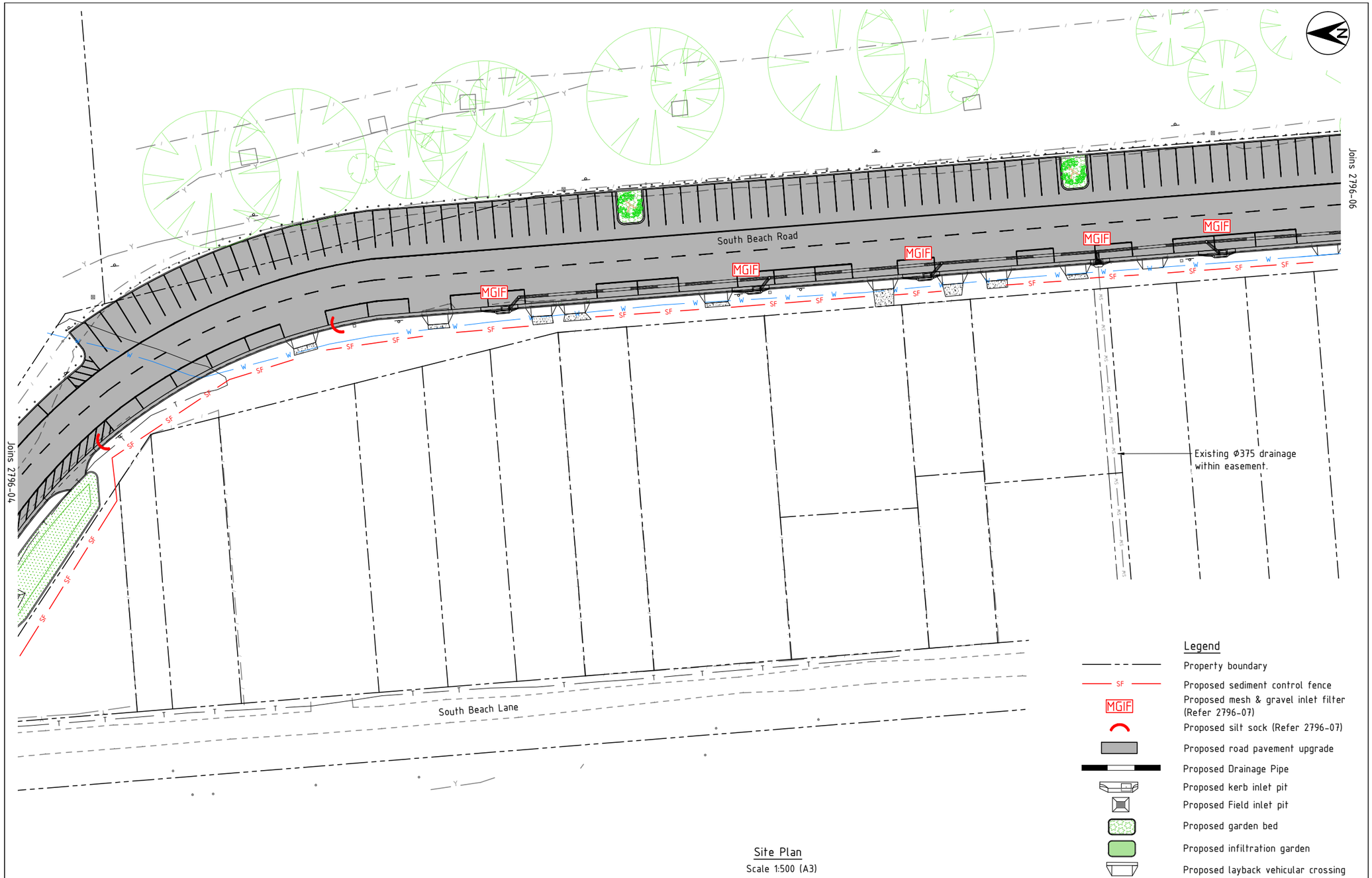
Plan Register Number: 2796

Plan title: **Erosion & Sediment Control Plan Sheet 1 of 3**

Drawing number: **2796-04**

Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan
Scale 1:500 (A3)

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

Use figured dimensions only. Do not scale.

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BYRON SHIRE COUNCIL

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Date 16.01.25

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Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **Erosion & Sediment Control Plan Sheet 2 of 3**

Drawing number: **2796-05**
Issue: **1**

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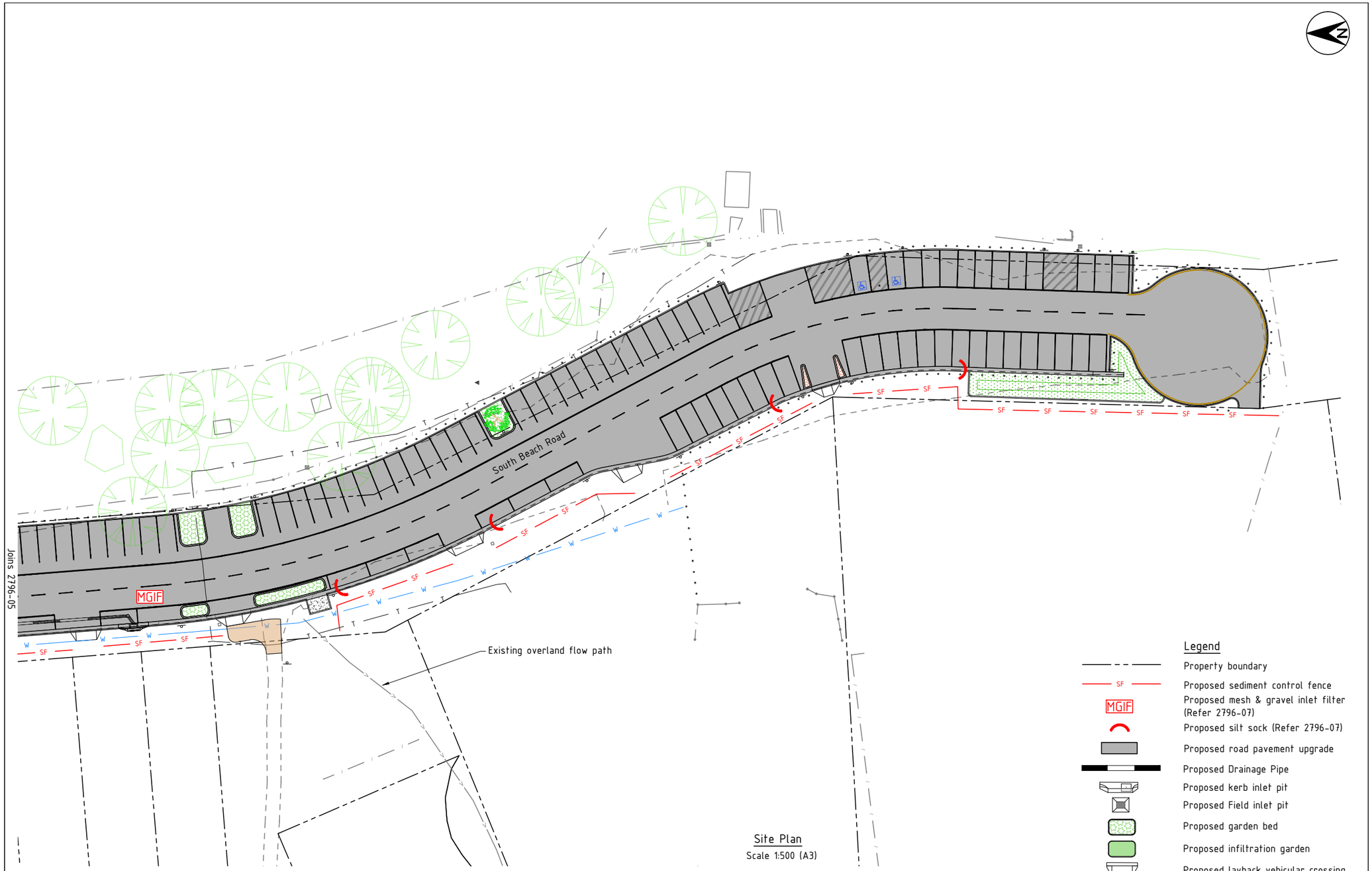

Site Plan
Scale 1:500 (A3)

Legend

- Property boundary
- SF — Proposed sediment control fence
- MGIF — Proposed mesh & gravel inlet filter (Refer 2796-07)
- Proposed silt sock (Refer 2796-07)
- Proposed road pavement upgrade
- Proposed Drainage Pipe
- Proposed kerb inlet pit
- Proposed Field inlet pit
- Proposed garden bed
- Proposed infiltration garden
- Proposed layback vehicular crossing

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

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Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **Erosion & Sediment Control Plan Sheet 3 of 3**

Drawing number: **2796-06**
Issue: **1**

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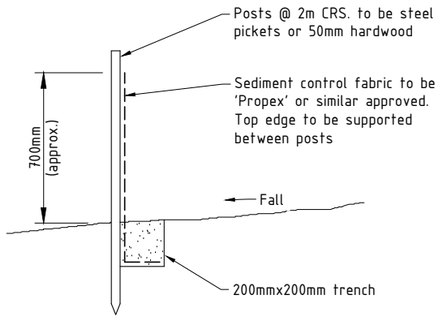
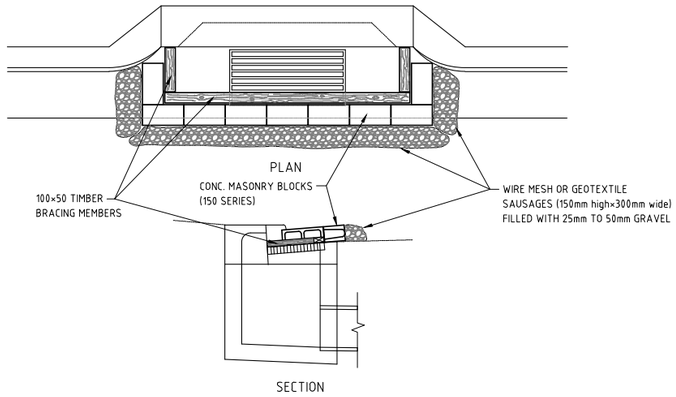


Temporary Sediment control fence

Not to scale

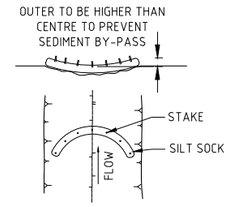
Shown Thus: —— SF ——



Mesh & Gravel inlet filter

Not to scale

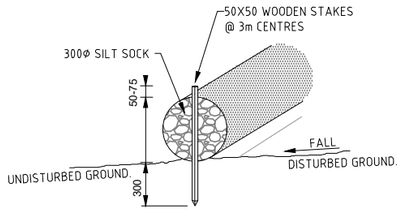
Shown Thus: MGIF



Sediment Control for open channels

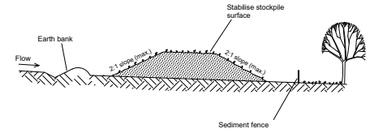
Not to scale

SILT SOCK FOR OPEN CHANNELS



Silt Sock Detail

Not to scale



Construction Notes

1. Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated water flow, roads and hazard areas.
2. Construct on the contour as low, flat, elongated mounds.
3. Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height.
4. 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.
5. 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

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 (e.g. maintain grassy buffer where possible).
- Minimise disturbance to groundcover 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 ryegrasss 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 swept 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
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

 # Use figured dimensions only. Do not scale.

Infrastructure Services
Council offices
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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager Date 16.01.25

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Project: South Beach Road Road and Drainage Upgrade Brunswick Heads

Project Pulse Number: PM20_1197

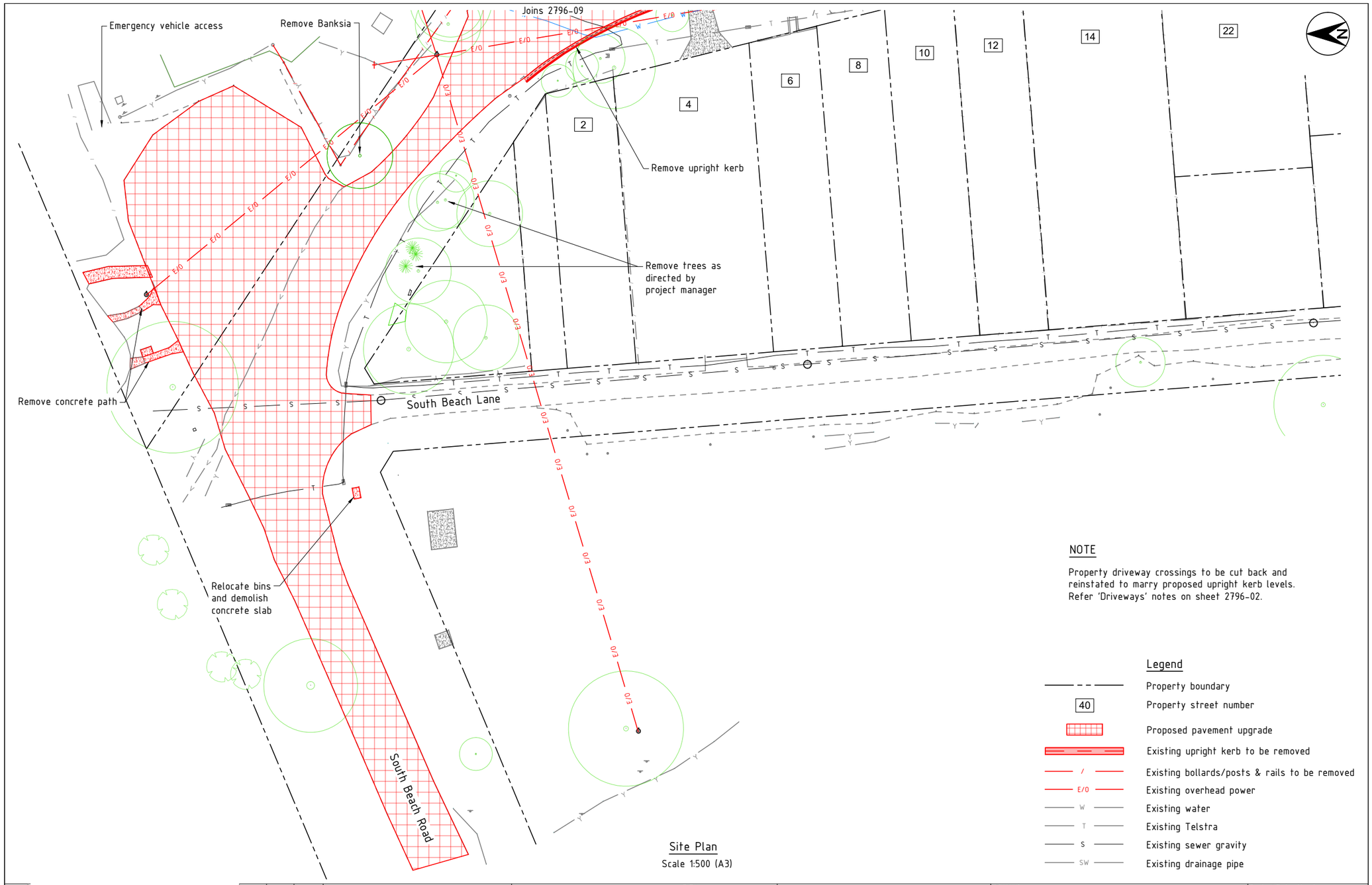
Plan Register Number: 2796

Plan title: Erosion & Sediment Control Notes

Drawing number 2796-07

Issue 1

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan
Scale 1:500 (A3)

NOTE

Property driveway crossings to be cut back and reinstated to marry proposed upright kerb levels. Refer 'Driveways' notes on sheet 2796-02.

Legend

- Property boundary
- 40 Property street number
- Proposed pavement upgrade
- Existing upright kerb to be removed
- / Existing bollards/posts & rails to be removed
- E/O Existing overhead power
- W Existing water
- T Existing Telstra
- S Existing sewer gravity
- SW Existing drainage pipe

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

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

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: South Beach Road Road and Drainage Upgrade Brunswick Heads

Project Pulse Number: PM20_1197

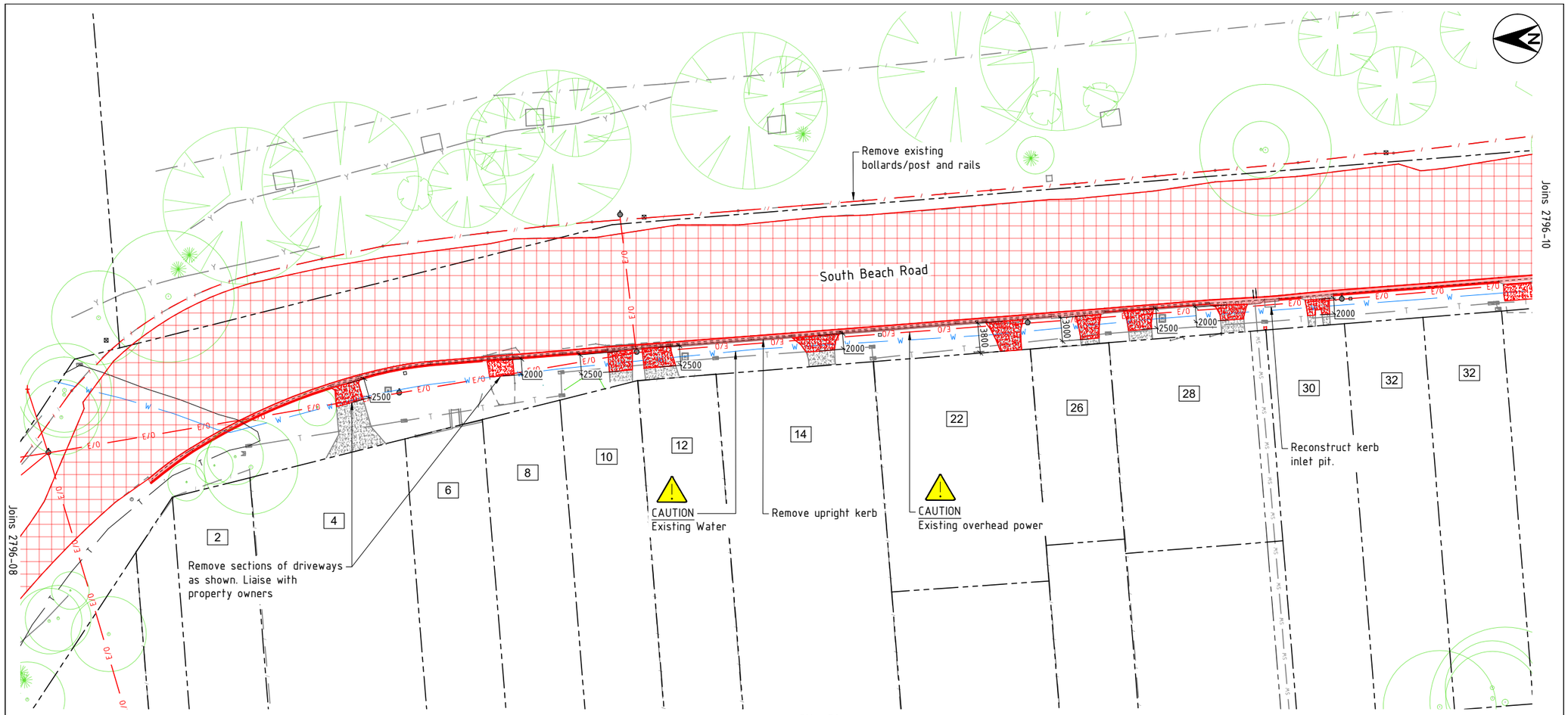
Plan Register Number: 2796

Plan title: Demolition Plan Sheet 1 of 3

Drawing number: 2796-08

Issue: 1

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan

Scale 1:500 (A3)

Legend

- Property boundary
- 40 — Property street number
- Proposed pavement upgrade
- Existing upright kerb to be removed
- / — Existing bollards/posts & rails to be removed
- E/O — Existing overhead power
- W — Existing water
- T — Existing Telstra
- S — Existing sewer gravity
- SW — Existing drainage pipe

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:250, A3 SHEET 1:500

0 2.5 5 10 15 20 25 m

Use figured dimensions only. Do not scale.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager

Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Plan title: **Demolition Plan Sheet 2 of 3**

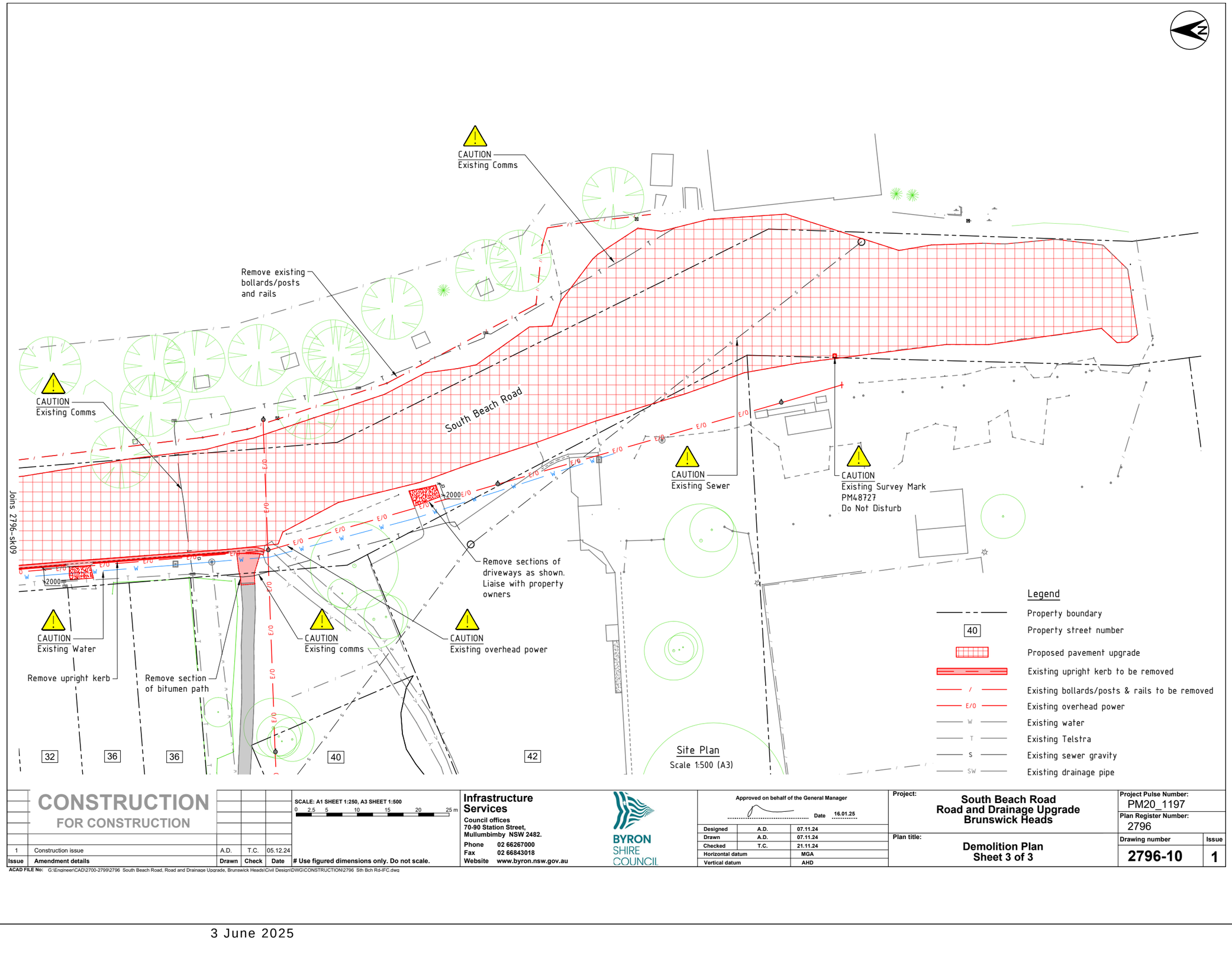
Project Pulse Number: PM20_1197

Plan Register Number: 2796

Drawing number: **2796-09**

Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

Use figured dimensions only. Do not scale.

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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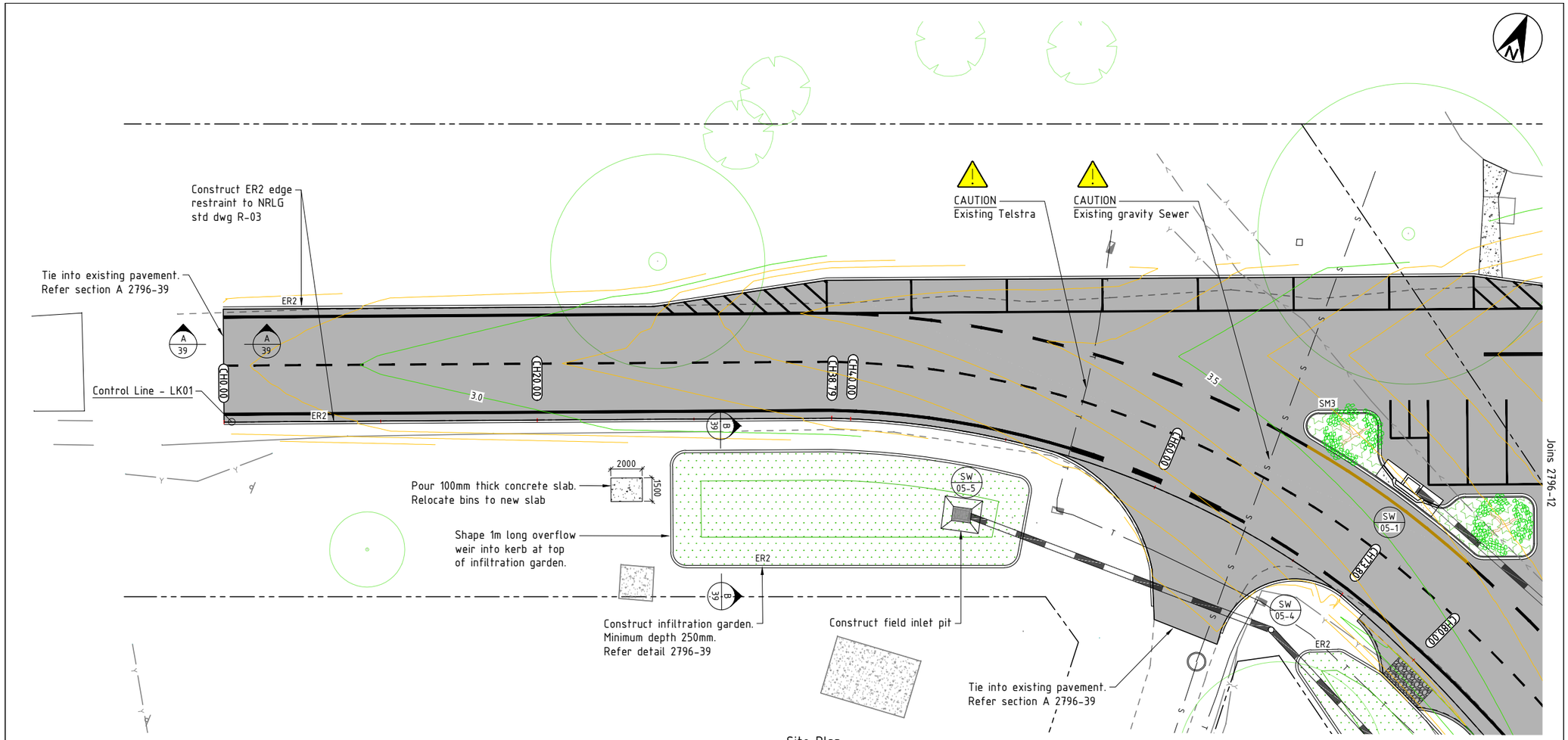
Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

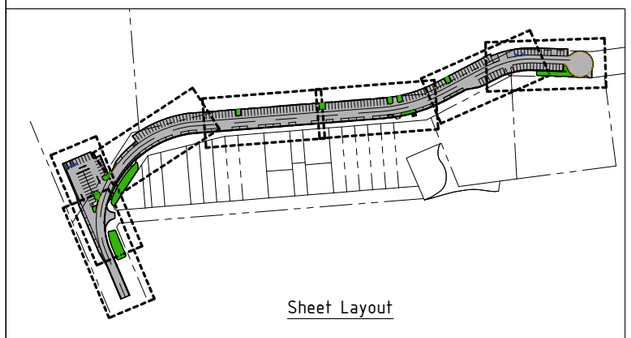
Plan title: **Demolition Plan Sheet 3 of 3**

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-10**
Issue: **1**



Site Plan

Scale 1:250 (A3)



Sheet Layout

LEGEND

- Proposed pavement reconstruction
- Proposed flush edge restraint (ER2)
- Proposed upright kerb (B1)
- Proposed semi-mountable kerb (SM3)
- Proposed extent of cut/fill batter
- Design surface contours (100mm interval)
- Proposed drainage pipe
- Proposed garden bed
- Proposed infiltration garden
- Property boundary
- Existing edge of bitumen
- Existing road shoulder
- Existing overhead power
- Existing underground telstra
- Existing Water
- Existing sewer gravity
- Existing bank bottom
- Existing bank top
- Existing fence
- Existing tree to remain
- Existing telecommunications pit
- Existing power / telecommunications pole
- Existing hydrant
- Existing stay wire
- Existing sign

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.24

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

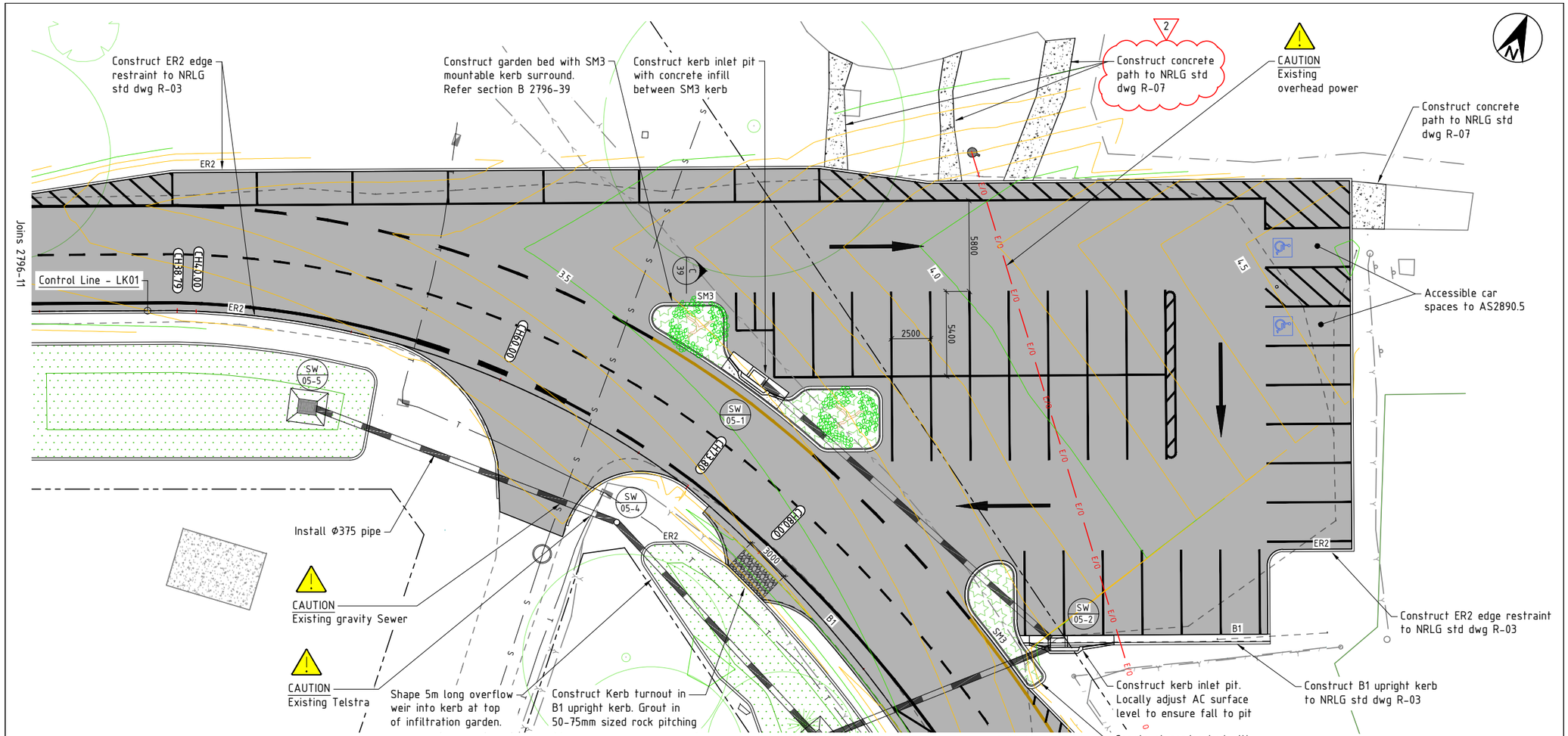
Plan Register Number: 2796

Plan title: **Site Plan Sheet 1 of 7**

Drawing number: **2796-11**

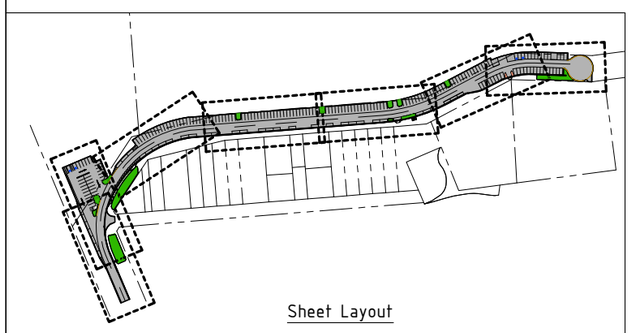
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan

Scale 1:250 (A3)



Sheet Layout

LEGEND

Proposed pavement reconstruction	Property boundary
Proposed flush edge restraint (ER2)	Existing edge of bitumen
Proposed upright kerb (B1)	Existing road shoulder
Proposed semi-mountable kerb (SM3)	Existing overhead power
Proposed extent of cut/fill batter	Existing underground telstra
Design surface contours (100mm interval)	Existing Water
Proposed drainage pipe	Existing sewer gravity
Proposed garden bed	Existing bank bottom
Proposed infiltration garden	Existing bank top
	Existing fence
	Existing tree to remain
	Existing telecommunications pit
	Existing power / telecommunications pole
	Existing hydrant
	Existing stay wire
	Existing sign

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
2	Amendment to path extents	A.D.	T.C.	18.12.24
1	Construction issue	A.D.	T.C.	05.12.24

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

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

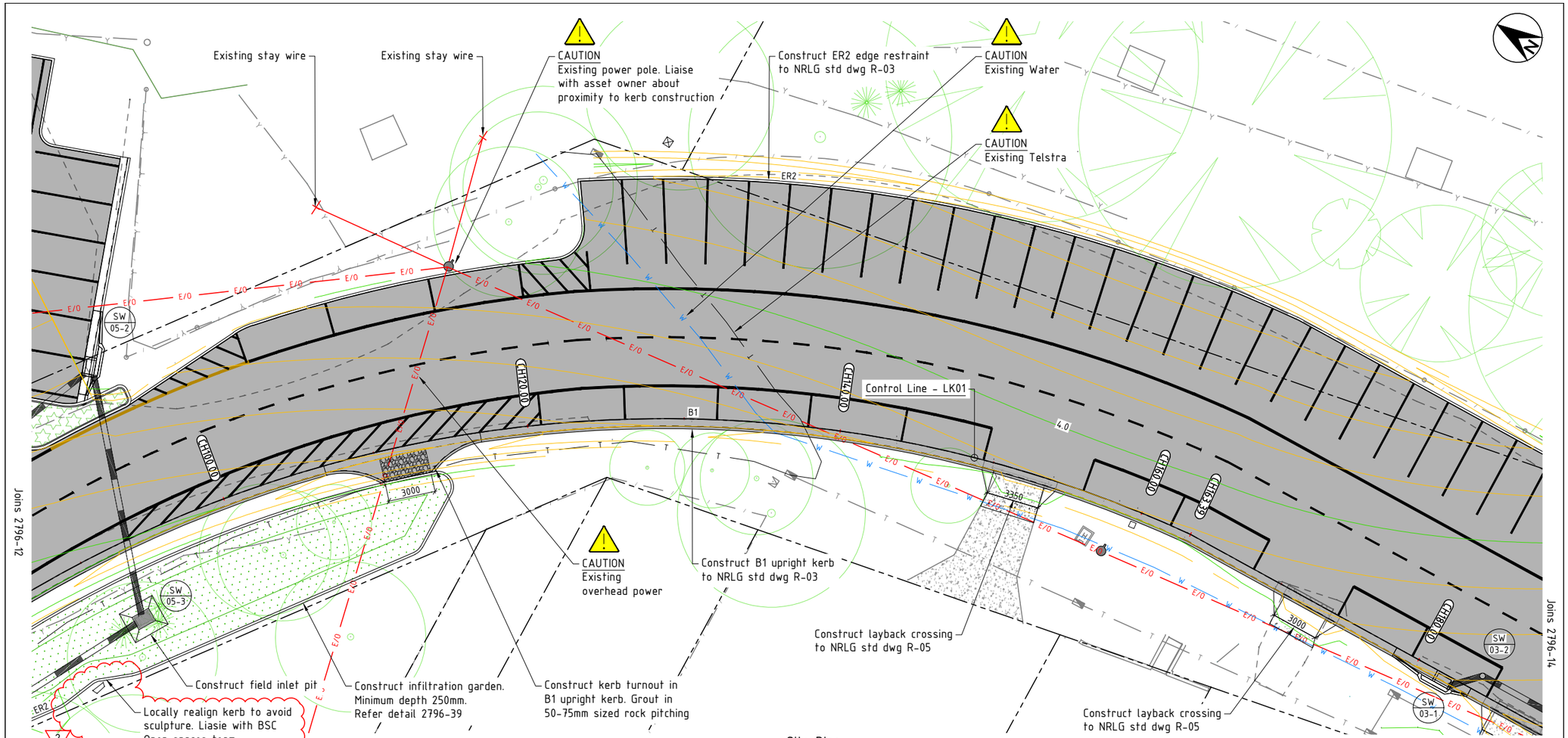
Plan Register Number: 2796

Plan title: **Site Plan Sheet 2 of 7**

Drawing number: **2796-12**

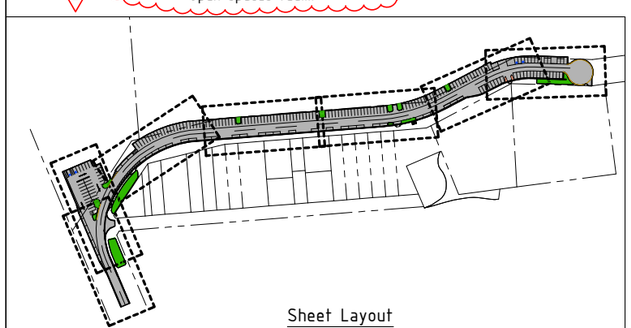
Issue: **2**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan

Scale 1:250 (A3)



Sheet Layout

LEGEND

- Proposed pavement reconstruction
- Proposed flush edge restraint (ER2)
- Proposed upright kerb (B1)
- Proposed semi-mountable kerb (SM3)
- Proposed extent of cut/fill batter
- Design surface contours (100mm interval)
- Proposed drainage pipe
- Proposed garden bed
- Proposed infiltration garden
- Property boundary
- Existing edge of bitumen
- Existing road shoulder
- Existing overhead power
- Existing underground telstra
- Existing Water
- Existing sewer gravity
- Existing bank bottom
- Existing bank top
- Existing fence
- Existing tree to remain
- Existing telecommunications pit
- Existing power / telecommunications pole
- Existing hydrant
- Existing stay wire
- Existing sign

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
2	Amendment to kerb at sculpture	A.D.	T.C.	13.12.24
1	Construction issue	A.D.	T.C.	05.12.24

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.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

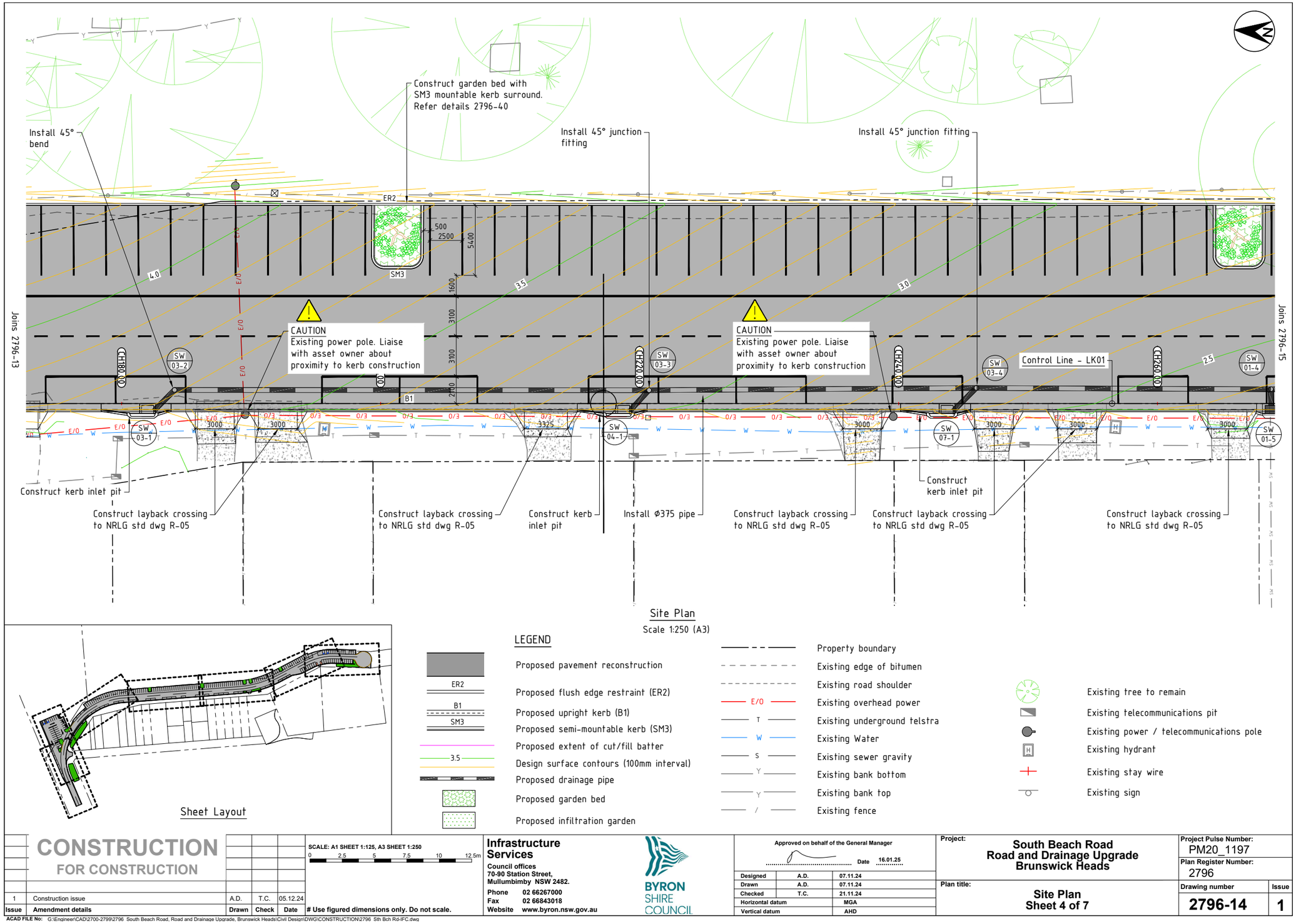
Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Plan title: **Site Plan Sheet 3 of 7**

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-13**
Issue: **2**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan

Scale 1:250 (A3)

Sheet Layout

LEGEND

- Proposed pavement reconstruction
- Proposed flush edge restraint (ER2)
- Proposed upright kerb (B1)
- Proposed semi-mountable kerb (SM3)
- Proposed extent of cut/fill batter
- Design surface contours (100mm interval)
- Proposed drainage pipe
- Proposed garden bed
- Proposed infiltration garden
- Property boundary
- Existing edge of bitumen
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- Existing sewer gravity
- Existing bank bottom
- Existing bank top
- Existing fence
- Existing tree to remain
- Existing telecommunications pit
- Existing power / telecommunications pole
- Existing hydrant
- Existing stay wire
- Existing sign

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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
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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

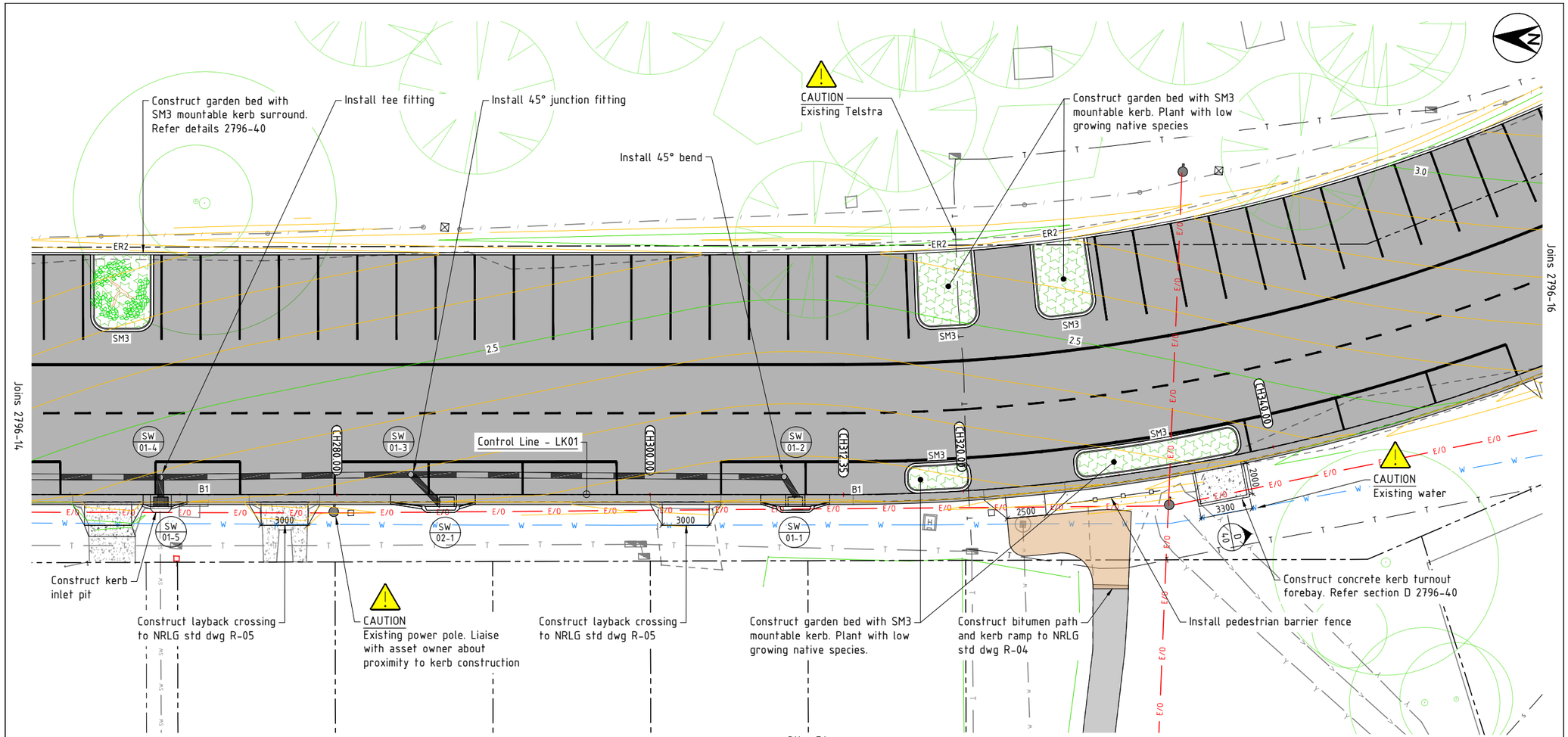
Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Plan title: **Site Plan Sheet 4 of 7**

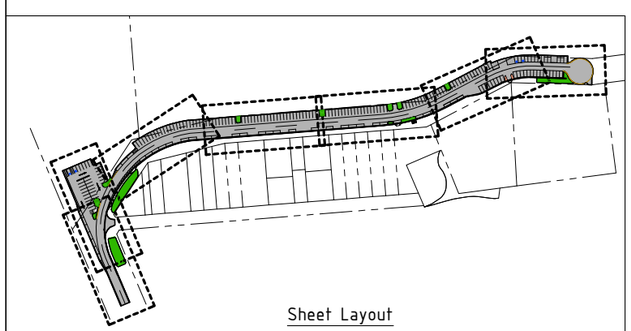
Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-14**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan

Scale 1:250 (A3)



Sheet Layout

LEGEND

Proposed pavement reconstruction	Property boundary
Proposed flush edge restraint (ER2)	Existing edge of bitumen
Proposed upright kerb (B1)	Existing road shoulder
Proposed semi-mountable kerb (SM3)	Existing overhead power
Proposed extent of cut/fill batter	Existing underground telstra
Design surface contours (100mm interval)	Existing Water
Proposed drainage pipe	Existing sewer gravity
Proposed garden bed	Existing bank bottom
Proposed infiltration garden	Existing bank top
	Existing fence
	Existing tree to remain
	Existing telecommunications pit
	Existing power / telecommunications pole
	Existing hydrant
	Existing stay wire
	Existing sign

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

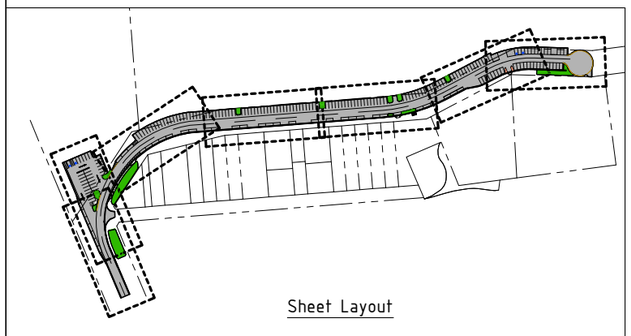
Plan title: **Site Plan Sheet 5 of 7**

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-15**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

Site Plan

Scale 1:250 (A3)



Sheet Layout

LEGEND

Proposed pavement reconstruction	Property boundary
Proposed flush edge restraint (ER2)	Existing edge of bitumen
Proposed upright kerb (B1)	Existing road shoulder
Proposed semi-mountable kerb (SM3)	Existing overhead power
Proposed extent of cut/fill batter	Existing underground telstra
Design surface contours (100mm interval)	Existing Water
Proposed drainage pipe	Existing sewer gravity
Proposed garden bed	Existing bank bottom
Proposed infiltration garden	Existing bank top
	Existing fence
	Existing tree to remain
	Existing telecommunications pit
	Existing power / telecommunications pole
	Existing hydrant
	Existing stay wire
	Existing sign

CONSTRUCTION
FOR CONSTRUCTION

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

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

Use figured dimensions only. Do not scale.

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

Infrastructure Services
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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

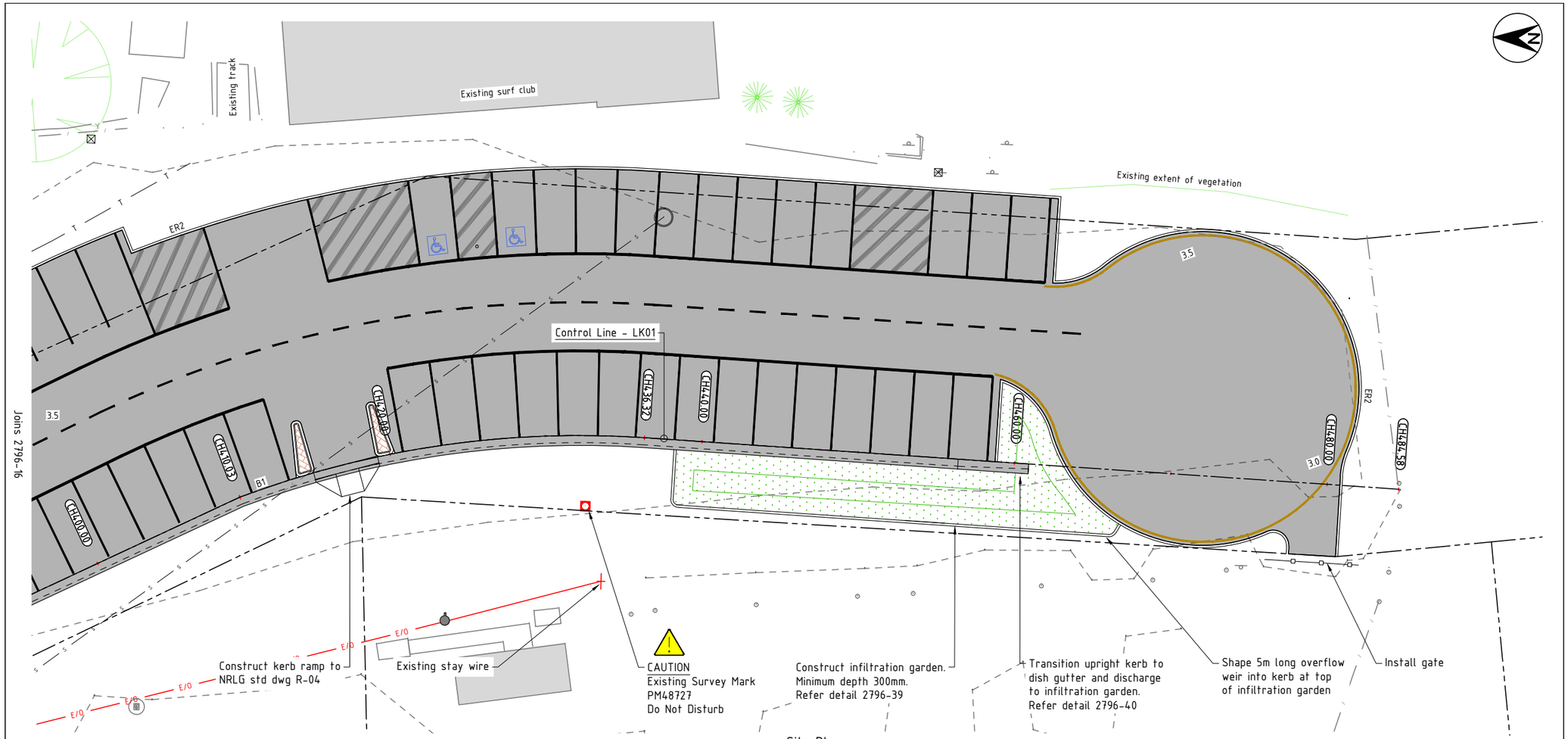
Project Pulse Number: PM20_1197

Plan Register Number: 2796

Plan title: **Site Plan Sheet 6 of 7**

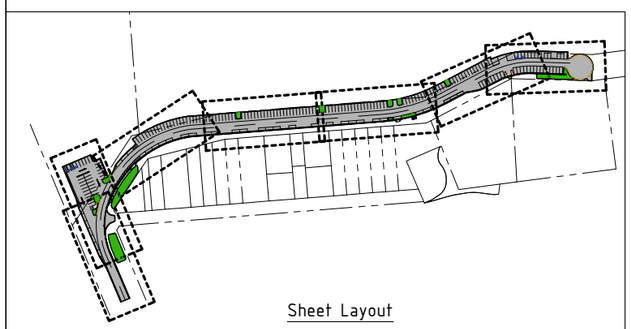
Drawing number: **2796-16**

Issue: **1**



Site Plan

Scale 1:250 (A3)



Sheet Layout

LEGEND

ER2 — Proposed pavement reconstruction

B1 — Proposed flush edge restraint (ER2)

SM3 — Proposed upright kerb (B1)

Proposed semi-mountable kerb (SM3)

3.5 — Proposed extent of cut/fill batter

Design surface contours (100mm interval)

Proposed drainage pipe

Proposed garden bed

Proposed infiltration garden

Property boundary

Existing edge of bitumen

Existing road shoulder

E/O — Existing overhead power

T — Existing underground telstra

W — Existing Water

S — Existing sewer gravity

Y — Existing bank bottom

Y — Existing bank top

/ — Existing fence

Existing tree to remain

Existing telecommunications pit

Existing power / telecommunications pole

H — Existing hydrant

Existing stay wire

Existing sign

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager

Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

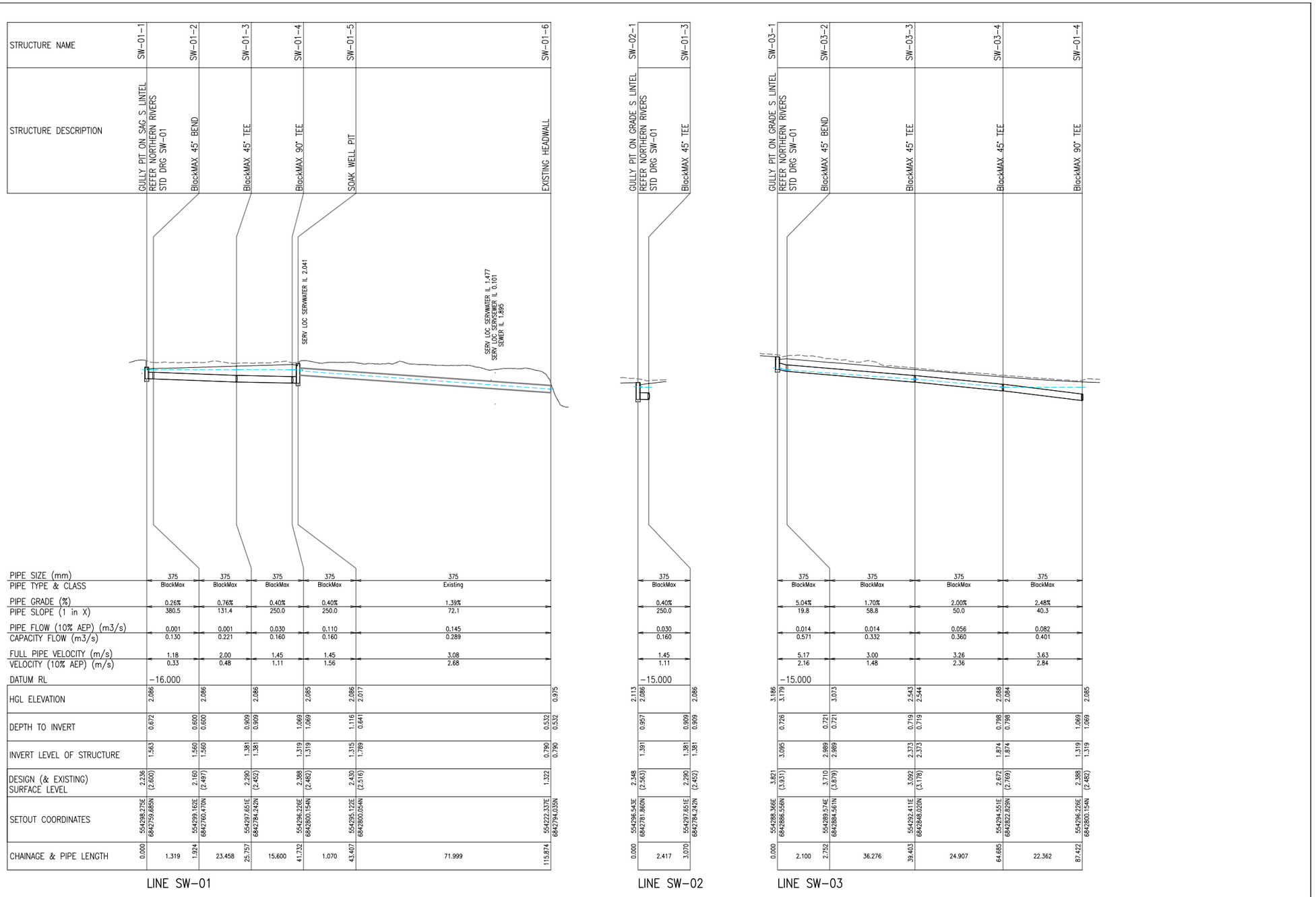
Plan Register Number: 2796

Plan title: **Site Plan Sheet 7 of 7**

Drawing number: **2796-17**

Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



STRUCTURE NAME	SW-01-1		SW-01-2		SW-01-3		SW-01-4		SW-01-5		SW-01-6	
STRUCTURE DESCRIPTION	GULLY PIT ON SAG S LINTEL REFER NORTHERN RIVERS STD DRG SW-01		BlackMAX 45° BEND		BlackMAX 45° TEE		BlackMAX 90° TEE		SOAK WELL PIT		EXISTING HEADWALL	
PIPE SIZE (mm)			375		375		375		375		375	
PIPE TYPE & CLASS			BlackMax		BlackMax		BlackMax		BlackMax		Existing	
PIPE GRADE (%)			0.26%		0.76%		0.40%		0.40%		1.39%	
PIPE SLOPE (1 in X)			380.5		131.4		250.0		250.0		72.1	
PIPE FLOW (10% AEP) (m3/s)			0.001		0.001		0.030		0.110		0.145	
CAPACITY FLOW (m3/s)			0.130		0.221		0.160		0.160		0.289	
FULL PIPE VELOCITY (m/s)			1.18		2.00		1.45		1.45		3.08	
VELOCITY (10% AEP) (m/s)			0.33		0.48		1.11		1.56		2.68	
DATUM RL			-16.000									
HGL ELEVATION	2.086		2.086		2.086		2.085		2.086	2.017		0.975
DEPTH TO INVERT	0.672		0.600	0.600	0.909	0.909	1.069	1.069	1.116	0.641		0.532 0.532
INVERT LEVEL OF STRUCTURE	1.563		1.560	1.560	1.381	1.381	1.319	1.319	1.315	1.789		0.790 0.790
DESIGN (& EXISTING) SURFACE LEVEL	2.236	(2.600)	2.160	(2.497)	2.290	(2.452)	2.388	(2.482)	2.430	(2.516)		1.322
SETOUT COORDINATES	554298.275E	6842759.685N	554299.162E	6842760.470N	554297.651E	6842784.242N	554296.226E	6842800.154N	554295.122E	6842800.054N		554222.337E 6842794.035N
CHAINAGE & PIPE LENGTH	0.000		1.319	1.924	23.458	25.757	15.600	41.732	1.070	43.407	71.999	115.874

LINE SW-01

STRUCTURE NAME	SW-02-1		SW-01-3	
STRUCTURE DESCRIPTION	GULLY PIT ON GRADE S LINTEL REFER NORTHERN RIVERS STD DRG SW-01		BlackMAX 45° TEE	
PIPE SIZE (mm)			375	
PIPE TYPE & CLASS			BlackMax	
PIPE GRADE (%)			0.40%	
PIPE SLOPE (1 in X)			250.0	
PIPE FLOW (10% AEP) (m3/s)			0.030	
CAPACITY FLOW (m3/s)			0.160	
FULL PIPE VELOCITY (m/s)			1.45	
VELOCITY (10% AEP) (m/s)			1.11	
DATUM RL			-15.000	
HGL ELEVATION	2.113	2.086		2.086
DEPTH TO INVERT	0.957		0.909	0.909
INVERT LEVEL OF STRUCTURE	1.391		1.381	1.381
DESIGN (& EXISTING) SURFACE LEVEL	2.348	(2.563)	2.290	(2.452)
SETOUT COORDINATES	554296.543E	6842781.860N	554297.651E	6842784.242N
CHAINAGE & PIPE LENGTH	0.000		2.417	3.070

LINE SW-02

STRUCTURE NAME	SW-03-1		SW-03-2		SW-03-3		SW-03-4		SW-01-4	
STRUCTURE DESCRIPTION	GULLY PIT ON GRADE S LINTEL REFER NORTHERN RIVERS STD DRG SW-01		BlackMAX 45° BEND		BlackMAX 45° TEE		BlackMAX 45° TEE		BlackMAX 90° TEE	
PIPE SIZE (mm)			375		375		375		375	
PIPE TYPE & CLASS			BlackMax		BlackMax		BlackMax		BlackMax	
PIPE GRADE (%)			5.04%		1.70%		2.00%		2.48%	
PIPE SLOPE (1 in X)			19.8		58.8		50.0		40.3	
PIPE FLOW (10% AEP) (m3/s)			0.014		0.014		0.056		0.082	
CAPACITY FLOW (m3/s)			0.571		0.332		0.360		0.401	
FULL PIPE VELOCITY (m/s)			5.17		3.00		3.26		3.63	
VELOCITY (10% AEP) (m/s)			2.16		1.48		2.36		2.84	
DATUM RL			-15.000							
HGL ELEVATION	3.186	3.179		3.073		2.543	2.544	2.088	2.084	2.085
DEPTH TO INVERT	0.726		0.721	0.721	0.719	0.719	0.798	0.798	1.069	1.069
INVERT LEVEL OF STRUCTURE	3.095		2.989	2.989	2.373	2.373	1.874	1.874	1.319	1.319
DESIGN (& EXISTING) SURFACE LEVEL	3.821	(3.931)	3.710	(3.879)	3.092	(3.178)	2.672	(2.769)	2.388	(2.482)
SETOUT COORDINATES	554288.366E	6842866.556N	554289.574E	6842864.561N	554292.411E	6842848.020N	554294.551E	6842822.829N	554296.226E	6842800.154N
CHAINAGE & PIPE LENGTH	0.000		2.100	2.752	36.276	39.403	24.907	64.685	22.362	87.422

LINE SW-03

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	BGE	T.C.	05.12.24

SCALE: A1 SHEET 1:100, A3 SHEET 1:200
0 1 2 4 6 8 10 m
SCALE: A1 SHEET 1:500, A3 SHEET 1:1000
0 5 10 20 30 40 50 m
Use figured dimensions only. Do not scale.

Infrastructure Services
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70-90 Station Street,
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Phone 02 66267000
Fax 02 66843018
Website www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed		
Drawn		
Checked		
Horizontal datum		MGA
Vertical datum		AHD

Project: South Beach Road Road and Drainage Upgrade Brunswick Heads

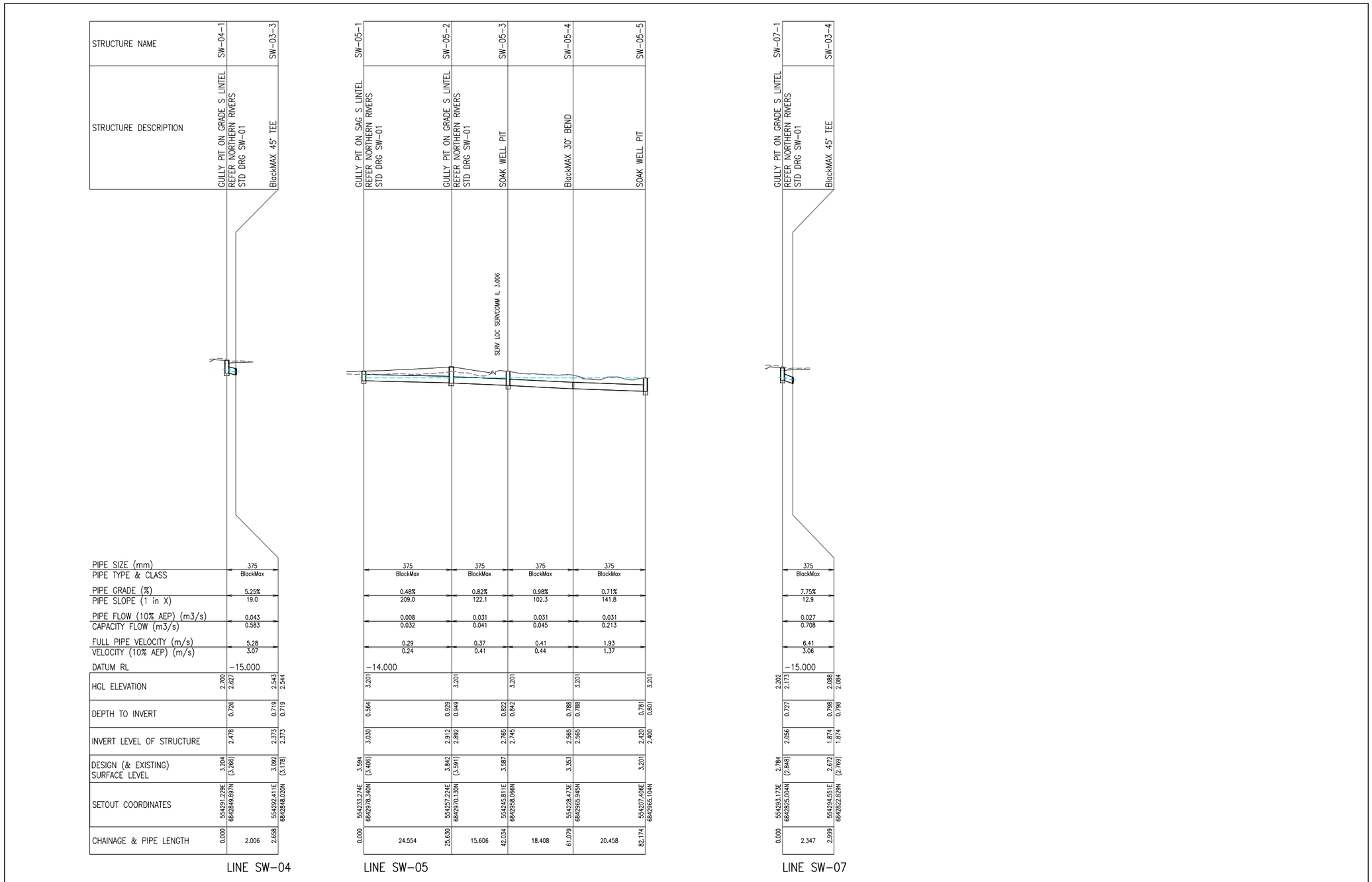
Project number: 2796

Plan title: Drainage Long section Sheet 1 of 2

Drawing number: 2796-18

Issue: 1

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:100, A3 SHEET 1:200
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SCALE: A1 SHEET 1:500, A3 SHEET 1:1000
0 5 10 20 30 40 50 m
Use figured dimensions only. Do not scale.

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	BGE	T.C.	05.12.24

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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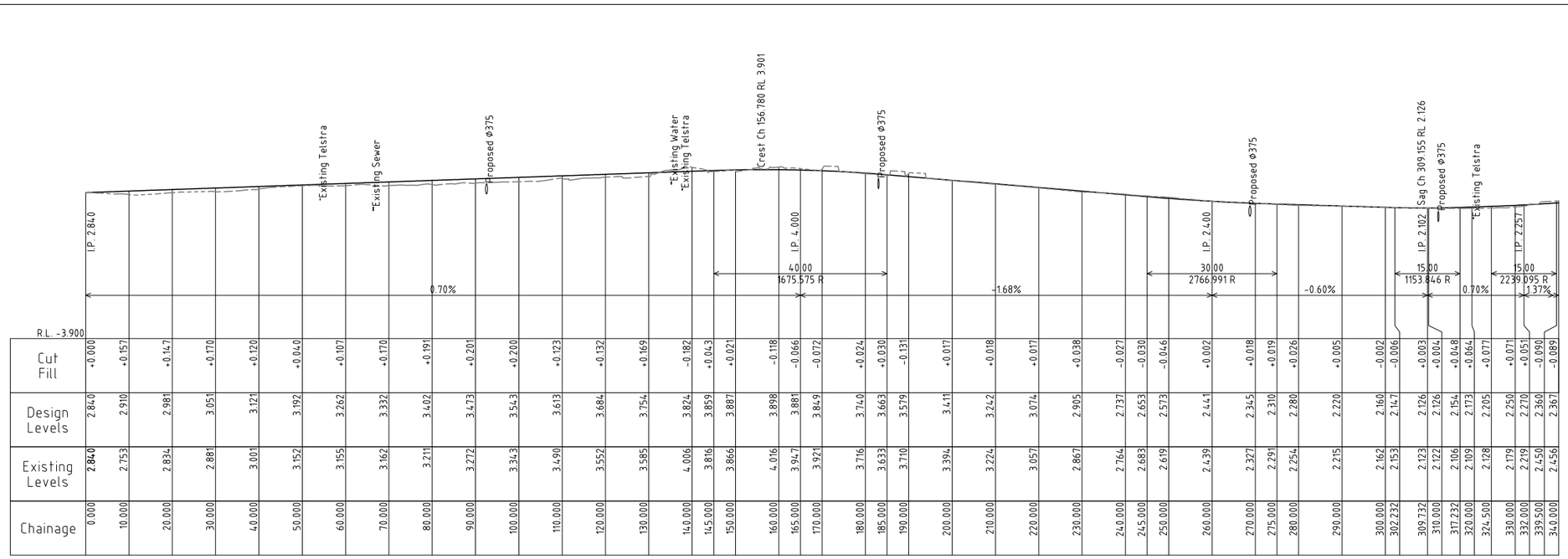
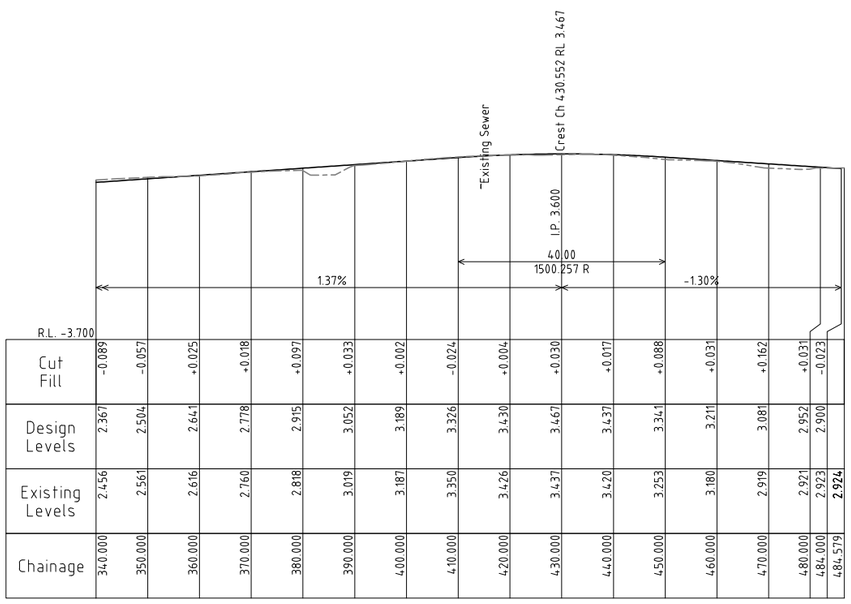
BYRON SHIRE COUNCIL

Approved on behalf of the General Manager ..... Date 16.01.25

Designed			
Drawn			
Checked			
Horizontal datum		MGA	
Vertical datum		AHD	

Project:	South Beach Road Road and Drainage Upgrade Brunswick Heads
Plan title:	Drainage Long section Sheet 2 of 2
Project number:	2796
Drawing number	2796-19
Issue	1





CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:100, A3 SHEET 1:200
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SCALE: A1 SHEET 1:500, A3 SHEET 1:1000
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Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

Use figured dimensions only. Do not scale.

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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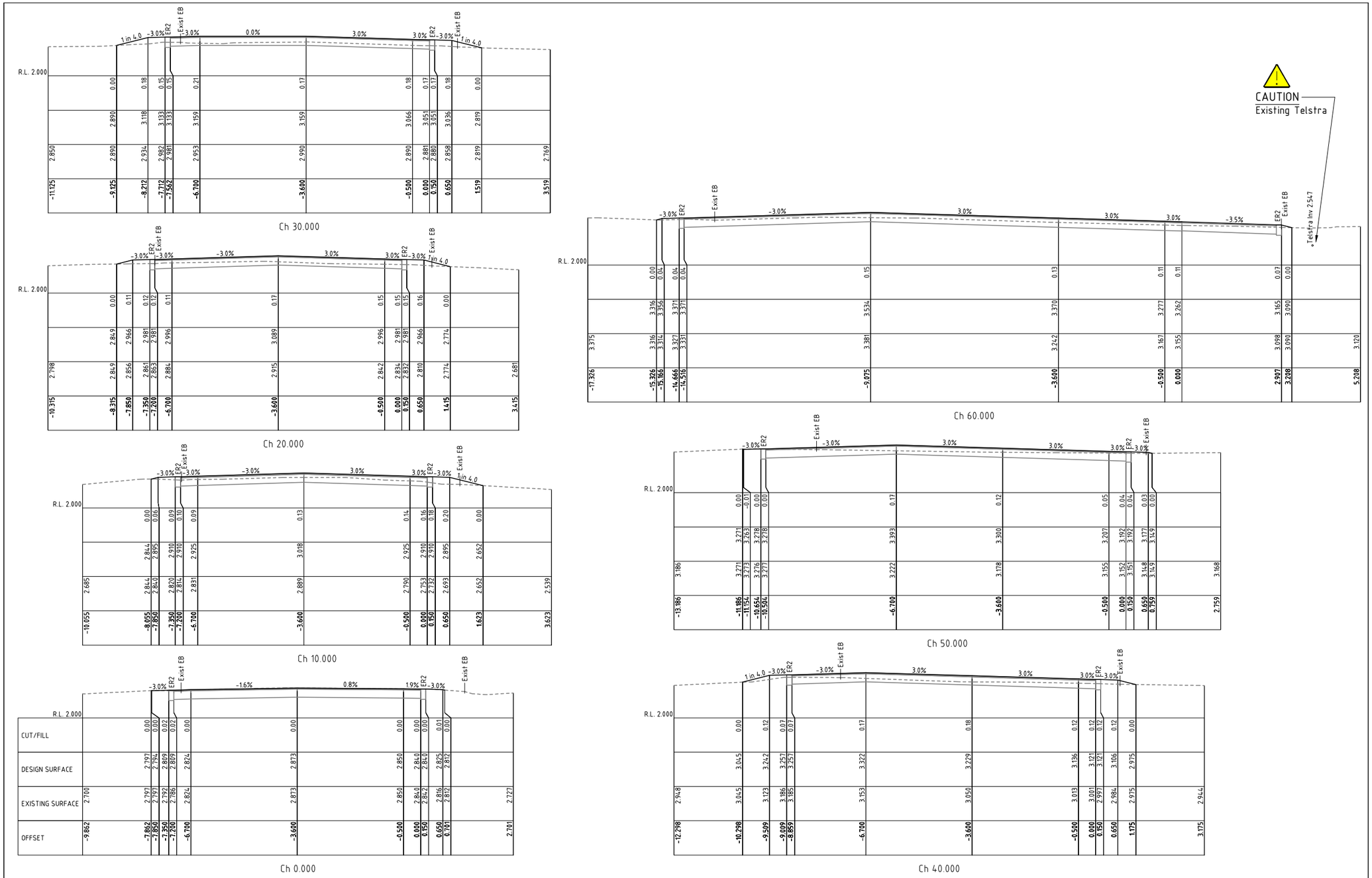
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: South Beach Road
Road and Drainage Upgrade
Brunswick Heads

Plan title: Lip of Kerb Long section
Control Line - LK01

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: 2796-20
Issue: 1



CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
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Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 1 of 18**

Drawing number: **2796-21**

Issue: **1**

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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Horizontal datum		MGA
Vertical datum		AHD

Project: South Beach Road Road and Drainage Upgrade Brunswick Heads

Project Pulse Number: PM20_1197

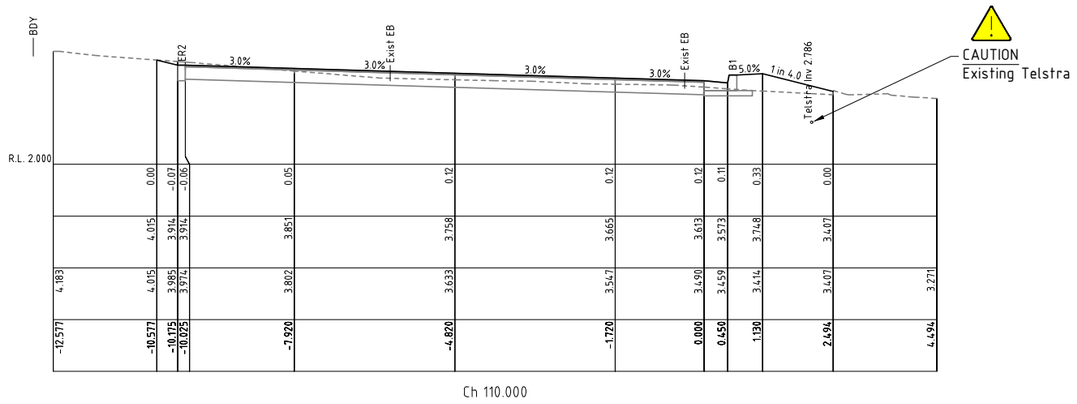
Plan Register Number: 2796

Plan title: LK01 - Lip of Kerb Cross sections Sheet 2 of 18

Drawing number 2796-22

Issue 1

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



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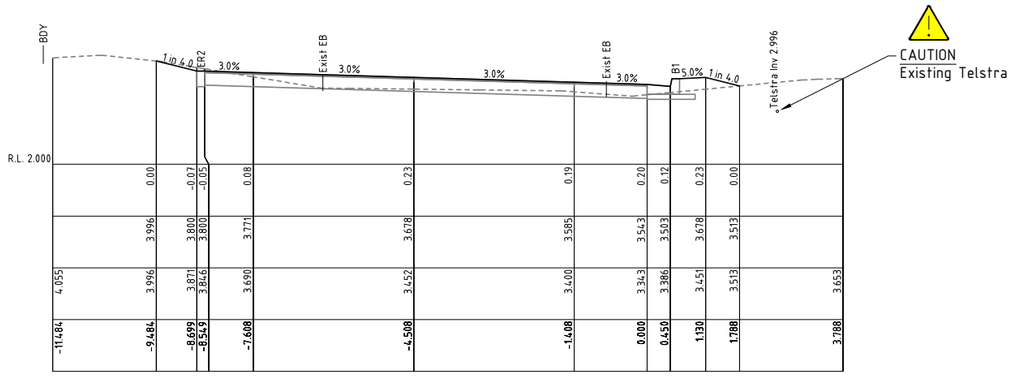

Ch 100.000

CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
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Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 3 of 18**

Drawing number: **2796-23**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 4 of 18**

Drawing number: **2796-24**

Issue: **1**

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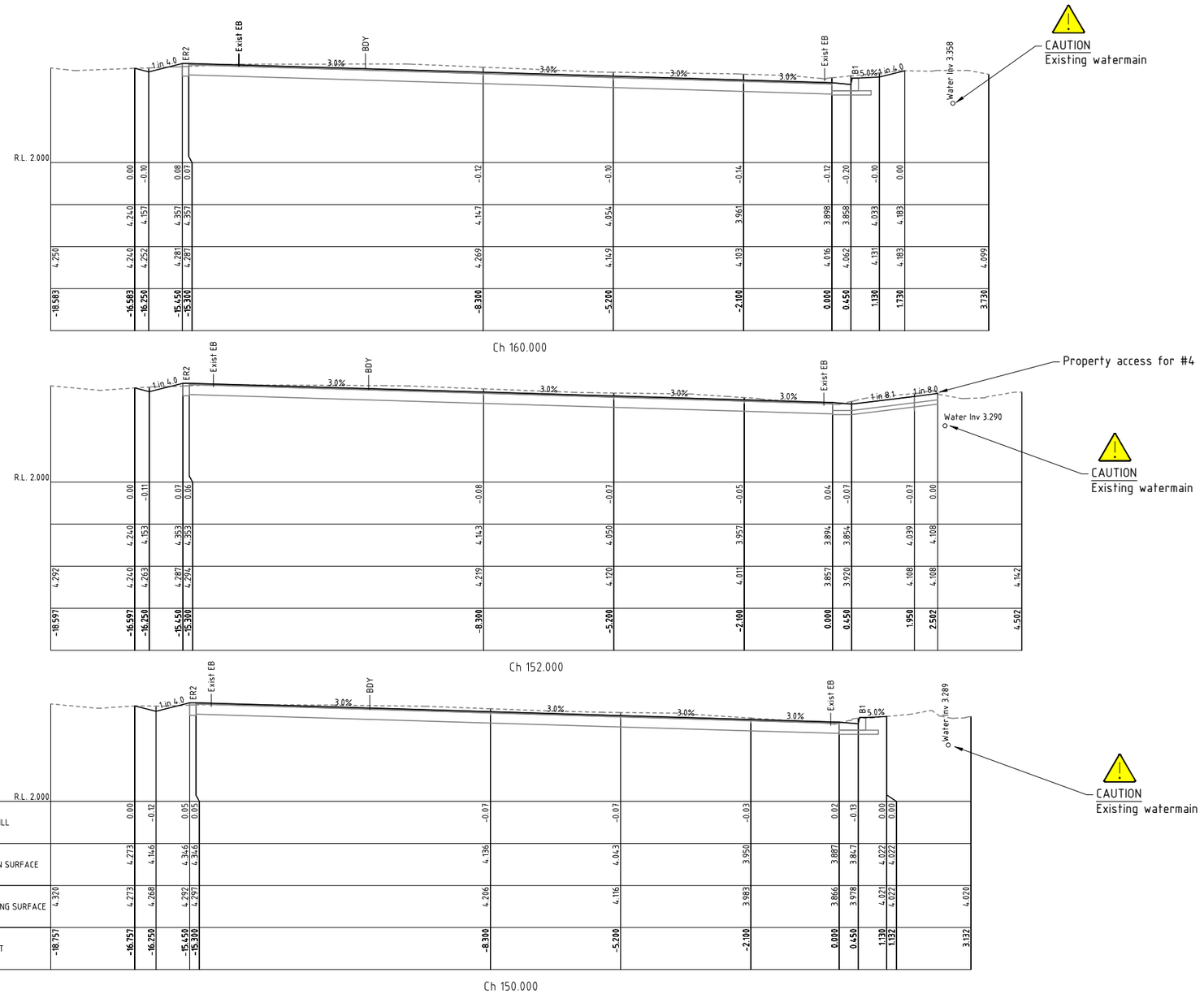

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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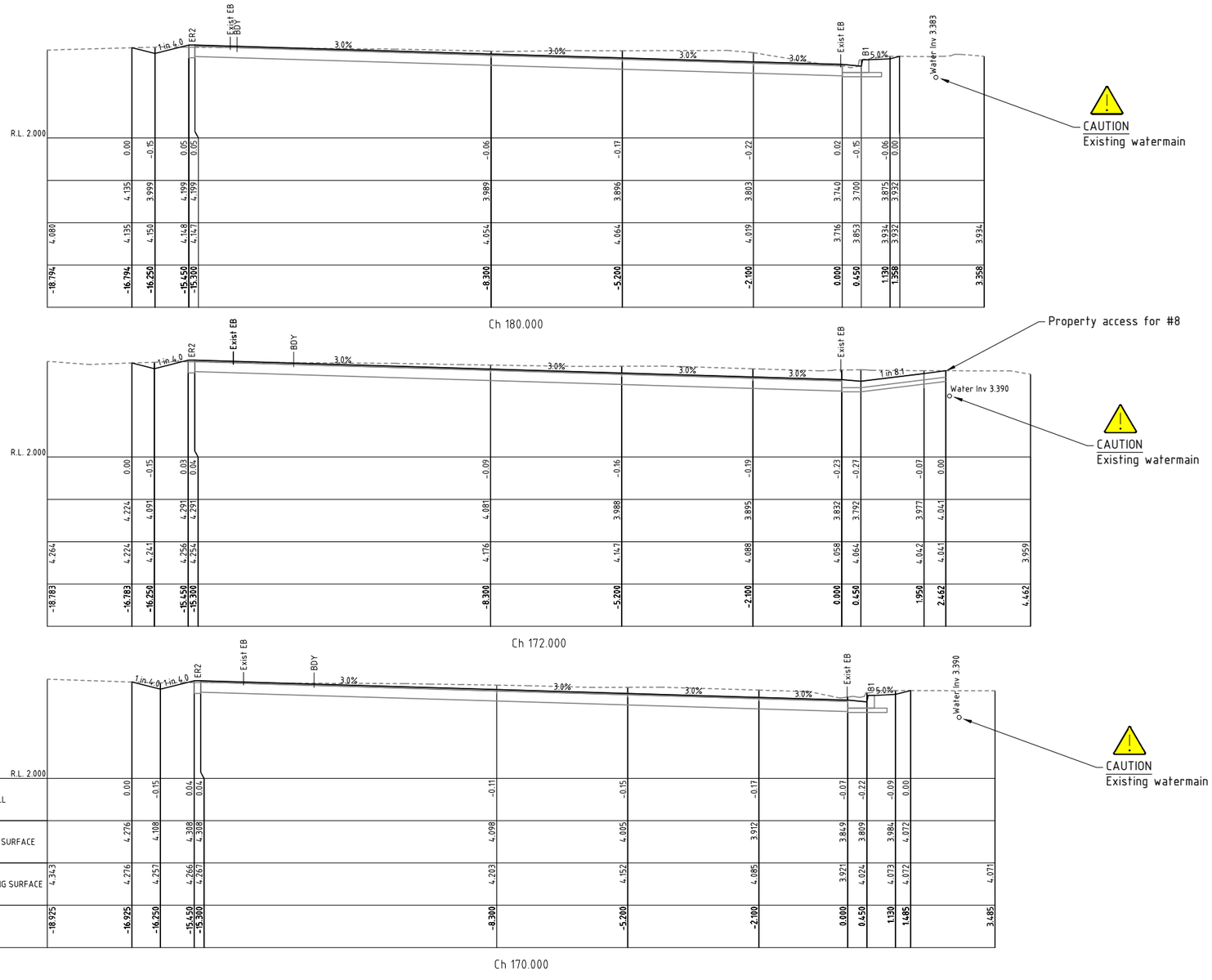
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 5 of 18**

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-25**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 6 of 18**

Drawing number: **2796-26**
Issue: **1**

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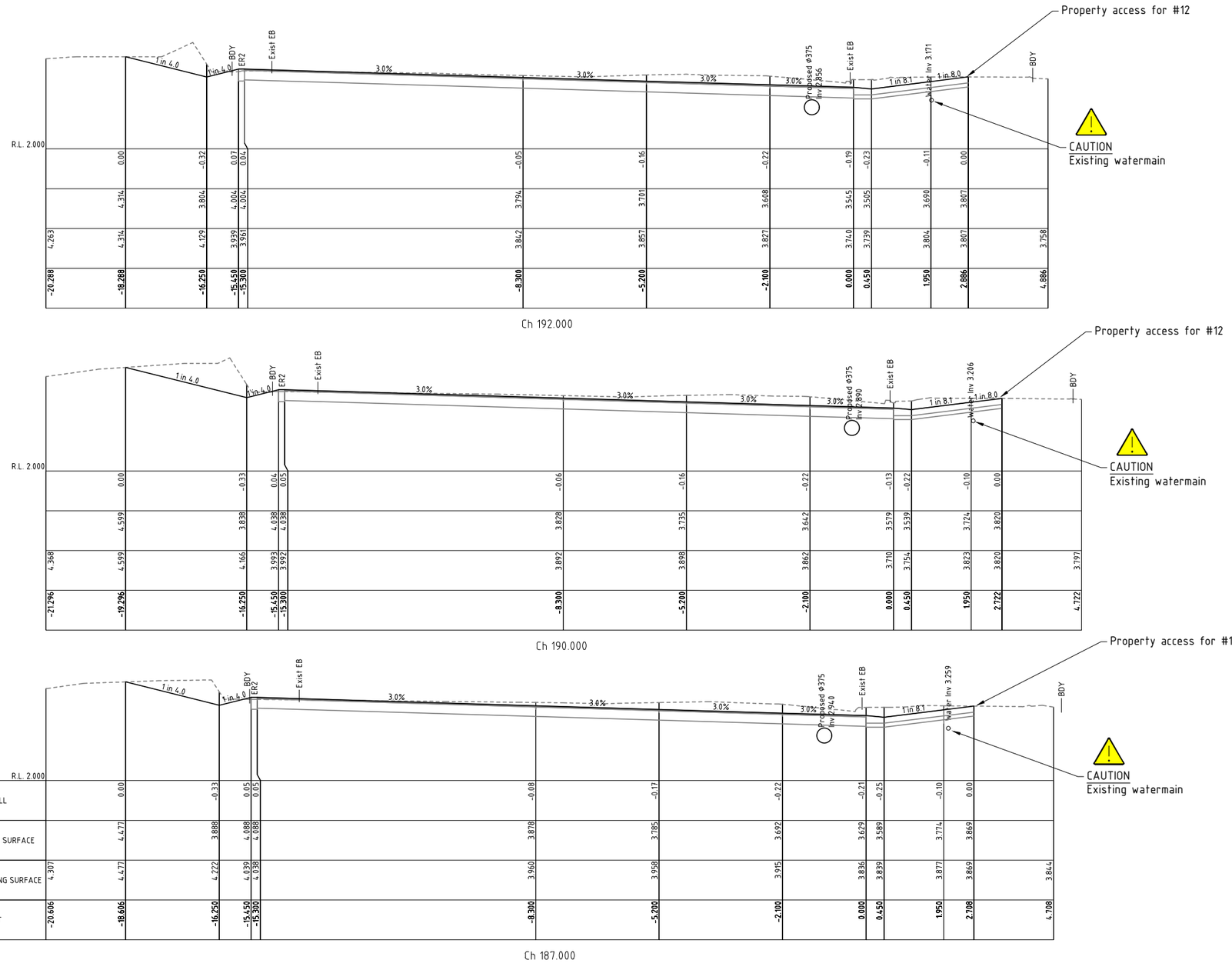

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

Use figured dimensions only. Do not scale.

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Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

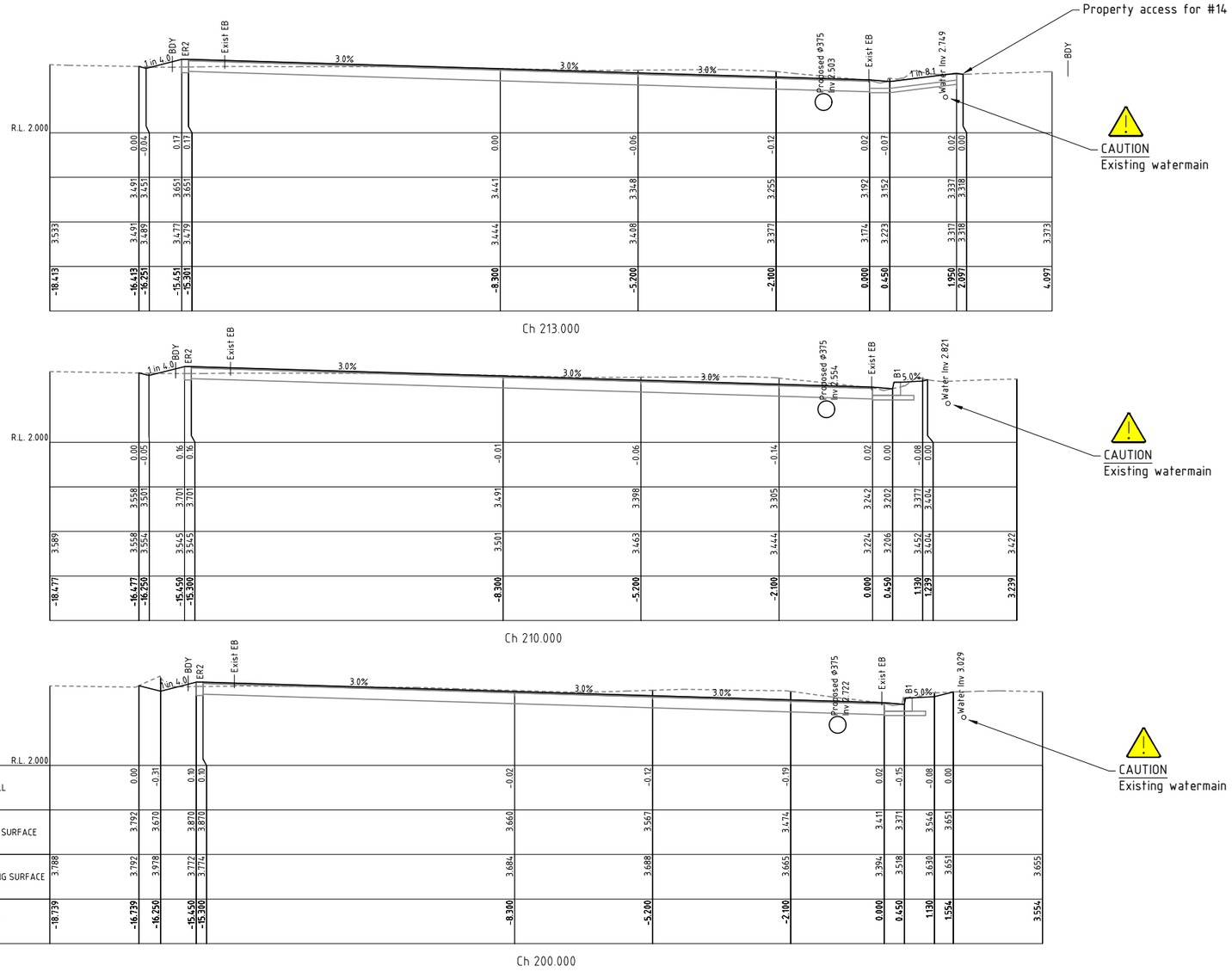
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 7 of 18**

Drawing number: **2796-27**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

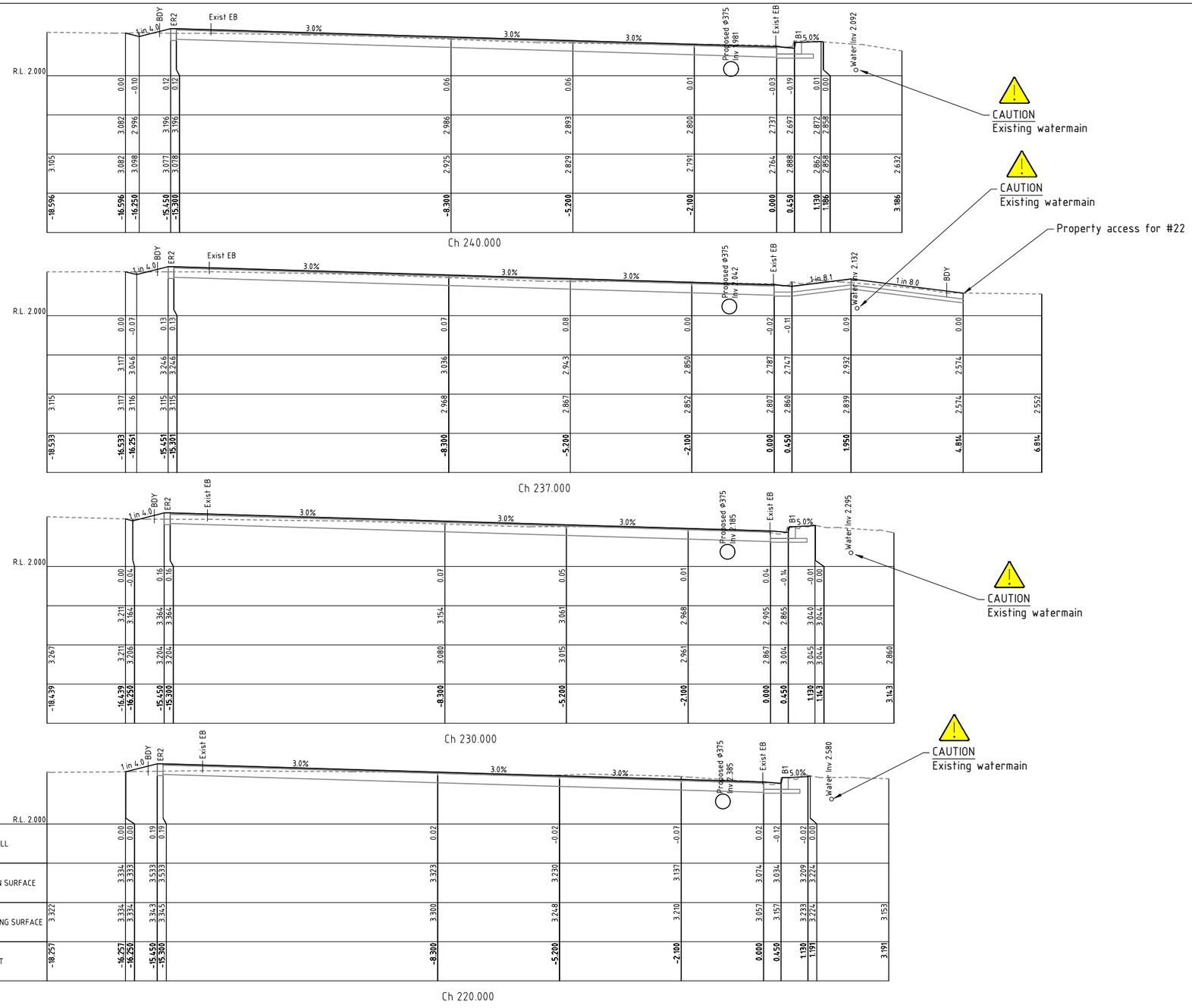
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 8 of 18**

Drawing number: **2796-28**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
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Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

Use figured dimensions only. Do not scale.

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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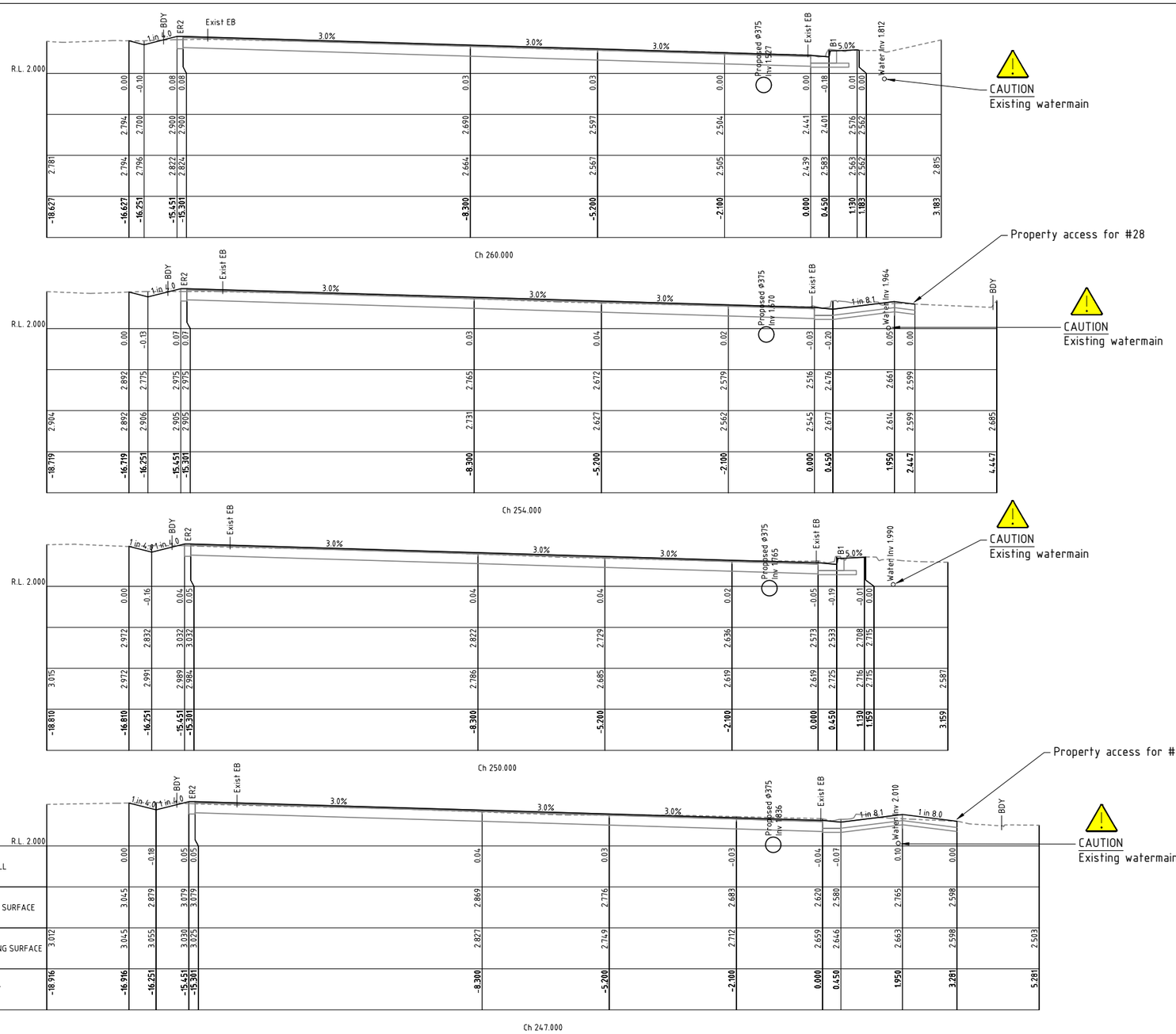
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 9 of 18**

Drawing number: **2796-29**
Issue: **1**



CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

Use figured dimensions only. Do not scale.

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Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

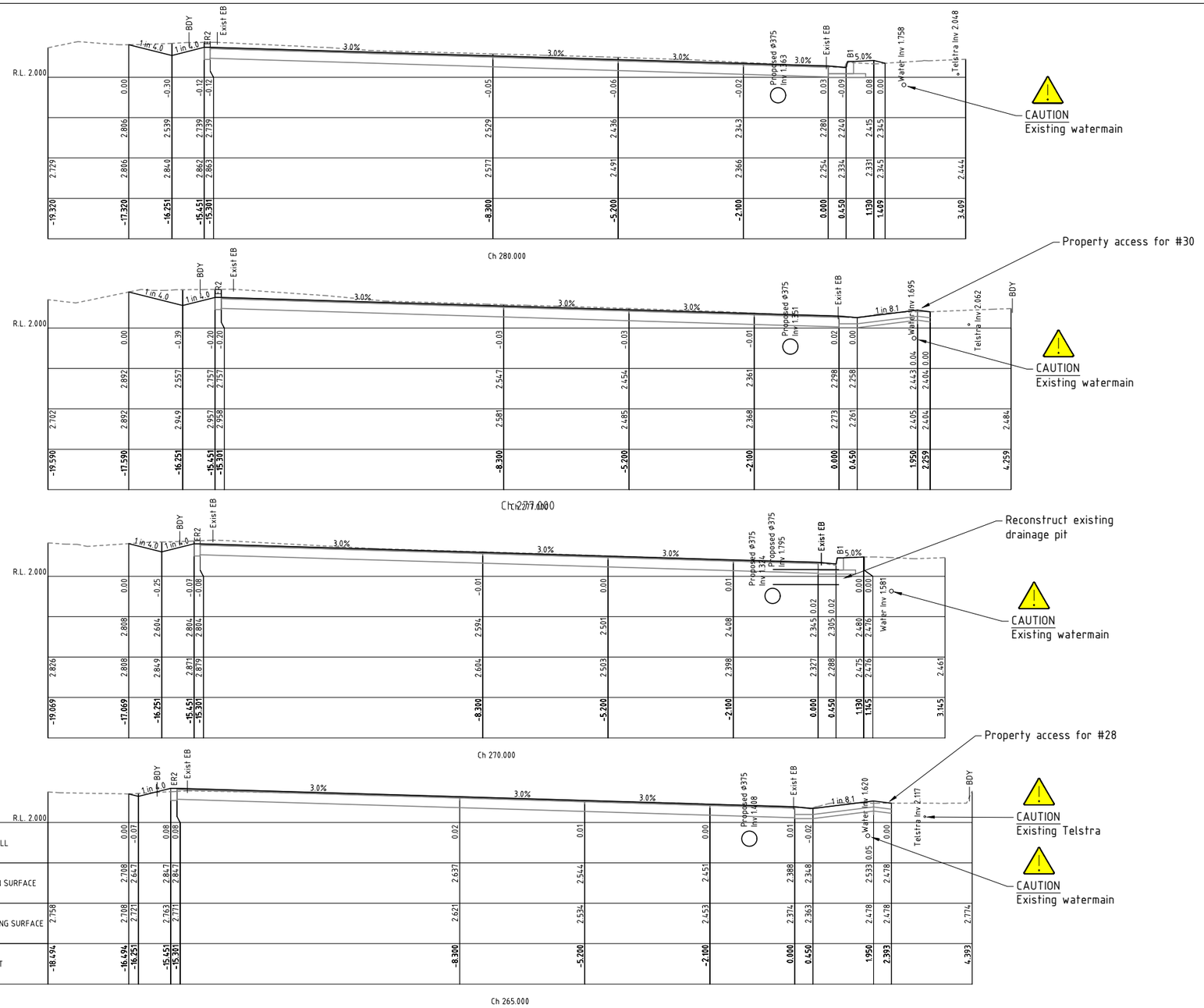
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 10 of 18**

Drawing number: **2796-30**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
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Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

Use figured dimensions only. Do not scale.

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

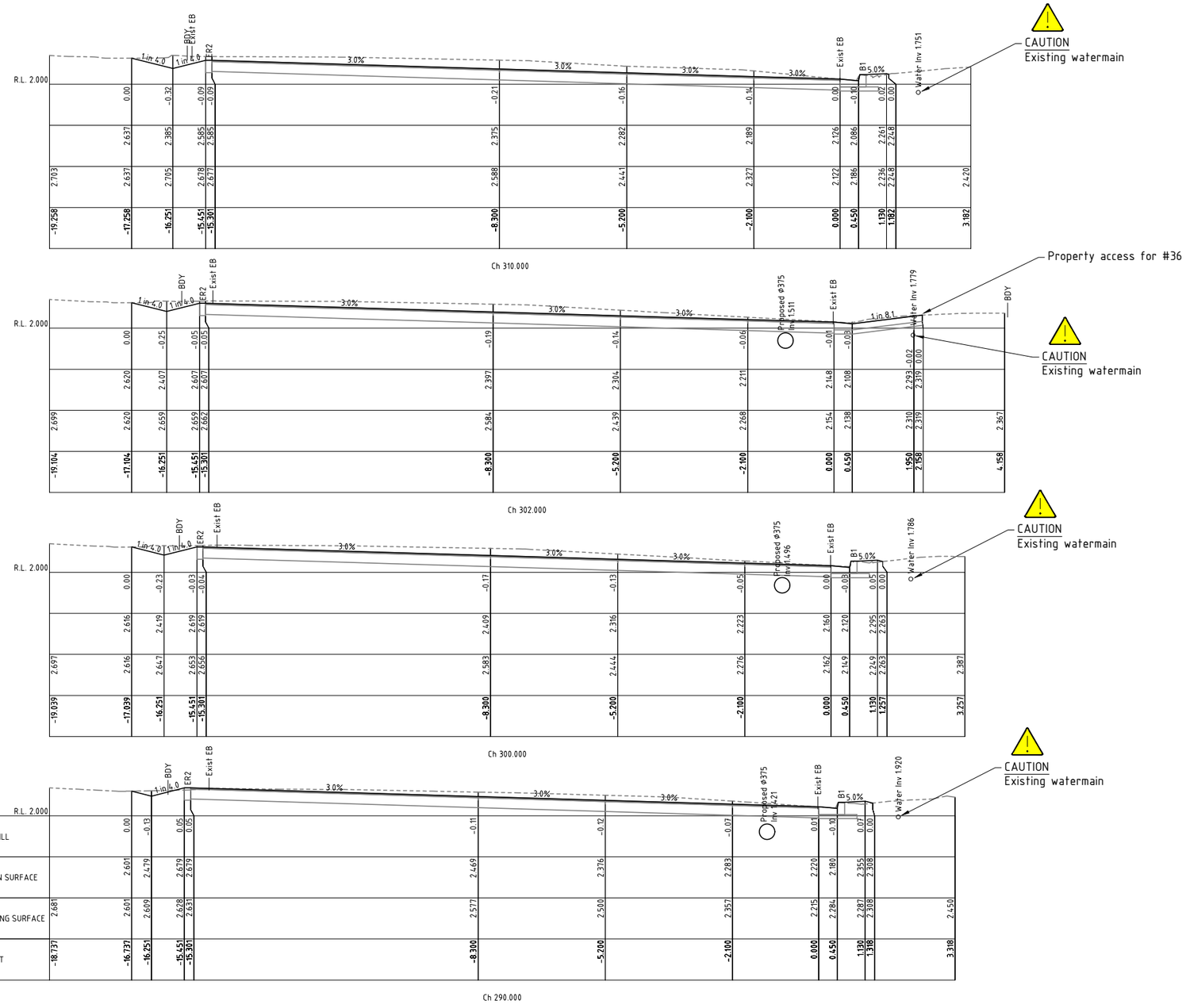
Project Pulse Number: PM20_1197

Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 11 of 18**

Drawing number: **2796-31**

Issue: **1**



CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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70-90 Station Street,
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Phone 02 66267000
Fax 02 66843018
Website www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

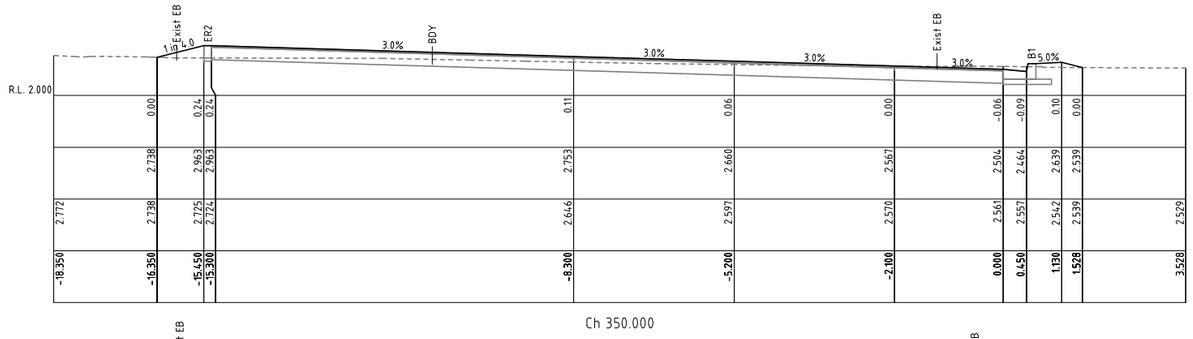
Project Pulse Number: PM20_1197

Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 12 of 18**

Drawing number: **2796-32**

Issue: **1**



CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

 # Use figured dimensions only. Do not scale.

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Vertical datum		AHD

Project: South Beach Road Road and Drainage Upgrade Brunswick Heads

Project Pulse Number: PM20_1197

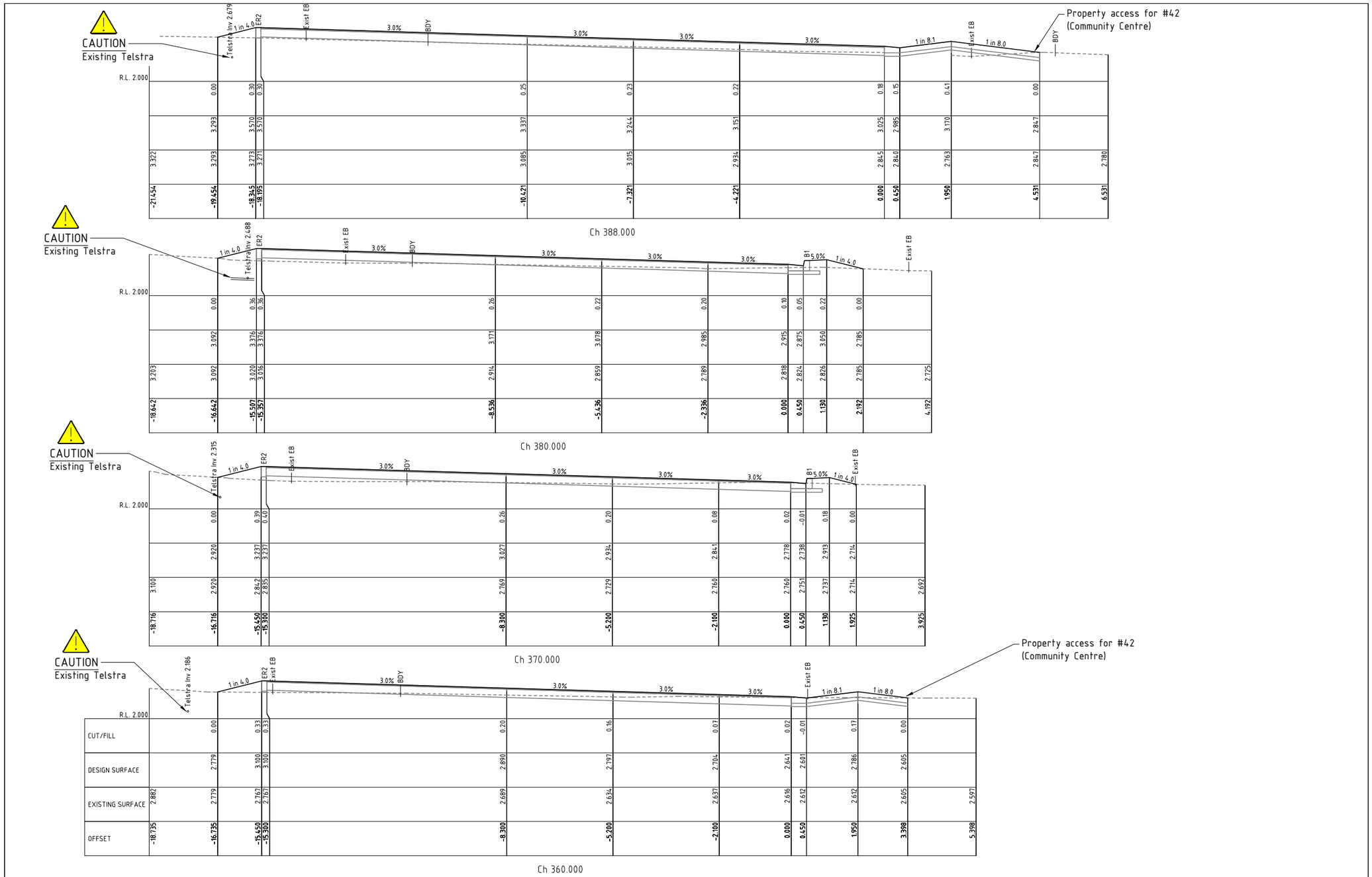
Plan Register Number: 2796

Plan title: LK01 - Lip of Kerb Cross sections Sheet 13 of 18

Drawing number: 2796-33

Issue: 1

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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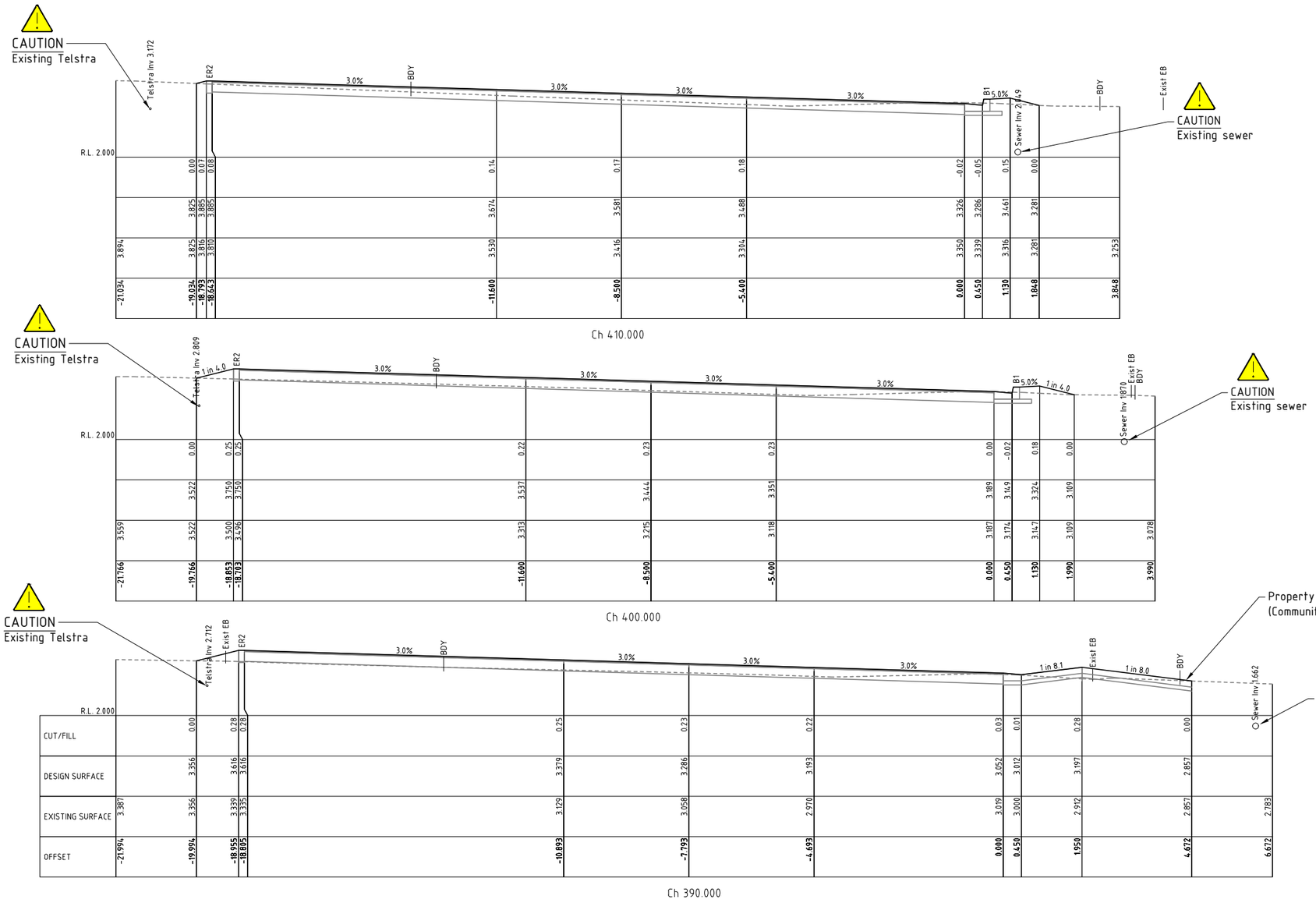
Project: South Beach Road
Road and Drainage Upgrade
Brunswick Heads

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: LK01 - Lip of Kerb
Cross sections Sheet 14 of 18

Drawing number: 2796-34
Issue: 1

ACAD FILE No: G:\Engineer\CAD\2700-27992796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

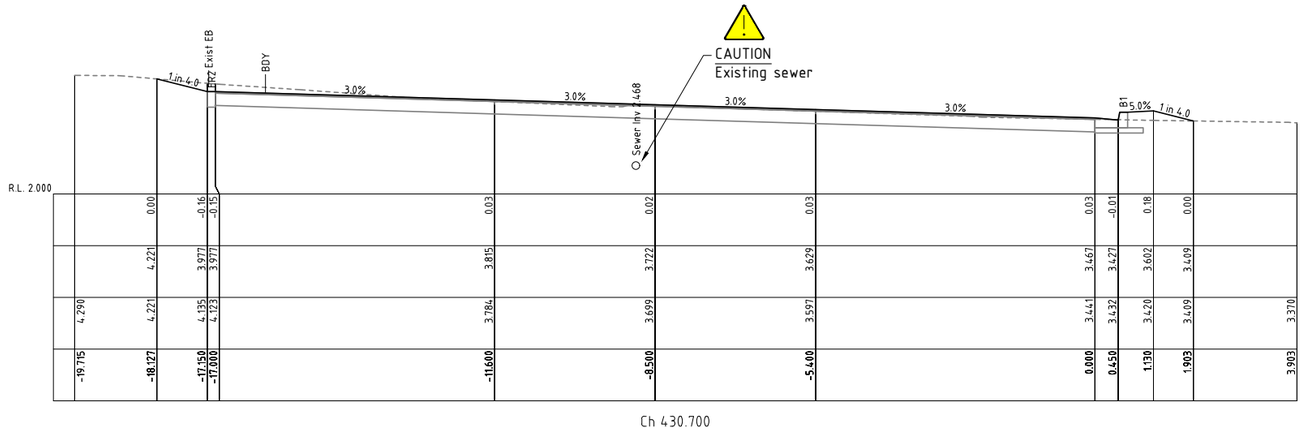
Plan Register Number: 2796

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 15 of 18**

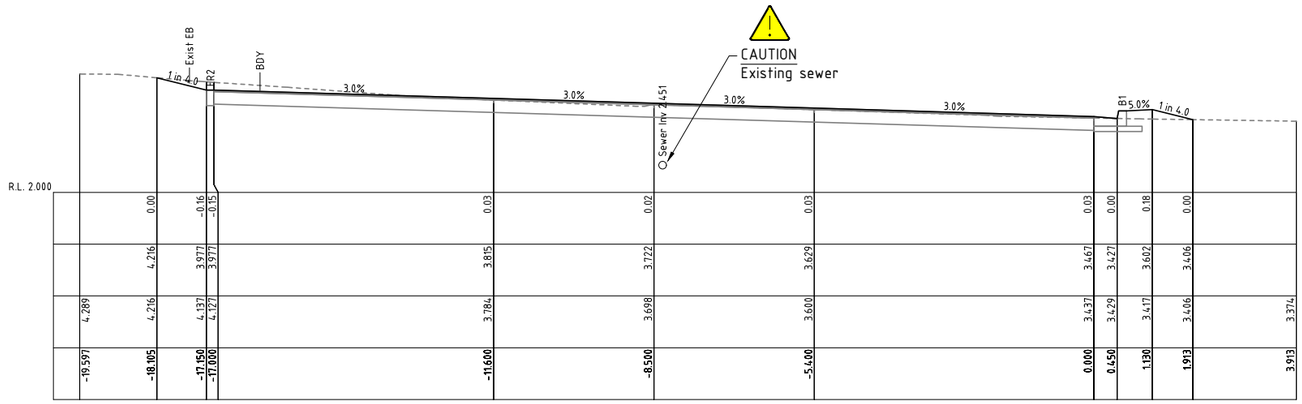
Drawing number: **2796-35**

Issue: **1**

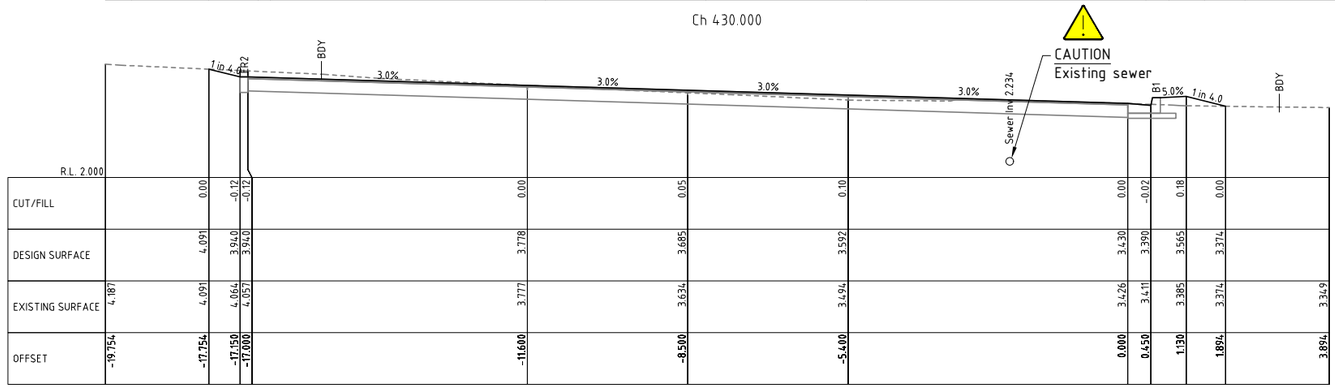
ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Ch 430.700



Ch 430.000



Ch 420.000

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m
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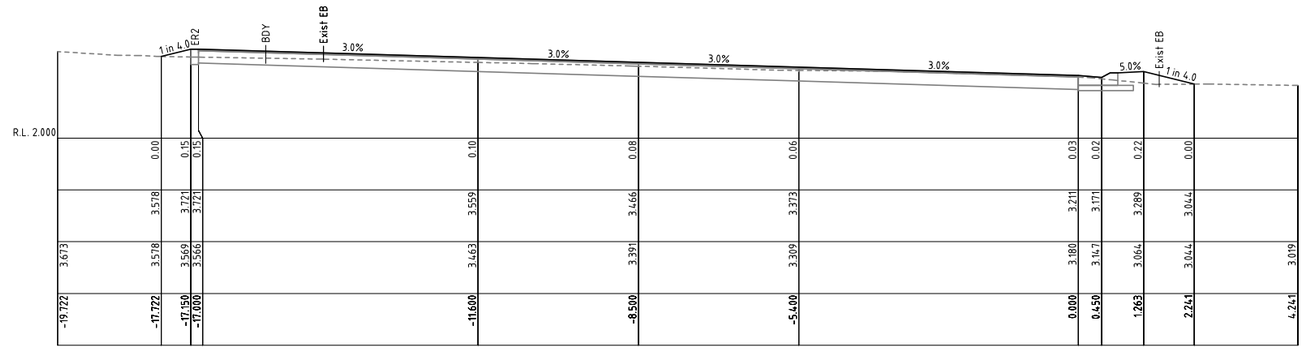
Project: South Beach Road
Road and Drainage Upgrade
Brunswick Heads

Project Pulse Number: PM20_1197
Plan Register Number: 2796

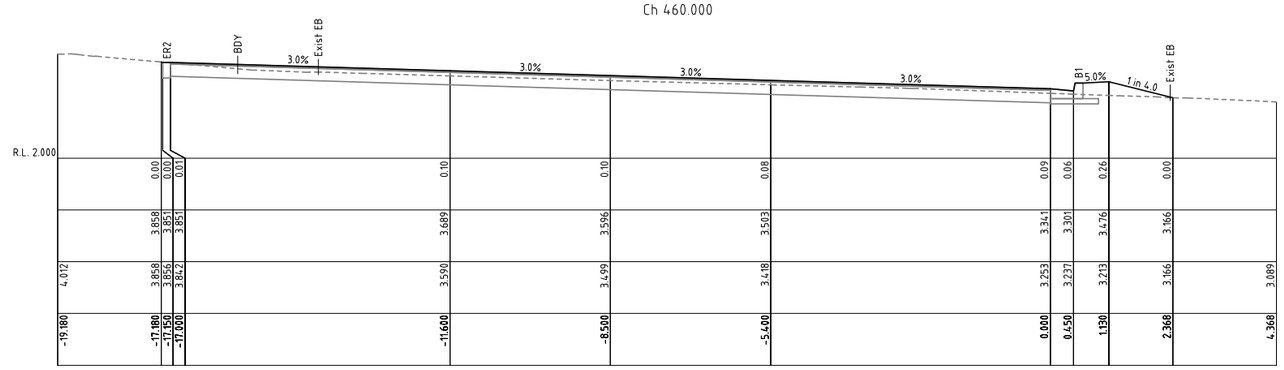
Plan title: LK01 - Lip of Kerb
Cross sections Sheet 16 of 18

Drawing number 2796-36 | **Issue** 1

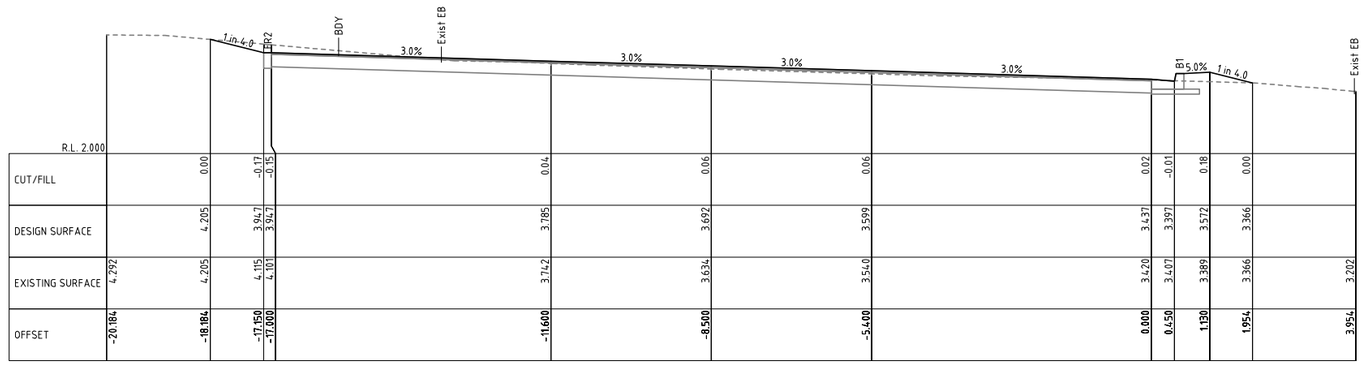
ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Ch 460.000



Ch 450.000



Ch 440.000

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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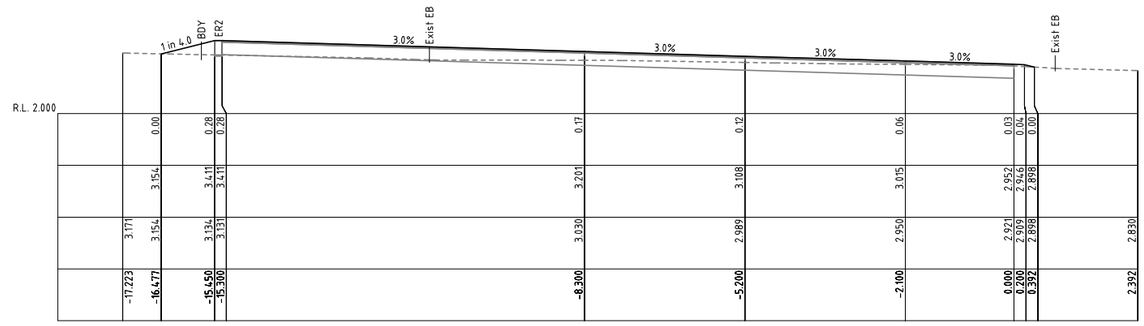
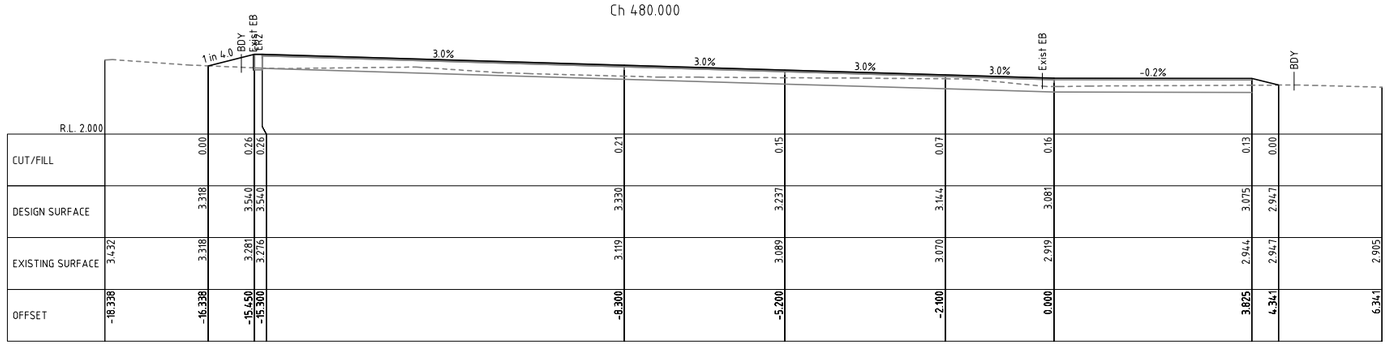
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Plan title: **LK01 - Lip of Kerb Cross sections Sheet 17 of 18**

Project Pulse Number: PM20_1197
Plan Register Number: 2796
Drawing number: **2796-37**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg





CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

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Project: South Beach Road
Road and Drainage Upgrade
Brunswick Heads

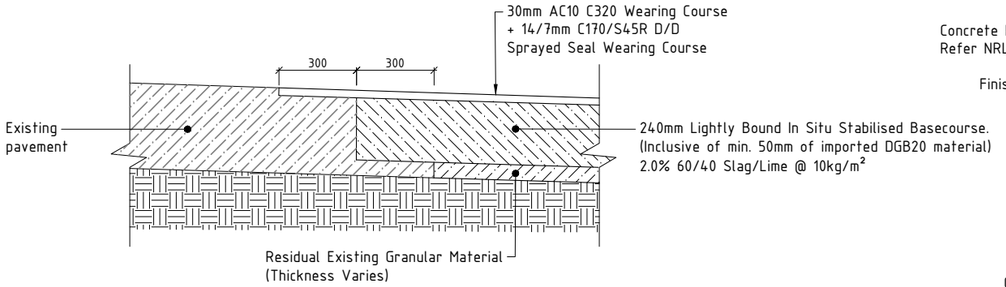
Project Pulse Number: PM20_1197

Plan Register Number: 2796

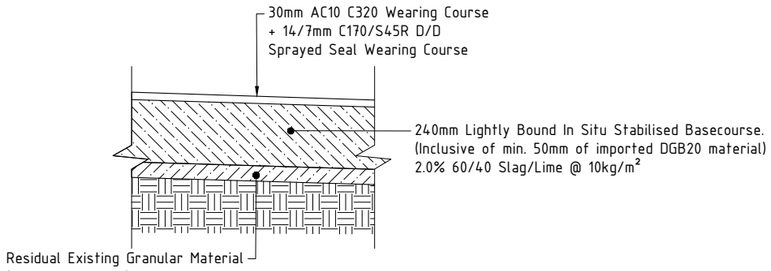
Plan title: LK01 - Lip of Kerb
Cross sections Sheet 18 of 18

Drawing number	Issue
2796-38	1

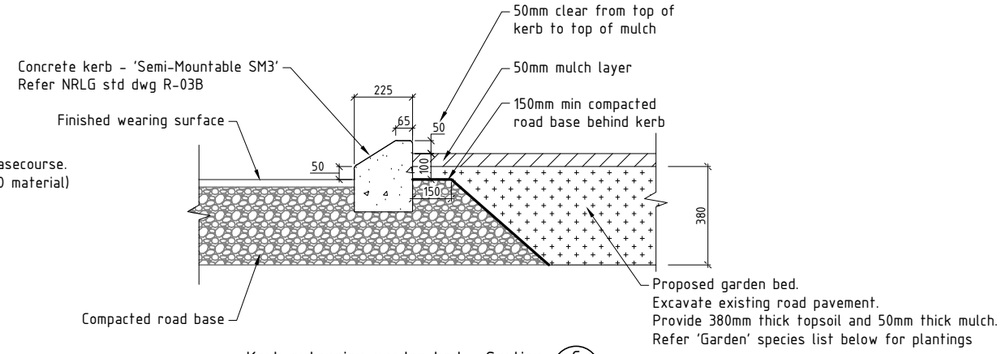
ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



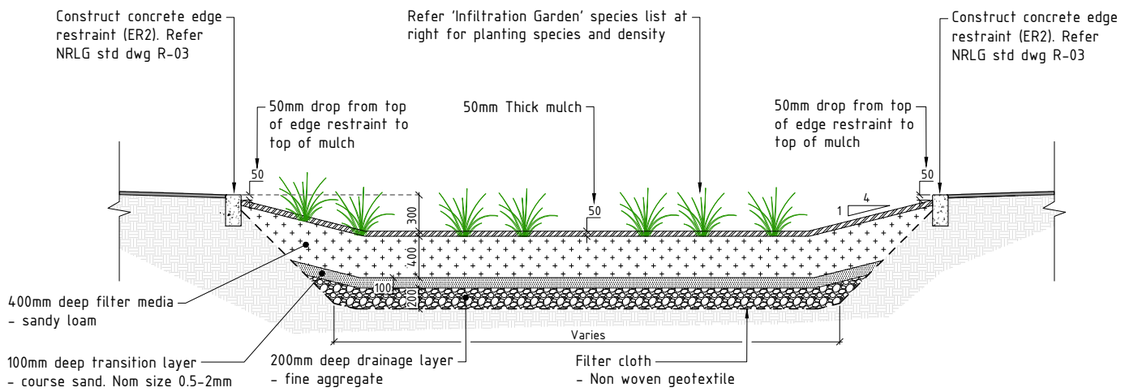
Pavement tie-in detail - Section A/11
1:20 (A3)



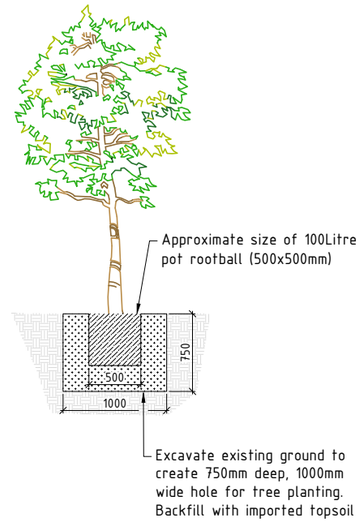
Typical pavement detail
1:20 (A3)



Kerb extension garden bed - Section C/12
1:20 (A3)



Infiltration garden - Section B/11
1:50 (A3)



Tree planting detail
1:50 (A3)

Plant species list - Infiltration Garden

Common name	Scientific name
Groundcover	
Sea rush	Juncus kraussii
Blue flax lilly	Dianella caerulea
Nobby club rush	Ficinia nodosa
Tussock grass	Poa labillardierei
Shrub	
Honey myrtle	Melaleuca thymifolia
Palm lily	Cordyline congesta
Tree	
Weeping Lilly Pilly	Waterhousea floribunda

Notes for Infiltration Garden plant spacing
Ratio of ground covers to shrubs 80/20.
Gound cover plant spacing at 0.25m.
Shrub plant spacing at 1.5m
Trees planted as shown on plans

Plant species list - Garden

Common name	Scientific name
Groundcover	
Mat rush	Lomandra longifolia 'Verday'
Blue flax lilly	Dianella caerulea
Nobby club rush	Ficinia nodosa
Shrub	
Heath Banksia	Banksia oblongifolia
Bottlebrush	Callistemon viminalis
Shining Burrawang	Lepidozamia peroffskyanna
Tree	
Weeping Lilly Pilly	Waterhousea floribunda

Notes for Garden plant spacing
Ratio of ground covers to shrubs 70/30.
Gound cover plant spacing at 0.5m.
Shrub plant spacing at 1.5m
Trees planted as shown on plans

CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:10, A3 SHEET 1:20
0 0.1 0.2 0.4 0.6 0.8 1 m
SCALE: A1 SHEET 1:25, A3 SHEET 1:50
0 0.5 1 1.5 2 2.5m
Use figured dimensions only. Do not scale.

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

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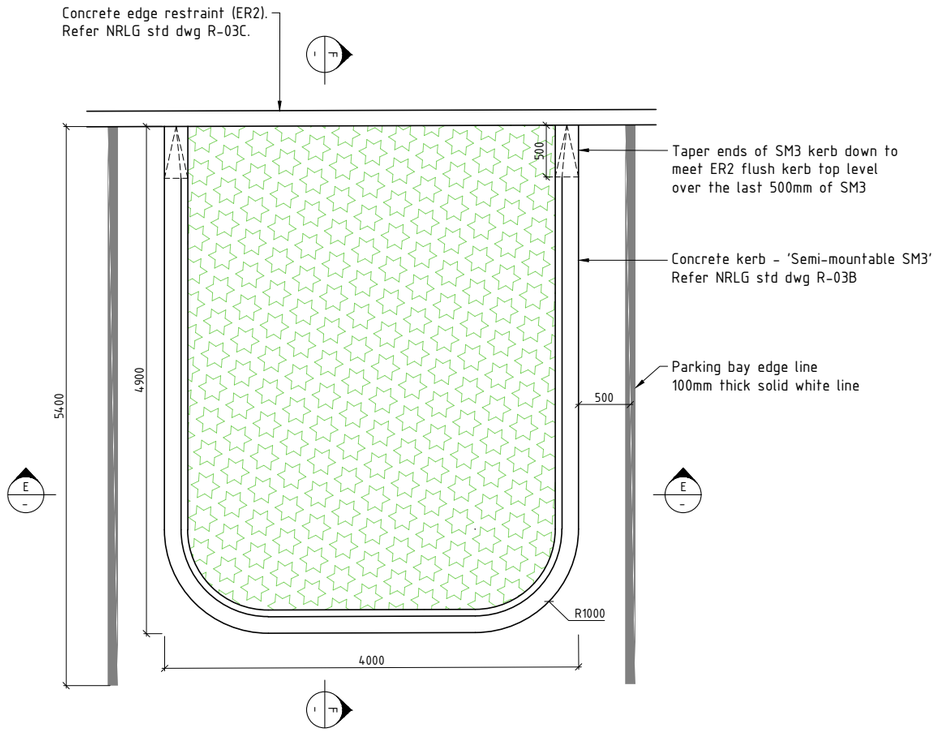
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

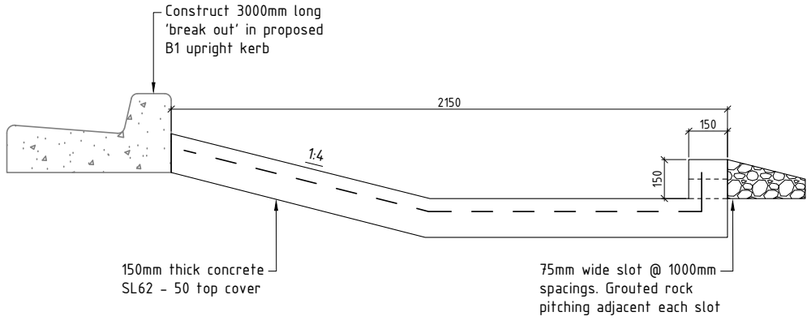
Plan title: **General Details Sheet 1**

Drawing number: **2796-39**
Issue: **1**

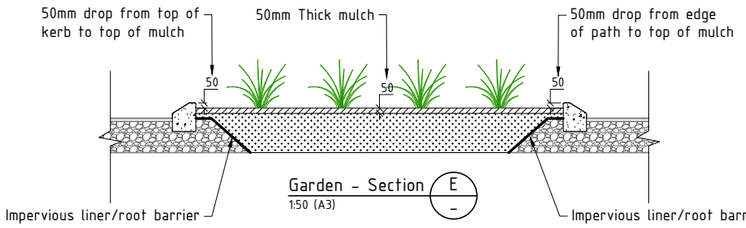
ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



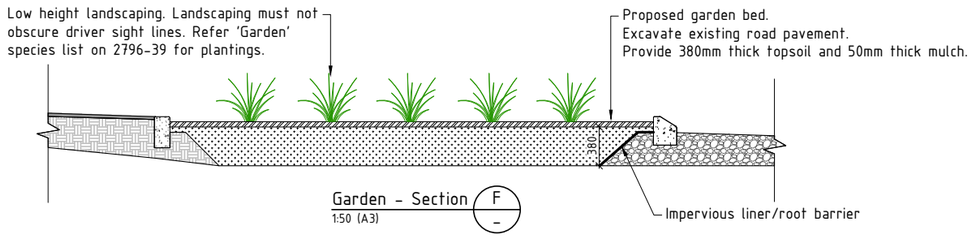
Kerb extension garden bed - Layout
1:50 (A3)



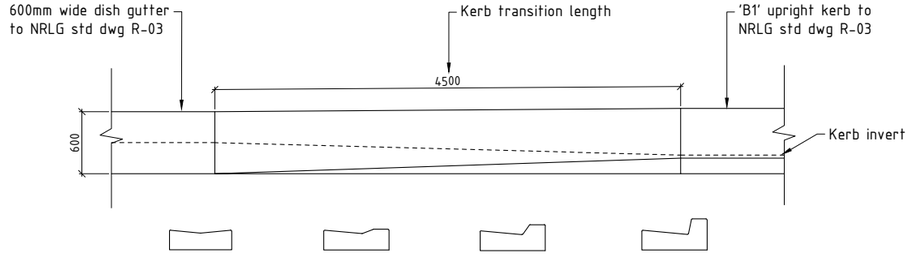
Concrete kerb turnout forebay - Section D/15
1:20 (A3)



Garden - Section E/-
1:50 (A3)



Garden - Section F/-
1:50 (A3)



Kerb transition detail
1:50 (A3)

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:10, A3 SHEET 1:20
0 0.1 0.2 0.4 0.6 0.8 1 m
SCALE: A1 SHEET 1:25, A3 SHEET 1:50
0 0.5 1 1.5 2 2.5m
Use figured dimensions only. Do not scale.

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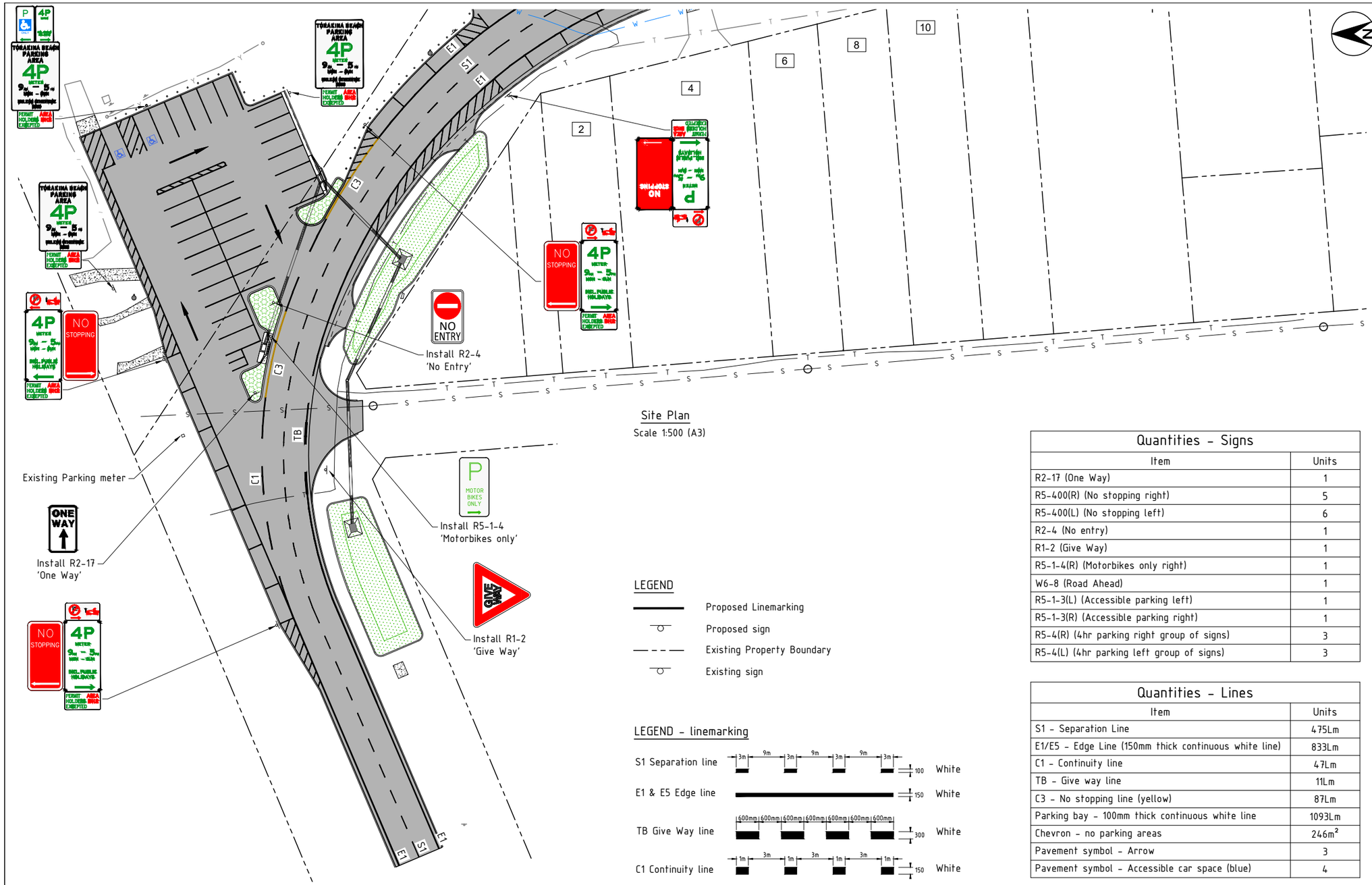
Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: **General Details Sheet 2**

Drawing number: **2796-40**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



LEGEND

- Proposed Linemarking
- Proposed sign
- Existing Property Boundary
- Existing sign

LEGEND - linemarking

Quantities - Signs	
Item	Units
R2-17 (One Way)	1
R5-400(R) (No stopping right)	5
R5-400(L) (No stopping left)	6
R2-4 (No entry)	1
R1-2 (Give Way)	1
R5-1-4(R) (Motorbikes only right)	1
W6-8 (Road Ahead)	1
R5-1-3(L) (Accessible parking left)	1
R5-1-3(R) (Accessible parking right)	1
R5-4(R) (4hr parking right group of signs)	3
R5-4(L) (4hr parking left group of signs)	3

Quantities - Lines	
Item	Units
S1 - Separation Line	475Lm
E1/E5 - Edge Line (150mm thick continuous white line)	833Lm
C1 - Continuity line	47Lm
TB - Give way line	11Lm
C3 - No stopping line (yellow)	87Lm
Parking bay - 100mm thick continuous white line	1093Lm
Chevron - no parking areas	246m²
Pavement symbol - Arrow	3
Pavement symbol - Accessible car space (blue)	4

CONSTRUCTION
FOR CONSTRUCTION

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

Use figured dimensions only. Do not scale.

Issue	Amendment details	Drawn	Check	Date
1	Construction issue	A.D.	T.C.	05.12.24

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

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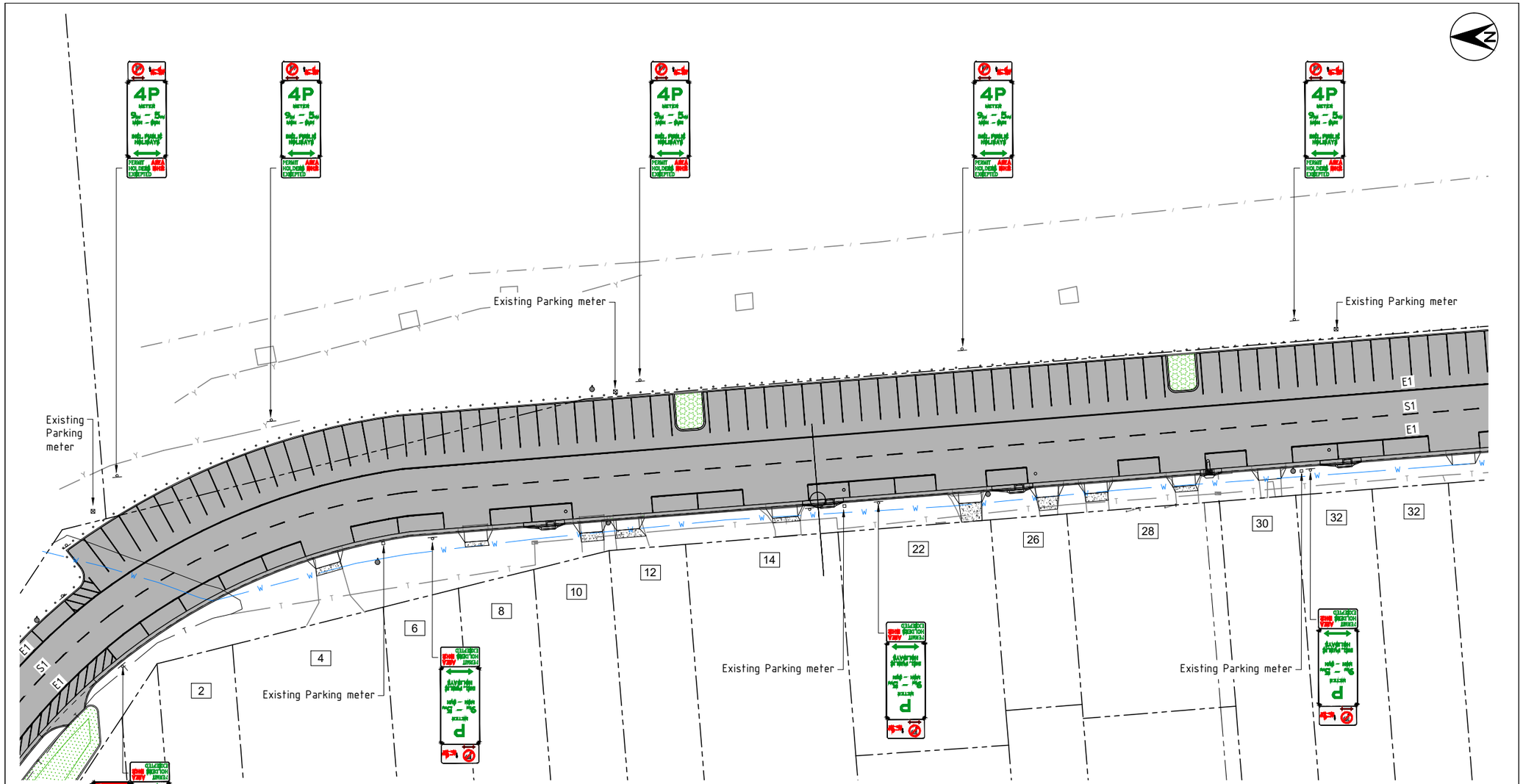
Project: South Beach Road
Road and Drainage Upgrade
Brunswick Heads

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: Signs & Line marking plan
Sheet 1 of 3

Drawing number: 2796-41
Issue: 1



Site Plan

Scale 1:500 (A3)

LEGEND

- Proposed Linemarking
- Proposed sign
- Existing Property Boundary
- Existing sign

LEGEND - linemarking

S1 Separation line	3m 9m 3m 9m 3m 9m 3m	100	White
E1 & E5 Edge line		150	White
TB Give Way line	600mm 600mm 600mm 600mm 600mm 600mm 600mm	300	White
C1 Continuity line	1m 3m 1m 3m 1m 3m 1m	150	White

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
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SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m

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Project: **South Beach Road Road and Drainage Upgrade Brunswick Heads**

Project Pulse Number: PM20_1197

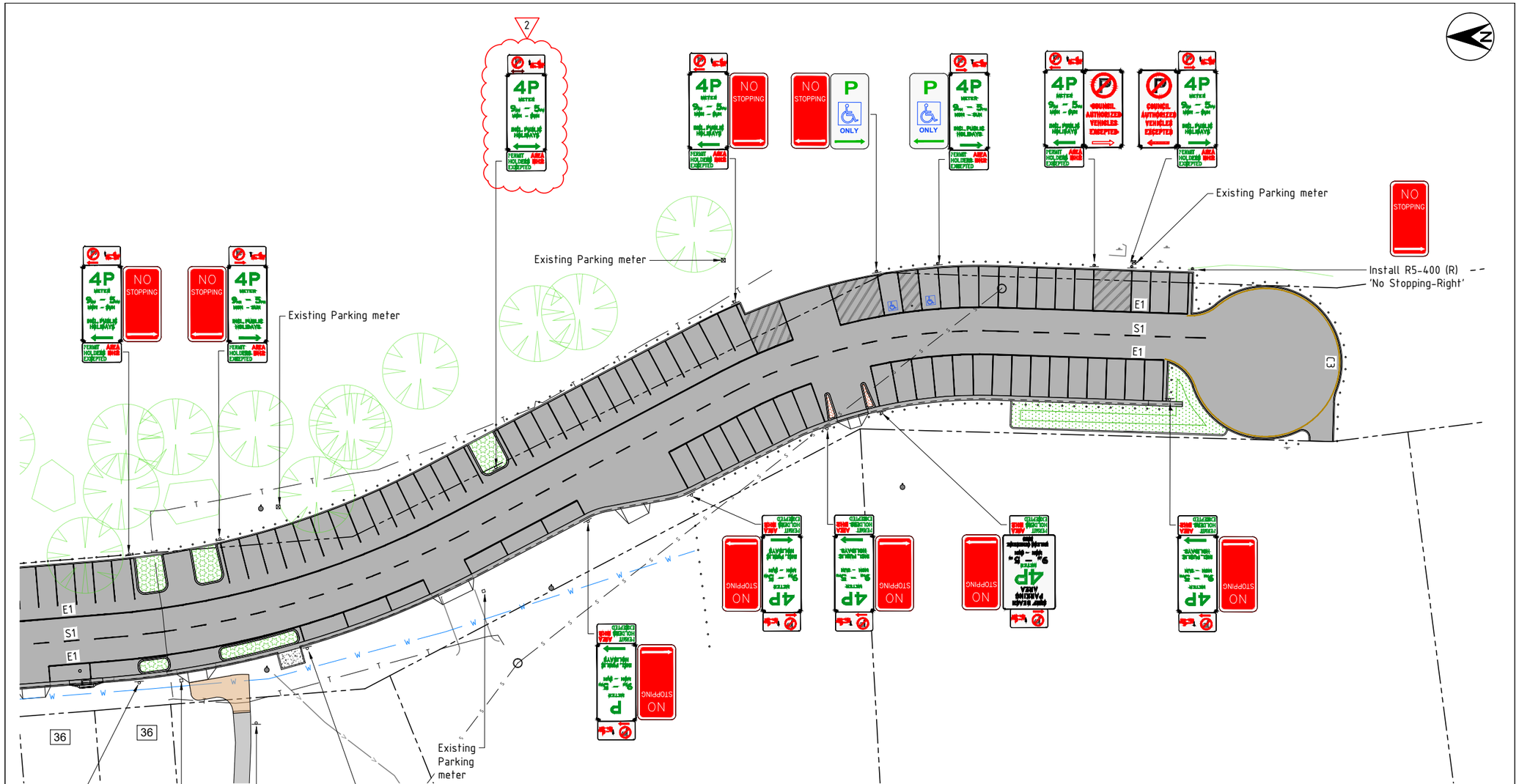
Plan Register Number: 2796

Plan title: **Signs & Line marking plan Sheet 2 of 3**

Drawing number: **2796-42**

Issue: **1**

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg



Site Plan
Scale 1:500 (A3)

LEGEND

- Proposed Linemarking
- Proposed sign
- Existing Property Boundary
- Existing sign

LEGEND - linemarking

S1 Separation line	3m, 9m, 3m, 9m, 3m, 9m, 3m	100 White
E1 & E5 Edge line		150 White
TB Give Way line	600mm, 600mm, 600mm, 600mm, 600mm, 600mm, 600mm	300 White
C1 Continuity line	1m, 3m, 1m, 3m, 1m, 3m, 1m	150 White

CONSTRUCTION
FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
2	Additional sign	A.D.	T.C.	12.12.24
1	Construction issue	A.D.	T.C.	05.12.24

SCALE: A1 SHEET 1:250, A3 SHEET 1:500
0 2.5 5 10 15 20 25 m
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

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
Date 16.01.25

Designed	A.D.	07.11.24
Drawn	A.D.	07.11.24
Checked	T.C.	21.11.24
Horizontal datum		MGA
Vertical datum		AHD

Project: South Beach Road
Road and Drainage Upgrade
Brunswick Heads

Project Pulse Number: PM20_1197
Plan Register Number: 2796

Plan title: Signs & Line marking plan
Sheet 3 of 3

Drawing number: 2796-43
Issue: 2

ACAD FILE No: G:\Engineer\CAD\2700-2799\2796 South Beach Road, Road and Drainage Upgrade, Brunswick Heads\Civil Design\DWG\CONSTRUCTION\2796 Sth Bch Rd-IFC.dwg

Report No. 6.4 Parking changes in Fawcett Street, Brunswick Heads

File No: I2025/807

Purpose:

The purpose of this report is to gain support for the expansion of the Brunswick Heads Pay Parking zone to include the southern side of Fawcett Street, Brunswick Heads (Park Street to Tweed Street).

It is noted that the northern side of Fawcett Street, Brunswick Heads is already included in the paid parking scheme.

This request is in response to ongoing community complaints received by Council's PES team. Details of the area are provided within the Information section below.

Information:

Proposed Extent – Fawcett Street, Brunswick Heads

LOCAL TRAFFIC COMMITTEE MEETING 6.4

Council has received ongoing complaints from residents of Fawcett Street since the introduction of paid parking in Brunswick Heads. The complaints relate to 40 plus illegal campers parking all day long in the 2hr parking zone on the Southern side of Fawcett Street, Brunswick Heads. They are not parking on the northern side which has paid parking installed.

Complaints relate to toileting in the streets, filling bins, sitting on chairs in the roadway, noise, cooking, emptying cooking oil etc into the park and endless music.

Council's Compliance Coordinator doorknocked all residents of Fawcett Street on Monday 12 May 2025 and provided a copy of this proposal, seeking feedback.

The following feedback has been received:

- 2 Fawcett Street – very emotional/upset, regular contact with Council – supports paid parking asap
- 8 Fawcett Street – supports paid parking asap
- 10 Fawcett Street – supports (and offer to personally pay for extra compliance staff)
- 12 Fawcett Street - supports paid parking asap
- 7/12 Fawcett Street – objects as believes camper vans should be supported
- 16 Fawcett Street – supports paid parking asap
- 22 Fawcett objects to more paid parking as does not like paid parking generally – believes Council just not doing anything
- Police support proposal – they have advised affected residents they will only attend if campers are threatening, fighting or verbal abuse but the parking and camping problem rests with council
- Waste Team supports
- IS has indicated support

An example of the current situation is as follows:

The existing 2-hour parking signs located within the area – these can be removed and replaced with 4-hour pay parking signs. At this stage, additional parking meters are not required as users can utilise the existing meter on the Northern side of Fawcett St.

Compliance at this location will continue to be monitored and if necessary additional cash meter's or "Touch N Go" units can be implemented.

Legal basis for installation

Note from Legal Counsel

The proposed Sign installation involves the exercise of functions under various pieces of road legislation.

RECOMMENDATION:

That the Local Traffic Committee supports the following: -

1. **The expansion of Brunswick Heads Pay Parking scheme to include the southern side of Fawcett Street (Park Street to Tweed Street), Brunswick Heads.**

2. **Change of the parking time limit on the southern side of Fawcett Street (Park Street to Tweed Street) to 4P, including.**

   a. 4PP 6am-1am with permit holders excepted.

   b. No Parking 1-6am with permit holders excepted.

Report No. 6.5 Mullumbimby Road Upgrade - The Saddle Road Intersection

File No: I2025/809

This report seeks feedback from the Local Traffic Committee (LTC) on the proposed intersection treatment at the Saddle Road and Mullumbimby Road intersection, following a Mayoral Minute (Attachment 1 – I2025/659) requesting reconsideration of the current design. The Mayoral Minute references the unsuccessful funding application for the proposed roundabout at the Gulgan Road and Mullumbimby Road intersection, which would have provided Saddle Road residents with a safe U-turn facility for Mullumbimby-bound travel.

Project Background
The Mullumbimby Road Upgrade includes a Black Spot-funded component aimed at improving road safety between McAuleys Lane and The Saddle Road. As part of the project's safety review, the Saddle Road intersection was identified as having inadequate:

- Stopping sight distance
- Manoeuvre sight distance
- Minimum gap sight distance
- Safe intersection sight distance

To address these deficiencies and eliminate high-risk turning movements, a 'left-in, left-out' intersection configuration was developed and incorporated into the 80% detailed design.

Council staff maintain their support for the 'left-in, left-out' treatment as the most effective solution to mitigate the identified safety risks and improve intersection performance. Saddle Road residents will be encouraged to use the eastern access via Gulgan Road as an alternative route for accessing Mullumbimby.

Design and Approvals History

- The 80% detailed design, including signage and line marking plans, was supported by the Local Traffic Committee in November 2024 (Attachment 3 – I2024/1439).
- Council endorsed the design at its meeting on 12 December 2024 (Attachment 4 – I2024/1601).
- No substantive changes have occurred between the 80% design and the final Issued for Construction (IFC) drawings.
- The IFC drawings are provided in Attachment 2 (E2025/56162).

Options for Local Traffic Committee Consideration

Option A – Support design modification:

That the Local Traffic Committee supports altering the current approved intersection treatment at the Saddle Road and Mullumbimby Road intersection from a 'left-in, left-out' configuration to a revised arrangement that permits full turning movements, subject to further assessment of road safety implications and endorsement by Council.

Option B – Maintain support for current design:

That the Local Traffic Committee maintains its support for the 'left-in, left-out' intersection treatment at the Saddle Road and Mullumbimby Road intersection, as per the 80% detailed design and Issued for Construction drawings, in recognition of the safety improvements it delivers and alignment with the objectives of the Black Spot funding.

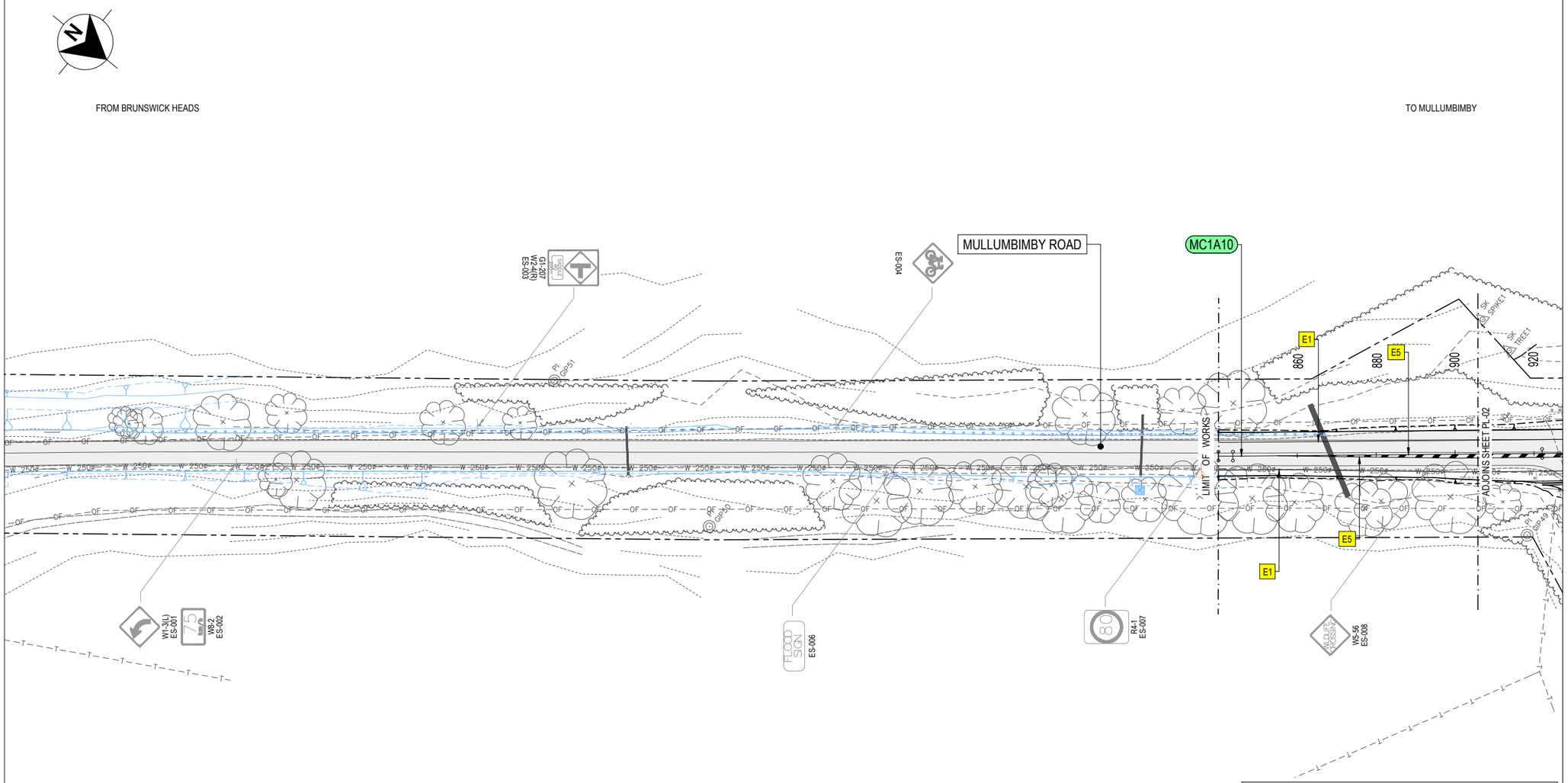
RECOMMENDATION:

That the Local Traffic Committee provides guidance on whether to support either Option A, which involves modifying the intersection design to allow full turning movements, or Option B, which maintains the current 'left-in, left-out' configuration, as outlined in the report.

Attachments:

1 Mullumbimby Rd Upgrade - McAuleys to The Saddle Road (Blackspot) IFC Design Drawings - LTC, E2025/56162 , page 65
2 Mayoral Minute Saddle Road and Mullumbimby Road Works, I2025/809 , page 69
3 Report 19/11/2024 Local Traffic Committee Mullumbimby Road Upgrade, I2024/1439 , page 71
4 Report 12/12/2024 Council Report of the Local Traffic Committee Meeting held on 19 November 2024, I2024/1601 , page 73

FOR CONSTRUCTION



LEGEND

- CONTROL LINE
- CADASTRAL BOUNDARIES
- DESIGN
- SURVEY
- W-BEAM GUARDRAIL
- MULLUMBIMBY ROAD BETTERMENT PROJECT

EXISTING SIGNAGE

- EXISTING SIGN AND POLE
- EXISTING SIGN AND POLE TO BE REMOVED
- SIGN TO BE RETAINED / RELOCATED
- SIGN TO BE REMOVED

PROPOSED SIGNAGE

- SIGN ON NEW POLE
- SIGN
- E1 — LINEMARKING TAG

NOTES

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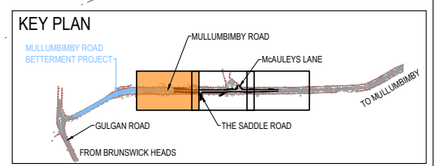
4. FOR RRPM AND GUID POST INSTALLATION LOCATION REFER DRG BKCD185-2000-05500-FN-MD-01.
5. FOR LINEMARKING LEGEND REFER DRG BKCD185-2000-05500-FN-MD-01.

KEY PLAN



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DRG CHECK		G.MULCAHY	23.01.25
DESIGN		S.NEILSON	23.01.25
DESIGN CHECK		G.MULCAHY	23.01.25
DESIGN MNGR		C.RILEY	23.01.25
PROJECT MNGR		P.MAHAR	23.01.25

CLIENT: BYRON SHIRE COUNCIL

PREPARED FOR: BYRON SHIRE COUNCIL

SHIRE OF BYRON BAY
MULLUMBIMBY ROAD / McAULEYS LANE AND SADDLE ROAD
SIGNS, LINES AND ROAD FURNITURE PLAN
SHEET 1 OF 3

A1

BK PROJECT No.	BSC PROJECT No.	PART
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DRG No.	SHEET No.	ISSUE
BKCD185-1000-05100-FN-PL-01	44 OF 52	A

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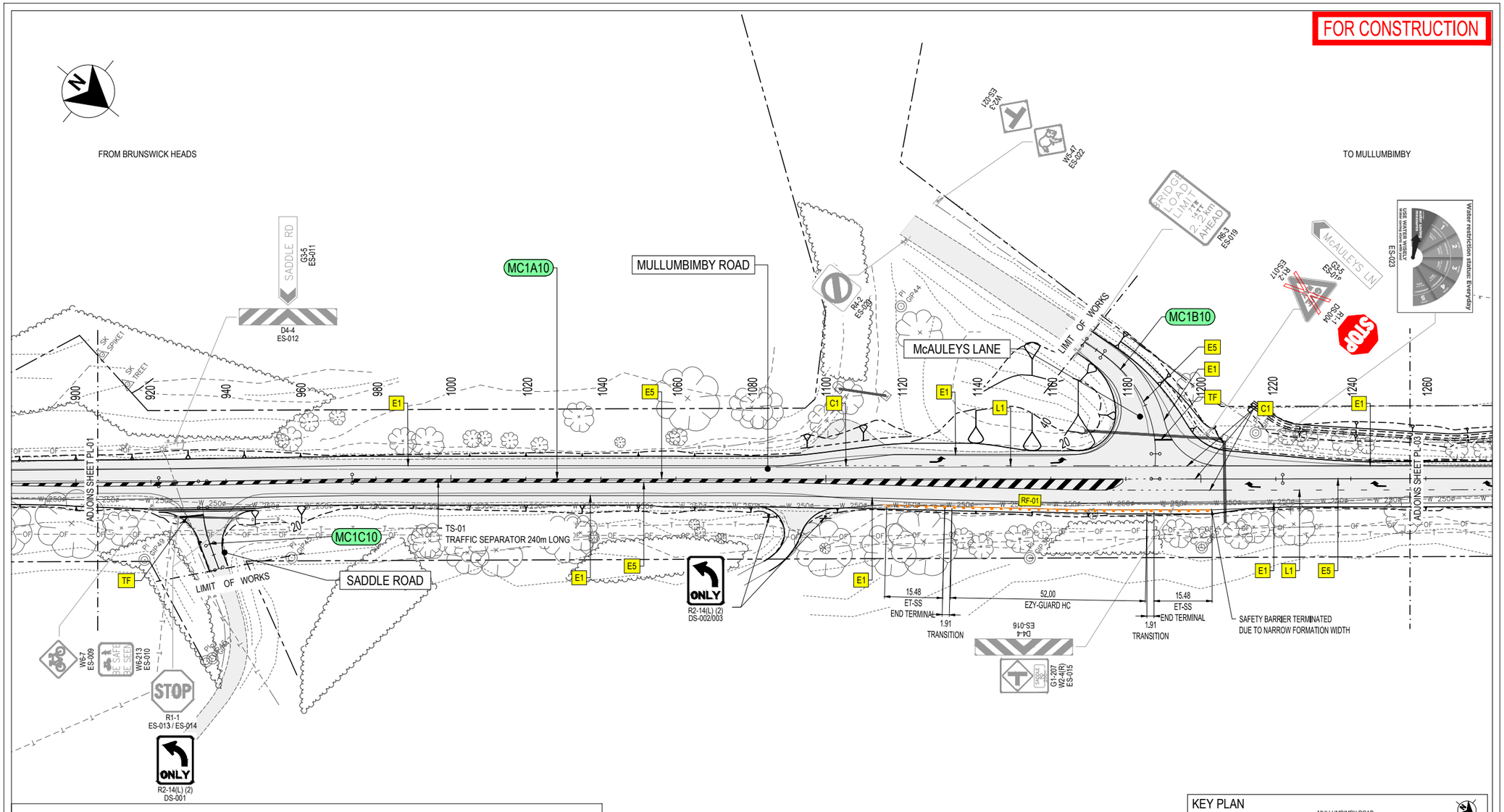

LEGEND

- CONTROL LINE
- CADASTRAL BOUNDARIES
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- W-BEAM GUARDRAIL
- MULLUMBIMBY ROAD BETTERMENT PROJECT

EXISTING SIGNAGE

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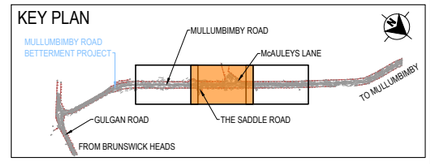

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CLIENT	BYRON SHIRE COUNCIL
PREPARED FOR	BYRON SHIRE COUNCIL
SHIRE OF BYRON BAY	
MULLUMBIMBY ROAD / McAULEYS LANE AND SADDLE ROAD	
SIGNS, LINES AND ROAD FURNITURE PLAN SHEET 2 OF 3	A1

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BK PROJECT No.	BKCD185	BSC PROJECT No.	PM_1387
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PART		ISSUE	A

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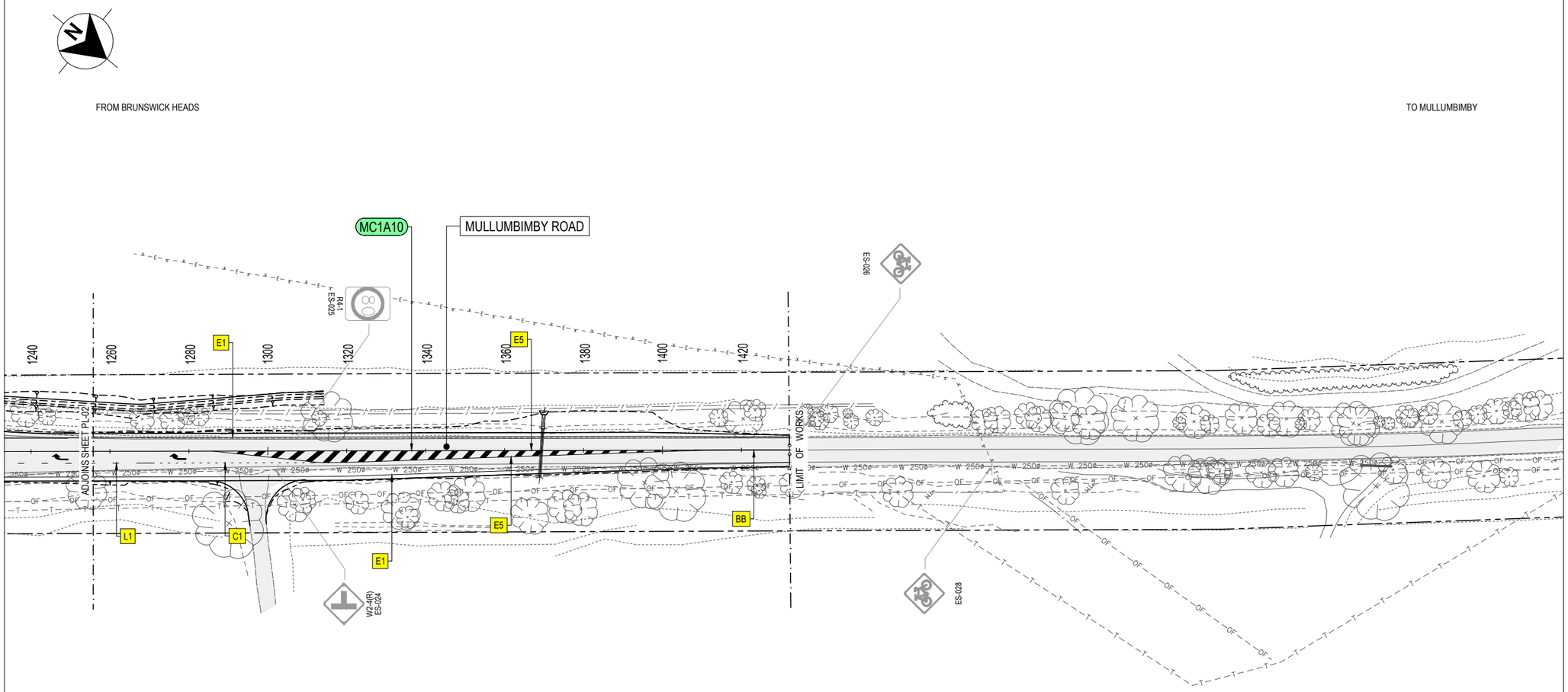

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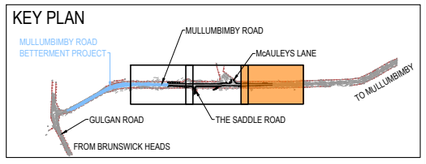

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PLOT BY: Shea | Bridge Knowledge

CLIENT: BYRON SHIRE COUNCIL

SHIRE OF BYRON BAY
MULLUMBIMBY ROAD / McAULEYS LANE AND SADDLE ROAD
SIGNS, LINES AND ROAD FURNITURE PLAN
SHEET 3 OF 3

A1

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PROJECT MNGR	P.MAHAR	23.01.25

PREPARED FOR: BYRON SHIRE COUNCIL

BK PROJECT No.: BKCD185
BSC PROJECT No.: PM_1387
PART:
DRG No.: BKCD185-1000-05100-FN-PL-03
SHEET No.: 46 OF 52
ISSUE: A

FOR CONSTRUCTION

EXISTING SIGNAGE SCHEDULE

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ES-001	FN-PL-01	EXISTING	W1-3(L)	CURVE (LEFT SYMBOLIC)	551627.466	6839472.797	318	1	SHARED POSTS
ES-002	FN-PL-01	EXISTING	W8-2	75 km/h ADVISORY SPEED			318	1	
ES-003	FN-PL-01	EXISTING	G1-207	ADVANCE RURAL ROAD SIGN WITH W2-4(R)	551580.781	6839514.947	138	1	
ES-004	FN-PL-01	EXISTING	W6-7	BICYCLE (SYMBOLIC)	551524.054	6839585.856	138	1	SHARED POSTS
ES-005	FN-PL-01	EXISTING	-	CYCLISTS (SYMBOLIC) BE SAFE BE SEEN			138	1	
ES-006	FN-PL-01	EXISTING	-	FLOOD SIGN	551525.483	6839602.786	321	2	
ES-007	FN-PL-01	EXISTING	R4-1	SPEED LIMIT 80 km/h (SYMBOLIC)	551475.506	6839664.385	318	1	
ES-008	FN-PL-01	EXISTING	W5-56	WILDLIFE AHEAD	551440.548	6839709.715	318	1	
ES-009	FN-PL-02	EXISTING	W6-7	BICYCLE (SYMBOLIC)	551424.17	6839732.135	317	1	SHARED POSTS
ES-010	FN-PL-02	EXISTING	-	CYCLISTS (SYMBOLIC) BE SAFE BE SEEN			317	1	
ES-011	FN-PL-02	EXISTING	G3-5	RURAL ROAD NAME (SADDLE ROAD)	551407.127	6839726.615	321	3	SHARED POSTS
ES-012	FN-PL-02	EXISTING	D4-4	SIGHTING SCREEN			51		
ES-013	FN-PL-02	EXISTING	R1-1	STOP SIGN	551422.032	6839739.582	53	1	
ES-014	FN-PL-02	EXISTING	R1-1	STOP SIGN	551411.995	6839751.671	53	1	
ES-015	FN-PL-02	EXISTING	G1-207	ADVANCE RURAL ROAD SIGN WITH W2-4(R)	551253.849	6839944.179	231	3	SHARED POSTS
ES-016	FN-PL-02	EXISTING	D4-4	SIGHTING SCREEN			231		
ES-017	FN-PL-02	EXISTING	R1-2	GIVE WAY	551233.343	6839939.972	187	1	SHARED POSTS
ES-018	FN-PL-02	EXISTING	G3-5	RURAL ROAD NAME (McAULEYS LN)			97	1	
ES-019	FN-PL-02	EXISTING	R6-3	BRIDGE LOAD LIMIT	551238.608	6839899.308	7	1	
ES-020	FN-PL-02	EXISTING	R4-2	DERESTRICTED SPEED LIMIT	551243.102	6839844.893	355	1	
ES-021	FN-PL-02	EXISTING	W2-3	T-JUNCTION (SYMBOLIC)	551229.769	6839845.101	181	1	SHARED POSTS
ES-022	FN-PL-02	EXISTING	W5-47	KOALA (SYMBOLIC)			1	1	
ES-023	FN-PL-02	EXISTING	-	WATER RESTICTION STATUS	551224.437	6839953.779	141	2	
ES-024	FN-PL-03	EXISTING	W2-4(R)	SIDE ROAD INTERSECTION ON STRAIGHT (RIGHT SYMBOLIC)	551183.63	6840028.747	321	1	
ES-025	FN-PL-03	EXISTING	R4-1	SPEED LIMIT 80 km/h (SYMBOLIC)	551172.498	6840027.66	141	1	
ES-026	FN-PL-03	EXISTING	W6-7	BICYCLE (SYMBOLIC)	551090.733	6840126.294	141	1	SHARED POSTS
ES-027	FN-PL-03	EXISTING	-	CYCLISTS (SYMBOLIC) BE SAFE BE SEEN			141	1	
ES-028	FN-PL-03	EXISTING	W6-7	BICYCLE (SYMBOLIC)	551070.391	6840169.838	321	1	SHARED POSTS
ES-029	FN-PL-03	EXISTING	-	CYCLISTS (SYMBOLIC) BE SAFE BE SEEN			321	1	

* EXISTING SIGNAGE SHALL BE RELOCATED TO ENSURE PROPER OFFSET AND ALIGNMENT IN ACCORDANCE WITH THE NEW ROAD DESIGN.

PROPOSED SIGNAGE SCHEDULE

SIGNAGE_ID	DRG NUMBER	NEW OR EXISTING	REFERENCE	DESCRIPTION	EASTING	NORTHING	ROTATION (CW FROM NORTH)	NO. OF POSTS	COMMENTS
DS-001	FN-PL-02	NEW	R2-14(L)	ALL TRAFFIC TURN LEFT	551422.032	6839739.582	53	1	MOUNTED ON EXISTING POST
DS-002	FN-PL-02	NEW	R2-14(L)	ALL TRAFFIC TURN LEFT	551323.425	6839862.194	51	1	
DS-003	FN-PL-02	NEW	R2-14(L)	ALL TRAFFIC TURN LEFT	551314.132	6839874.233	51	1	
DS-004	FN-PL-02	NEW	R1-1	STOP	551233.343	6839939.972	187	1	

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SCALES ON A1 SIZE DRAWING

CO-ORDINATE SYSTEM: GDA2020 / MGA 56 — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: BRIDGE KNOWLEDGE PTY LTD

bk. bridge knowledge. ENGINEERING CONSULTING SERVICES

	TITLE	NAME	DATE
DRAWN		D.KELLY	23.01.25
DRG CHECK		G.MULCAHY	23.01.25
DESIGN		S.NEILSON	23.01.25
DESIGN CHECK		G.MULCAHY	23.01.25
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CLIENT: BYRON SHIRE COUNCIL

PREPARED FOR: BYRON SHIRE COUNCIL

SHIRE OF BYRON BAY
MULLUMBIMBY ROAD / McAULEYS LANE AND SADDLE ROAD
SIGNS, LINES AND ROAD FURNITURE SCHEDULES EXISTING AND PROPOSED SIGNAGE

A1

BK PROJECT No.: BKCD185 | BSC PROJECT No.: PM_1387 | PART:

DRG No.: BKCD185-1000-05200-FN-SCH-01 | SHEET No.: 47 OF 52 | ISSUE: A

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING 6.5

Report No. 6.5 Mullumbimby Road Upgrade - The Saddle Road Intersection

File No: I2025/809

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Project Background
The Mullumbimby Road Upgrade includes a Black Spot-funded component aimed at improving road safety between McAuleys Lane and The Saddle Road. As part of the project's safety review, the Saddle Road intersection was identified as having inadequate:

- Stopping sight distance
- Manoeuvre sight distance
- Minimum gap sight distance
- Safe intersection sight distance

To address these deficiencies and eliminate high-risk turning movements, a 'left-in, left-out' intersection configuration was developed and incorporated into the 80% detailed design.

Council staff maintain their support for the 'left-in, left-out' treatment as the most effective solution to mitigate the identified safety risks and improve intersection performance. Saddle Road residents will be encouraged to use the eastern access via Gulgan Road as an alternative route for accessing Mullumbimby.

Design and Approvals History

- The 80% detailed design, including signage and line marking plans, was supported by the Local Traffic Committee in November 2024 (Attachment 3 – I2024/1439).
- Council endorsed the design at its meeting on 12 December 2024 (Attachment 4 – I2024/1601).
- No substantive changes have occurred between the 80% design and the final Issued for Construction (IFC) drawings.
- The IFC drawings are provided in Attachment 2 (E2025/56162).

Options for Local Traffic Committee Consideration

Option A – Support design modification:

That the Local Traffic Committee supports altering the current approved intersection treatment at the Saddle Road and Mullumbimby Road intersection from a 'left-in, left-out' configuration to a revised arrangement that permits full turning movements, subject to further assessment of road safety implications and endorsement by Council.

Option B – Maintain support for current design:

That the Local Traffic Committee maintains its support for the 'left-in, left-out' intersection treatment at the Saddle Road and Mullumbimby Road intersection, as per the 80% detailed design and Issued for Construction drawings, in recognition of the safety improvements it delivers and alignment with the objectives of the Black Spot funding.

RECOMMENDATION:

That the Local Traffic Committee provides guidance on whether to support either Option A, which involves modifying the intersection design to allow full turning movements, or Option B, which maintains the current 'left-in, left-out' configuration, as outlined in the report.

Attachments:

1 Mullumbimby Rd Upgrade - McAuleys to The Saddle Road (Blackspot) IFC Design Drawings - LTC, E2025/56162
2 Mayoral Minute Saddle Road and Mullumbimby Road Works, I2025/809
3 Report 19/11/2024 Local Traffic Committee Mullumbimby Road Upgrade, I2024/1439
4 Report 12/12/2024 Council Report of the Local Traffic Committee Meeting held on 19 November 2024, I2024/1601

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING 6.3

Report No. 6.3 Mullumbimby Road Upgrade

File No: I2024/1439

The purpose of this report is to gain Local Traffic Committee and Council support for the proposed changes to Mullumbimby Road.

The proposed works will improve road widths, turning lanes, drainage and the poor condition road surface, creating a safer road environment.

Pavement repair works will be undertaken from Mullumbimby to Gulgan Road while pavement widening and drainage improvements will be focused around the stretch of Mullumbimby Road from McAuleys Lane to Gulgan Road.

The funding for this project is divided into two Stages. Stage 1A is Blackspot, Council and R2R funding for improvements at McAuleys Lane. Stage 1B is Betterment and EPAR funding for the pavement repairs to the full length of the road and drainage improvements centred around Gulgan Road. Draft plans for both Stages have been attached to this report (Attachment 1 E2024/130657 and Attachment 2).

Design is currently being finalised on the project, however, lines and signs will generally be in accordance with the attached plans. Approval is sought in prinical and should any significant changes occur to the proposed signs and linemarking then the plans will be resubmitted to LTC for approval.

The main changes to the road layout are as follows:

- Road widening to maintain minimum lane widths of 3.5m and standard shoulder widths of 1.75m and an absolute minimum width of 0.5m where highly constrained.
- Introduction of a left turn deceleration lane for McAuleys Lane and a protected right turn lane.
- The Saddle Road and the residential driveway located between The Saddle Road and McAuleys Lane will formally signed and linemarked as left in left out only. This is due to the dangerous and inadequate stopping sight distance , manoeuvre sight distance, minimum gap sight distance, and safe intersection sight distance at these accesses.

A meeting was held with Transport to discuss the possibility of lowering the speed limit on Mullumbimby Road to address the sight distance issues at the Saddle Road and McAuleys Lane intersections. At this time Transport was not supportive of lowering the speed limit from 80km/hr in this location.

RECOMMENDATION:

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING 6.3

That Council supports the signage, line markings and traffic control devices associated with the Mullumbimby Road works generally in accordance with Attachment 1 (E2024/130657) and Attachment 2 (E2024/130677)

Attachments:

5

1 Mullumbimby Road McAuleys Design Plans, E2024/130657
2 Mullumbimby Road Betterment Design Plans LTC, E2024/130677

Report No. 14.1 Report of the Local Traffic Committee Meeting held on 19 November 2024

Directorate: Infrastructure Services

File No: I2024/1601

Summary:

The attachment to this report provides the minutes of the Local Traffic Committee Meeting held on 19 November 2024 for determination by Council.

Council's action on the LTC advice will be:

a) If Council is in agreement with the LTC unanimous support then the proposal may be approved. In these cases there is no conflict between Council and the advice of the LTC, consequently there is no need for Council to inform TfNSW or the NSW Police representatives of the decision.

b) If Council is in agreement with the LTC unanimous support, but no longer wants to proceed, the proposal may still be rejected.

c) If Council is in agreement with the LTC unanimous decline then the proposal may be rejected. Again there is no conflict between Council and the advice of the LTC. Consequently there is no need for Council to inform TfNSW or the NSW Police representatives of the decision.

d) If Council decides to proceed with a proposal where the advice of the LTC is not unanimous support, then the Council must first advise the TfNSW and the NSW Police representatives in writing of their intention to approve the proposal. TfNSW or the NSW Police may then lodge an appeal to the Regional Traffic Committee (RTC).

e) If Council decides to proceed with a proposal where the advice of the LTC is a unanimous decline, then the Council must first advise the TfNSW and NSW Police representatives in writing of their intention to approve the proposal. TfNSW or the NSW Police may then lodge an appeal to the RTC.

Due to the fact that the TfNSW and the NSW Police have the power to appeal certain decisions of the Council, the LTC cannot provide its advice to Council until both TfNSW and the NSW Police have provided their vote on the issue.

RECOMMENDATION:

1. **That Council notes the minutes of the Local Traffic Committee Meeting held on 19 November 2024.**

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2. **That Council adopt the following Committee and Management Recommendation(s):**

   Report No. 6.1 119-123 Jonson Street, Byron Bay - new line marking and signage
   File No: I2024/1369

   Committee Recommendation 6.1.1

   That the Local Traffic Committee support the new signage, line markings and traffic control devices associated with the 119-123 Jonson St, Byron Bay development as shown in Attachment 1 (E2024/121173)

3. **That Council adopt the following Committee and Management Recommendation(s):**

   Report No. 6.2 Slessor Lane, Brunswick Heads - No Stopping area
   File No: I2024/1373

   Committee Recommendation 6.2.1

   That the Local Traffic Committee support installation of yellow line marking and "No Stopping" signage on Slessor Lane where it meets Tweed Street, Brunswick Heads (refer to attachment Figure 2).

4. **That Council adopt the following Committee and Management Recommendation(s):**

   Report No. 6.3 Mullumbimby Road Upgrade
   File No: I2024/1439

   Committee Recommendation 6.3.1

   That the Local Traffic Committee supports the signage, line markings and traffic control devices associated with the Mullumbimby Road works generally in accordance with Attachment 1 (E2024/130657) and Attachment 2 (E2024/130677).

5. That Council adopt the following Committee and Management Recommendation(s):

Report No. 6.4 Lighthouse Road - Shared path - 'Get NSW Active' Grant Application
File No: I2024/1459

RECOMMENDATION:

That the Local Traffic Committee endorses the detail design of the Lighthouse Road footpath extension project, as per drawings (E2024/126445) in attachment 1 subject to further enhancements to emphasise place planning elements and review from regional Transport representative.

6. That Council adopt the following Committee and Management Recommendation(s):

Report No. 6.5 Byron Street shared path – Bangalow - 'Get NSW Active' Grant Application
File No: I2024/1499

RECOMMENDATION:

That the Local Traffic Committee endorses the detail design of the Byron Street footpath extension project, as per drawings (E2024/129370) in attachment 1 consideration of regional Transport.

Report

The attachment to this report provides the minutes of the Local Traffic Committee Meeting of 19 November 2024 for determination by Council. The agenda for this meeting can be located on Council's website at:

byron.infocouncil.biz/Open/2024/11/LTC_19112024_AGN_1875_AT.PDF This report contains the recommendations of the Local Traffic Committee (LTC) meeting held on 19 November 2024.

Financial Implications

As per the Reports listed within the Local Traffic Committee Meeting of 19 November 2024.

Statutory and Policy Compliance Implications

As per the Reports listed within the Local Traffic Committee Meeting of 19 November 2024.

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 Technical advice regarding proposed upgrade works on Shelly Drive and road safety issues at the access point of 103 Paterson Street, Byron Bay

File No: I2025/740

Council's development engineer is currently assessing a development application – 10.2024.376.1, for the creation of a 5-lot Community Title Subdivision, construction of four detached dwellings on vacant lots and the construction of a dual occupancy to the existing dwelling in 103 Paterson St, Byron Bay.

The report seeks technical advice for the proposed upgrade works on Shelly Drive by Lucena Engineers, as well as proposed mitigation measures by Lucena Engineers to address the safety issues identified in the Road Safety Audit (RSA) conducted by Pekol Traffic and Transport Engineering. The proposed upgrade works plan, RSA, and mitigation measures are detailed in Attachment 1.

Attachments:

1 10.2024.376.1 - Appendix A - Lucena Engineering response, E2025/49917 , page 78
2 10.2024.376.1 - Appendix A - Lucena Engineering response, E2025/49918 , page 118
3 10.2024.376.1 - Appendix B - Concept Design Road Safety Audit, E2025/49919 , page 130

Lucena
CIVIL & STRUCTURAL ENGINEERS

Response to Council RFI for Proposed Development of 103 Paterson Street Byron Bay

4 May 2025

for

Bertoli Building Pty Ltd and Nahimsa Pty Ltd

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WALKER PROJECTS Town Planning Solutions
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Contents

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Rev No	*Date*	*Revision Details*	*Prepared*	*Verified*	*Approved*
V1	4-5-2025	Original	PL	PL	

1. Introduction

As requested, Lucena Engineers have assessed the issues raised in an RFI from Byron Shire Council dated 14 March 2025. The issues responded to in this report are items 1, 3 and 4. Item 2 has been addressed by others.

For reference, a copy of the RFI is attached in appendix A.

2. Description

The RFI is for provision of additional information to be provided for development application number 10.2024.376.1. A copy of the RFI is attached in appendix A.

A consequence of the information requested is that drawings have been modified and updated, and additional reports have been prepared. A list of the modified work and additional reports provided is below:

A. A Concept Design Road Safety Audit has been undertaken by PTT – Pekol Traffic and Transport. A copy of their audit report is attached in appendix B.
B. Civil works plans have been updated A copy of the updated plans is attached in appendix C.
C. Additional plans showing on site traffic and material storage have been prepared. They are attached in appendix D

Each point in the RFI has been addressed. Details of the information provided is given in the sections below.

3. RFI point 1. Item a)

Clause 2.5.2 of AS2890.1 relates to intersections for internal access roadways and ramps. This in not applicable to the design of the driveway crossover

The design requirements of the crossover between the private driveway and Public Road are outlined in section 3.2 of AS2890.1

In accordance with AS2890.1 the proposed development can be classified as:
User Class: 1A
Access Facility Category: 1

AS2890.1 only requires driveways to be designed as intersections for Category 3 or 4 facilities accessing arterial roads. These types of developments are of significantly larger scale than the proposed development.

The proposed 5.5m crossover complies with the requirements of AS2890.1 and the northern rivers development design manual for driveway crossovers.

9. The design of access to a development from a high speed (> 50km/hr) or high volume road (> 3000 vehicles per day), should not allow hazardous diverging or merging manoeuvres to occur on the through traffic lanes. The construction of turn lanes for vehicle movement for

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Byron Shire Development Control Plan 2014 Chapter B4 Traffic Planning, Vehicle Parking, Circulation and Access

Adopted 5 December 2022 Effective 25 January 2023

proposed developments are to be provided on major roads where the conflict between the turning traffic and any opposing major road traffic, may cause a substantial traffic delay or risk. Development applications must be supported with turn warrant assessments and preliminary engineering plans of the necessary treatment/s - refer to Austroads publications.

The scale of the development is in keeping with the residential character of the area and permissible zoning density. Based on 6 dwellings, peak traffic generated turning into the development will be the PM peak of 6.66 vehicles/hr. Assuming a 50/50 left/right turning split this results in a peak of 3.33 vehicles turning right into the site in an hour. The peak traffic volumes are minor do not warrant the provision of a BAR / BAL treatment.

The request for the provisions of a BAR is not in keeping with the streetscape (for example the three similar developments to the south of the site) and will result in significant verge works and the loss of on street parking.

4. RFI point 1. Item b)

Please see concept RSA response to item (c). There is sufficient space for the bins to be lined up for collection along the frontage of the site.

5. RFI point 1. Item c)

A Concept Design Road Safety Audit has been undertaken for the proposal. The initial findings of the traffic audit indicate that the proposed development will not have a material detrimental impact on the operation of Paterson Street. The preliminary findings do however identify existing safety matters with the Paterson Street / Shelley Drive intersection, mainly the approach angle and throat width.

The Audit has identified in items 03 and 04 that the intersection of Shelley Drive with Paterson street is approximately 40m wide and has no give way signage or linemarking. The angle and width of the intersection promotes high speed left turn movements from Shelley Drive.

In regard to the Shelley Drive intersection, Lucena Engineers suggest that the existing intersection could be improved by installation of line marking comprising a painted hold line and blister, to realign Shelley Drive traffic at Paterson Street and are recommended for council it implement. Please refer to our sketch attached in appendix C. The treatment would improve intersection safety by providing better driver visibility at the intersection and lower left turn speeds. We note that this is an existing intersection issue. The works would improve all traffic flow at the intersection.

In regard to the traffic leaving the development site, the audit found that there are typically parked cars located adjacent to existing driveways on Paterson Street. This obstructs sight lines for exiting vehicles. This is common to all driveways along the street, and in all similar street frontages across Byron Bay. The proposed driveway construction is compliant with AS 2890.1 and councils DCP, and will be very similar in nature to the driveway access points for existing residential developments on the street.

6. RFI point 1 d) Driveway

The driveway curvature and width between chainages 15 and 35 has been modified to meet the criteria in clause 2.5.2 c) of AS 2890.1. The criteria requirements are:

- Curves providing access to driveways and ramps must be able to pass a B99 and a B85 vehicle simultaneously.

Attached is an amended driveway layout with the inside curves modified slightly to accommodate the travel paths for the vehicles.

Note that for this exercise, both vehicle pathways shown are for a B99 vehicle. A 300mm clearance envelope for each vehicle has been applied. This is more conservative than the AS2980.1 criteria.

Please refer to the plans attached in appendix B.

7. RFI point 1 e) - Driveway

The position of the garage for house 1 has been adjusted so that the available aisle width in front of the garage is greater than 5.8m. All other garages have aisle width distances in excess of 5.8m.

Please refer to the plans attached in appendix B.

8. RFI point 1 f) - Construction Management Plan

A site layout indicating the location and size of waste bin storage has been prepared to meet point 3 of the RFI.

As part of the subdivision works, demolition is proposed as well as construction of new driveways, retaining walls and installation of services. The internal driveways will be constructed as part of the stage 1 works for the subdivision, prior to the house construction. It will be the main construction traffic pathway for the duration of the house building phase. The driveway will be designed and constructed to suit usage by heavy construction traffic, including concrete and delivery vehicles. Please refer to the drawings in appendix B showing the construction proposed.

In regard to material and waste storage, refer to the description provided on the answer to Point 3 below. The site is large enough to facilitate vehicles entering and leaving In a forward direction, as well as providing for materials storage.

In regard to provision of a construction management plan, the construction will occur in stages and each stage will require confirmation, from the construction contractor, of the process of material delivery and vehicle movements.

We anticipate a condition of consent requiring a construction management plan to be submitted to and approved by council for each portion of the building works, including subdivision and house construction, prior to the issue of each construction certificate.

9. RFI point 3 – Resource Recovery

A plan has been prepared indicating the location of waste storage bins during the demolition phase of the project, and during the subdivision construction works. The location for the entry, exit and

manoeuvring of construction traffic on site has also been prepared. Please refer to the plans included in appendix D.

The plans show available locations for waste and materials storage and for manoeuvring of vehicles. There are other options allowing some flexibility on the site for construction teams. The exact operation of construction work on the site will be the responsibility of the contractors involved.

However, the requirement for this site will be for all vehicles to enter and leave in a forward direction. The storage spaces and manoeuvring areas noted will be adhered to so that the capability for construction traffic access to enter and leave the site in a forward direction is maintained.

10. RFI point 4 – Bin Storage

The proposed bin storage area is located at the driveway entry. The proposal is to provide sufficient screened space to store the wheelie bins for 6 houses – 3 bins per house – 18 bins in total.

The enclosure is to consist of a flat concrete slab constructed to suit the level of the adjoining driveway. The enclosure will be screened with blockwork walls 1.15m high to all sides, with an access gate facing the driveway. Please refer to the details shown on the engineering drawings.

Appendix A – Council RFI Dated 14 March 2025

BSC File No: 193620D x 10.2024.376.1 /#A2025/14396
Contact: Jordan Vickers

14 March 2025

Matt Walker Town Planning
mattwalkertownplanning@gmail.com

Dear Matt,

Request for additional information

DA No.	10.2024.376.1 (PAN-475314)
Planning Portal Ref	PAN-475314
Proposal:	Stage 1: Community Title subdivision into 6 lots, tree removal, driveway extension and excision of rear lot. Stage 2: Construction of 4 Dwellings and garages. Stage 3: Partial demolition of existing dwelling on proposed Lot 5 and construction of an attached Dual Occupancy Dwelling.
Owner:	Bertoli Building Pty Limited & Nahimsa Pty Ltd
Parcel No.	193620
Property Address:	LOT: 101 DP: 839601 103 Paterson Street BYRON BAY

I refer to the development application (DA) described above that was received by Council on 3 October 2024.

An initial assessment of the application has identified the need for additional information to be provided.

You are requested to submit the following information to support your proposal within **14 days** of the date of this letter:

Development Engineering:

1. Submission of a traffic assessment prepared in accordance with the requirements of section B4.2.1 of Chapter B4 of DCP 2014.

The following must be considered and be addressed accordingly:

a) Patterson St carries greater than 3000 vehicles per day. Development applications must be supported with turn warrant assessments and preliminary engineering plans of the necessary treatment/s - refer to Austroads publications to address the requirements in Clause 2.5.2(c) of AS2890.1 and Chapter B4.2.3.9 in B4 of BDCP2014

b) Waste collection for the development causes unsafe traffic manoeuvre of vehicles in Patterson St, Shelley St and development access resulting in adverse impact to traffic safety and efficiency. It is noted that traffic volume in 2025 along Paterson St is estimated around 4500 vehicles per day and around 2500 vehicles per day along Shelley St based on historical traffic data and assumed growth rate of 3%.

c) Conduct a concept design road safety audit of the driveway access for the development in accordance with TfNSW Guidelines to Road Safety Audit Practices.

d) The curve and longitudinal grade between ch15 to ch35 of the internal driveway to demonstrate compliance to Clause 2.5.2(c) of AS2890.1.

e) Provision must be made to provide the minimum aisle width for the garages within the internal driveway. The minimum aisle width is 5.8m.

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E : council@byron.nsw.gov.au | P: 02 6626 7000 | F: 02 6684 3018 **www.byron.nsw.gov.au**
Traditional home of the Bundjalung People

f) A construction management plan must be prepared to manage the safety and efficiency of construction vehicle entering and exiting the development site for every stage of construction.

Advice note: construction traffic is likely to damage the internal driveway during building construction in stage 2 and stage 3.

2. Submission an amended Stormwater Management Plan to undertake a capacity assessment of the downstream underground drainage system to verify flows from external catchment from the north and the developed stormwater. Please be advised that the proposed stormwater discharge line was modelled as a 600mm dia RCP, based on Council's database the pipe is only 375mm dia RCP.

The capacity assessment is triggered under Clause 1.03d in Chapter D10 of Northern Rivers Local Government Design and Construction Guidelines as follows *"Consideration of the capacity of any downstream system (the developer may be required to upgrade downstream facilities at their cost where the development impacts directly on the facility even though the post development flow does not exceed predevelopment flow. Each case will be considered on its merits)."*

Resource Recovery:

3. The applicant is to provide plans detailing the location of waste storage areas and bin sizing for the demolition and construction phase, access for waste collection vehicles and types of bins.

Planning:

4. Please provide plans detailing the location of the proposed bin storage area, including cut/fill/retaining details required to establish a pad and any screening proposed.

In accordance with the provisions of Section 36 of the Environmental Planning and Assessment Regulation 2021 ('the regulation'), the period to elapse prior to the submission of adequate information as outlined above shall not be taken into consideration in any of the assessment periods prescribed by Section 91 of the regulation or Section 8.11 of the Environmental Planning and Assessment Act 1979.

The assessment period is on hold from today pending the provision of the additional information outlined above. Once submitted, the assessment period will recommence.

Additional information must be submitted using the NSW Planning Portal.

If you are unable to provide the necessary information within 14 days, it is recommended that you withdraw the application. If you withdraw the application, you may be able to request a partial refund of the application fee paid. A fresh application can be lodged once all the required information is available.

In the absence of the necessary information, the application is likely to be refused shortly after the expiry of the 14-day period. If it is your intention to not provide this information, please advise Council using the NSW Planning Portal.

The issues and matters of concern raised in this letter may not be exhaustive. It is possible Council may require further clarification or additional information at a later time. Such issues will not be revealed until a detailed examination of the application has taken place by all Council staff involved in the assessment of the development proposal or following consideration of any public or Government department submissions received (where applicable).

If you have any questions, please contact Jordan Vickers on jvickers@byron.nsw.gov.au.

Yours sincerely

Jordan Vickers
Planner

Appendix B – Concept Design Road Safety Audit

LOT: 101 DP: 839601
103 PATERSON STREET, BYRON BAY
CONCEPT DESIGN ROAD SAFETY AUDIT

17 APRIL 2025

PREPARED FOR

LUCENA – CIVIL AND STRUCTURAL ENGINEERS

PTT TRAFFIC & TRANSPORT ENGINEERING

ECAAS ISO 9001 CERTIFIED QUALITY MANAGEMENT

DOCUMENT CONTROL RECORD

DOCUMENT						
Report Title:	Concept Design Road Safety Audit – 103 Paterson Street, Byron Bay					
Client:	Lucena – Civil and Structural Engineers					
Project Number:	25-522					
REV	PURPOSE	DATE	AUTHOR	REVIEWER	APPROVED	SIGNED
A	FINAL	APR-25	TE	AB	(RPEQ 22233) JAMES GANNON	

DISCLAIMER

This document is produced solely for the benefit of and use by our client in accordance with the terms and conditions of our appointment. PTT does not accept liability to third parties arising from their use of or reliance upon the contents of this report.

CONTENTS

1.0 INTRODUCTION

1.1 OVERVIEW

In March 2025, Pekol Traffic and Transport (PTT) was engaged by Lucena – Civil and Structural Engineers to conduct a Concept Design Stage Road Safety Audit (RSA) of the driveway access for the proposed development at 103 Paterson Street, Byron Bay (the site). The proposed development will comprise three stages as outlined below:

- Stage 1: Community Title subdivision into six (6) lots, tree removal, driveway extensions and excision of rear lot
- Stage 2: Construction of four (4) dwellings and garages
- Stage 3: Partial demolition of existing dwelling on proposed Lot 5 and construction of an attached Dual Occupancy Dwelling

Access to the property is proposed to be via a new driveway located south of the Shelley Drive intersection. The site plan and locality of the site are depicted in Figure 1.1 and 1.2 respectively.

Figure 1.1: SITE PLAN

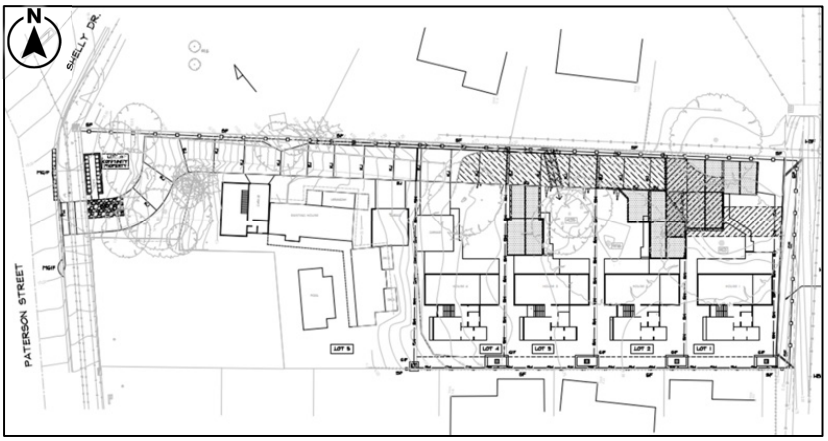


Figure 1.2: SITE LOCALITY

(Source: Byron Shire Council Online Mapping Tool)

1.2 SCOPE OF ROAD SAFETY AUDIT AND PURPOSE OF REPORT

As outlined in Austroads Guide to Road Safety Part 6, 2022 (AGRS Part 6), an RSA is defined as "*a formal examination of a future road or traffic project or an existing road or road related area, in which an independent, qualified team reports on the project's crash potential and actual safety performance respectively.*"

This report presents the findings of a Concept Design Stage Road Safety Audit (RSA) conducted for Lucena – Civil and Structural Engineers. The RSA focuses on the proposed driveway for the development at 103 Paterson Street, Byron Bay (see Figure 1.1). Specifically, it examines how the driveway interfaces with the existing road environment on Paterson Street. The RSA does not include a review of the proposed works located within the property boundary unless it is expected to impact the operation and/or safety of the driveway at the interface with Paterson Street. The RSA was carried out following the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices (July 2011) and with reference to the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). The audit includes the following components:

undertaking a commencement meeting (Section 2.2)
undertaking a site inspection during day and night conditions (Section 2.3)
reviewing the design drawings and auditable information (Section 2.4)

AGRS Part 6 notes that an RSA is not any of the following items; therefore, these are not part of the scope of this RSA:

- a check of compliance with technical standards and/or guidelines during the design process or the 'as built' configuration for an existing project
- an assessment of the overall merits of a road project or a means of rating or justifying one project or options against others in a project or works program
- a substitute for design QA/QC and related checks
- a crash investigation (e.g. to Austroads treatment of crash locations/black spot guidelines)
- a cyclic, visual asset management inspection
- a road safety check (generic safety overview with typically no requirement to be conducted by competent auditors)
- something to be applied only to high-cost projects or only to projects where safety problems are anticipated
- an opportunity to redesign or make changes to a design with no apparent link to a safety issue
- a consideration of the composition or structural safety of the project or scheme
- a check or assurance of the Workplace Health and Safety (WH&S) of road workers during the construction and/or operation of the road
- a check of a traffic management plan, traffic control plan, vehicle movement plan or similar, which is a different task to an RSA, with unique competency requirements

However, road safety risks to road users that are readily foreseeable from planned or current road works are to be recorded in an audit report.

2.0 ROAD SAFETY AUDIT DETAILS

2.1 AUDIT TEAM AND CLIENT DETAILS

The audit team is independent of the Project Team responsible for the proposed design. The Audit Team includes:

Tom Evans – Lead Auditor (Level 3 - Registration No: RSA-07-1124)
Andrew Barrie – Senior Auditor (Level 2 - Registration No: RSA-01-1866)
James Gannon – Auditor
Dennis Young – Auditor

The Client's details are listed in Table 2.1 below.

Table 2.1: CLIENT DETAILS

CLIENT DETAILS	
Client	Lucena – Civil and Structural Engineers
Client Contact	Peter Lucena
Client Email	peter@lucena.com.au

2.2 COMMENCEMENT MEETING

A commencement meeting was conducted on Teams on Friday 28th March 2025 between the Client Representative, Peter Lucena, and members of the Audit Team including James Gannon and Tom Evans. During the meeting the project background and details pertaining to the site inspection were discussed, and the auditable material to form part of the RSA was also agreed. The audit team were made aware of concerns that had been raised by Council regarding the collection of waste at the proposed site, noting that the current design intent is for waste to be stored within a shared enclosure within the Community Property (Lot 6) and then collected kerbside by Council collection. It is intended that bins be positioned kerbside between the proposed driveway and the Shelley Drive intersection as depicted on the site plan.

2.3 SITE INSPECTION

The day and nighttime site inspection for this audit was conducted on Sunday 30th March 2025, between 4:30 pm to 5:10 pm and 7:45 pm to 8:00 pm. The weather during the site visit was clear and dry.

2.4 INFORMATION SOURCES

The following information was provided by Lucena – Civil and Structural Engineers and therefore forms part of the auditable material:

Table 2.2: PROPOSED CIVIL ENGINEERING WORKS PLANS

TITLE	DRAWING NUMBER	REVISION
Stage 1 – Scope Plan	230629 STG1	A
Site Plan	230629 CIV1	A
Driveway Long Section	230629 CIV2	A
Civil Details	230629 CIV3	A
Sediment and Erosion Control Plan	230629 E+S1	A
Sedimentation and Erosion Details	230629 E+S2	A
Vehicle Path Layout	230629 VTP1	A
Proposed Boundary Layout	230629 BDY1	A
Services Plan	230629 SER1	A
Vegetation Plan	230629 VEG1	A

— Request for Additional Information – Byron Shire Council Reference: BSC File No: 193620D x 10.2024.376.1 /#A2025/14396, dated14 March 2025

3.0 ROAD SAFETY AUDIT

3.1 RISK ASSESSMENT

AGRS Part 6 notes that, as good practice, each of the risks and hazards identified must undergo a risk assessment. This audit adopts the risk parameters detailed in AGRS Part 6 as presented in Table 3.1 and Table 3.2.

Table 3.1: DESCRIPTION OF LIKELIHOOD

LIKELIHOOD	DESCRIPTION
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

Table 3.2: CRASH SEVERITY

SEVERITY	DESCRIPTION
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

The risk matrix outlined in Figure 10.2 from the AGRS Part 6 shows how likelihood and severity are considered within a standard risk matrix to give a 'priority' for risk mitigation. This matrix has been replicated in Table 3.3.

Table 3.3: RSA RISK MATRIX

			Severity				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe system crash outcome threshold

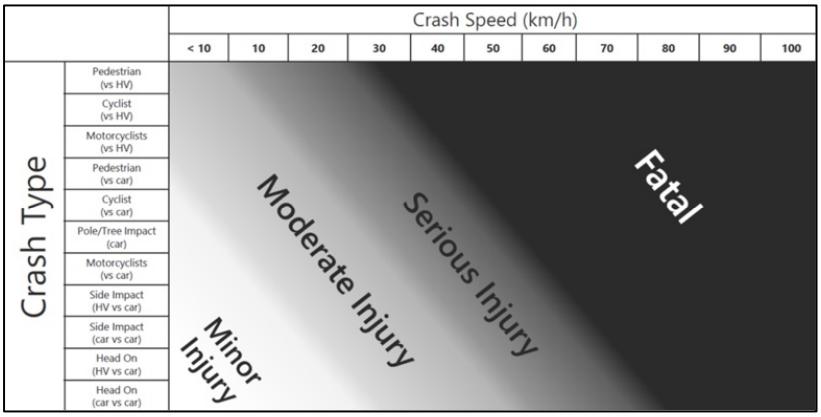
The corresponding priorities for mitigations from AGRS Part 6 are presented in Table 3.4.

Table 3.4: PRIORITY FOR MITIGATION

SEVERITY	DESCRIPTION
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

The risk matrix outlined in Table 3.3 is aligned to Safe System principles and has been designed to be used with consideration of the severity guidance sheet outlined in Figure 3.1 (replicated from Figure 10.3 of AGRS Part 6).

Figure 3.1: SEVERITY GUIDANCE SHEET – TO BE USED WITH THE RISH MATRIX



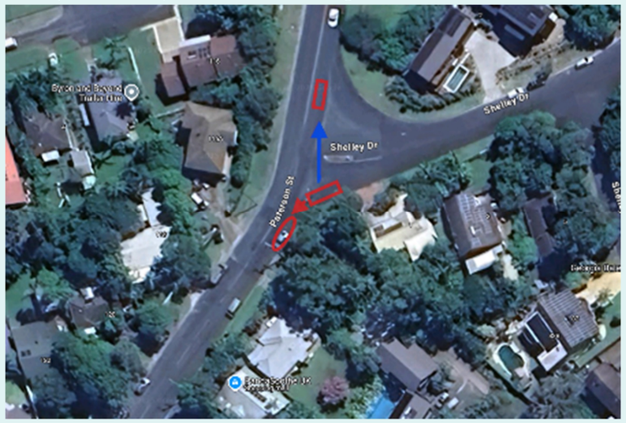
3.2 FINDINGS

This section summarises the safety issues identified during the audit. As per the requirements of the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices (July 2011), recommendations have not been included. Priority levels for remedial actions are assigned to each issue.

The audit was conducted in accordance with the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices (July 2011) and with reference to the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). Audit findings are presented in Table 3.5.

Table 3.5: AUDIT FINDINGS

ITEM	AUDIT FINDING	DRAWING EXTRACT / PHOTO	LIKELIHOOD	SEVERITY	RISK RANKING
01	Cars were observed to be parked on both sides of Paterson Street south of the Shelley Drive intersection. Under these conditions the road appears to continue to operate as a two-way road, with drivers slowing down when passing an opposing vehicle. Parked cars were observed immediately adjacent to driveways; this obstructs sightlines between drivers exiting properties and drivers travelling along Patterson Street. This reduces the awareness between drivers and therefore increases the risk of collision between vehicles travelling along Paterson Street and vehicles exiting the site. It is acknowledged that this is a common occurrence along Paterson Street and the surrounding local roads.	 *Vehicle parked directly adjacent to 105 Paterson Street.*	Unlikely	Moderate	Medium
02	During the site inspection, no vehicles were parked between the driveway of 103 Paterson Street and the Shelley Drive intersection. However, aerial imagery and Google Street View images show that vehicles do park in this area. It is important to note that there is no existing signage or line marking to prevent drivers from parking there. When vehicles are parked in this location, they block the line of sight between drivers exiting the site, drivers turning left from Shelley Drive, and southbound drivers on Paterson Street. This obstruction increases the risk of side-impact crashes as drivers exit the site. Additionally, there is a potential risk of rear-end collisions. Drivers turning left from Shelley Drive may not see a vehicle parked in this area as they make the turn onto Paterson Street, since their attention is focused on the southbound traffic on Paterson Street (see Item 03 for more details). Parked cars also pose a potential conflict with the proposed location for kerbside bin collection. If a vehicle is parked in this area, residents may be forced to place their bins in alternative locations, possibly closer to Shelley Drive. This could increase the risk of conflicts between residents, bins, and road users.	 *Aerial imagery illustrating a car parked between Shelley Drive and 103 Paterson Street (Source: Google Maps).*  *View turning left out of Shelleys Drive indicating that a parked car would block visibiliy between left turning drivers and vehicles exiting the driveway.*	Unlikely	Moderate	Medium

ITEM	AUDIT FINDING	DRAWING EXTRACT / PHOTO	LIKELIHOOD	SEVERITY	RISK RANKING
03	Shelley Drive widens to approximately 40 m at its junction with Paterson Street, featuring only a narrow central median and lacking blister islands to narrow the effective width of the road at the intersection. The wide approach lane on Shelley Drive likely encourages drivers to maintain higher speeds while navigating the intersection and encourages them to approach the intersection at less favourable observation angles when sighting towards traffic on Paterson Street. During the site inspection it was observed that drivers often look back over their shoulder towards southbound traffic on Paterson Street when making a left turn from Shelley Drive. These drivers frequently do not focus on the road ahead until they have already entered Paterson Street. This behaviour increases the risk of collisions between left-turning vehicles and the following: — any vehicle stopped between the intersection and driveway (refer Item 02) — refuse vehicles collecting kerbside bins — vehicles exiting the site	 *Wide intersection promoting high speed left turn movements from Shelley Drive and poor observation angles.*  *High speed left turning movement as drivers sight over their shoulder to look for approaching vehicles on Paterson Street, therefore these drivers are not immediately focused on the road ahead when entering Paterson Street.*	Possible	Moderate	High

ITEM	AUDIT FINDING	DRAWING EXTRACT / PHOTO	LIKELIHOOD	SEVERITY	RISK RANKING
04	The following comments relate to the intersection of Paterson Street and Shelley Drive. These items are additional to those noted in Items 01 to 03; whilst they do not directly relate to the functionality of the proposed driveway, they are existing issues that have the potential to impact road user safety and as such have been raised for completeness considering the intersection's close proximity to the site: — The absence of give way signage and linemarking reduces driver awareness of the need to give way on the Shelley Drive approach, this is exacerbated by the fact that there is a crest curve on approach to the intersection, impacting approach sight distance to the intersection. Give-way signage would provide warning to drivers as they approach the intersection and give-way linemarking would specify the location at which drivers are required to stop to give way, reducing the risk of them protruding into the through lane on Paterson Street when stopping to give-way. — Vegetation growing from the kerb in the median island on the Shelley Drive approach to Paterson Street, combined with the lack of high-visibility paint on the kerbs, reduces drivers' ability to see the median, especially at night. This can lead to a decrease in lane discipline as drivers approach the intersection, increasing the risk of collisions. — There is road lighting on the southern corner of the intersection, but due to the wide layout of the intersection, the northern section remains poorly lit. This reduced visibility can decrease awareness among road users, potentially increasing the risk of collisions at the intersection.	 *Approaching Paterson Street from Shelley Drive - day*  *Approaching Paterson Street from Shelley Drive – night*  *View of the existing median from Shelly Drive Approach*  *Paterson Street viewing south towards the streetlight on the southern corner of the Shelley Drive intersection.*	Possible	Moderate	High

4.0 AUDIT TEAM STATEMENT

The Audit Team listed below have examined the supporting documentation outlined in Section 2.4 of this report and undertaken an inspection of the site (where noted in Section 2.3) during day and nighttime conditions. All road users have been considered when identifying the safety issues identified in Table 3.5.

As stated in AGRS Part 6, The audit team is not responsible for the client team response or any subsequent re-design of the project/scheme and/or design of mitigation measures and their subsequent implementation.

AUDIT TEAM MEMBERS

Name: Tom Evans, Level 3 Lead Auditor (RSA-07-1124)

Signed: _____ 07 April 2025

Name: Andrew Barrie, Level 2 Auditor (RSA-01-1866)

Signed: _____ 10 April 2025

Name: James Gannon, Road Safety Auditor

Signed: _____ 07 April 2025

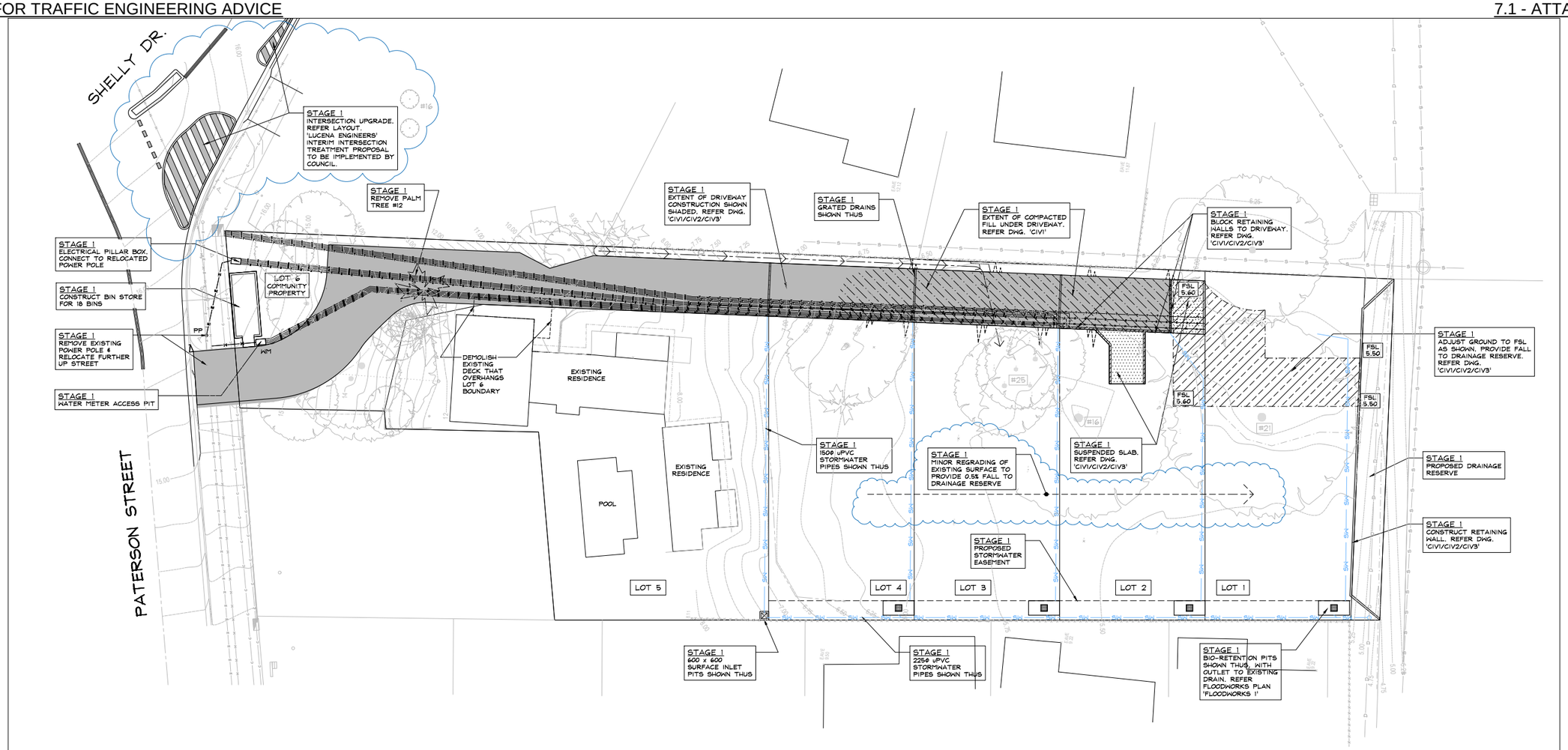
Organisation: Pekol Traffic and Transport

Name: Dennis Young, Road Safety Auditor

Signed: _____ 09 April 2025

Organisation: Terania Consulting

Appendix C – Engineering Plans



STAGING PLAN FOR PROPOSED 6 LOT COMMUNITY TITLE SUBDIVISION OF 103 PATERSON STREET

STAGE 1 WORKS

1. SERVICES INSTALLATION WITHIN LOT 6.
2. CONSTRUCT CONCRETE DRIVEWAY
3. CONSTRUCT BIN STORE
4. EARTHWORKS CONSTRUCTION
5. CONSTRUCT RETAINING WALL WITHIN DRAINAGE RESERVE
6. REMOVE PALM TREE #12
7. DEMOLISH DECK ON EXISTING BUILDING OVERHANGING LOT 6
8. CONSTRUCT STORMWATER INTERALLOTMENT DRAINAGE AND BIO-RETENTION PITS
9. SUBMISSION OF SUBDIVISION CERTIFICATE
10. TREE REMOVAL AND COMPENSATORY PLANTING

NEW SERVICES SCHEDULE

—W— RETICULATED WATER LINE

—T— TELECOMMUNICATIONS CABLE

—E— UNDERGROUND POWER LINE

▭ SERVICES PIT/PILLAR BOX

REVISIONS			
B	COUNCIL RFI	09.05.25	
A	FOR ISSUE	03.06.24	
ISSUE	DESCRIPTION	DATE	

PRINCIPAL ENGINEERS SIGNATURE

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

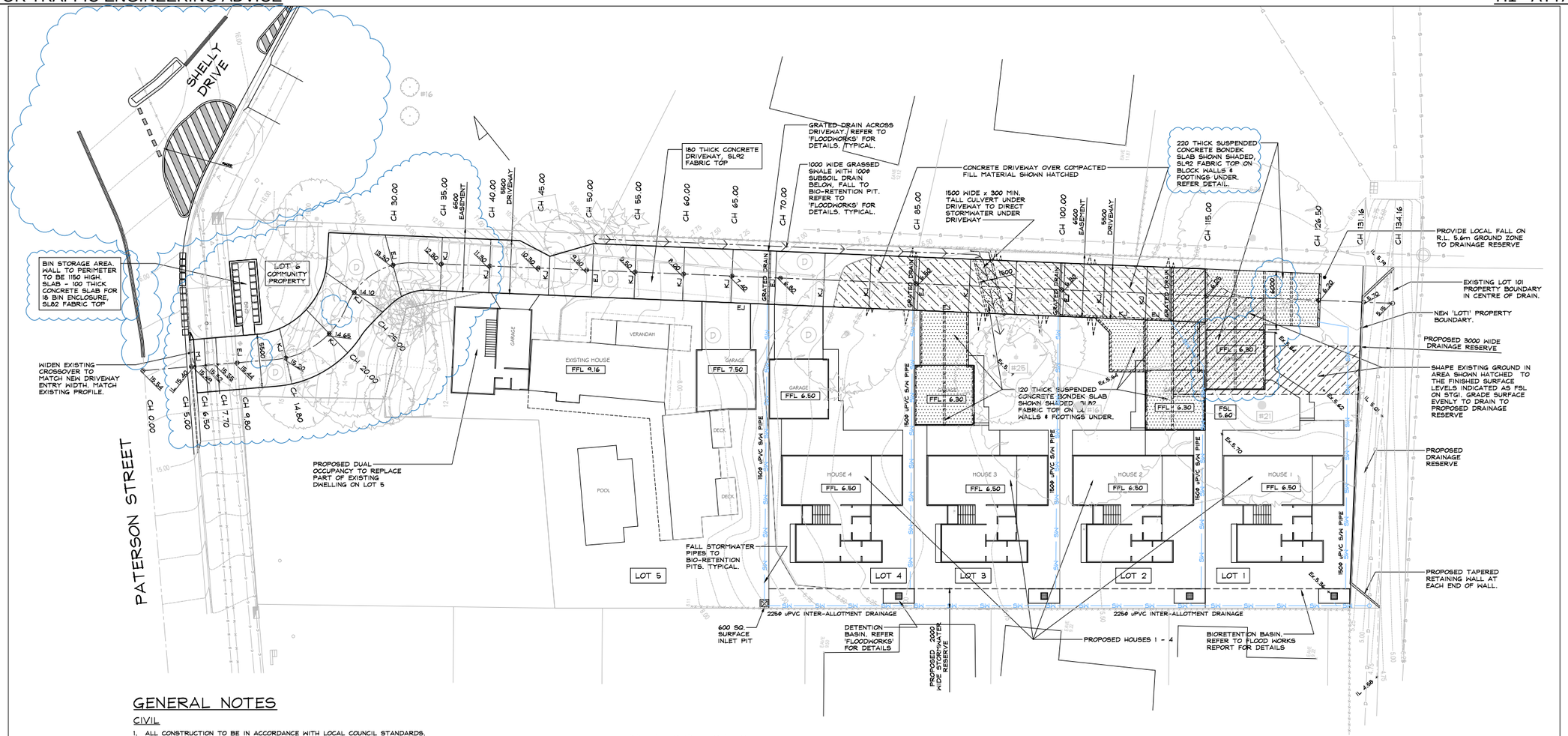
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: STAGE 1 - SCOPE PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	STG1	B



GENERAL NOTES

CIVIL

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH LOCAL COUNCIL STANDARDS.
2. FOR SETOUT REFER TO ARCHITECT'S DRAWINGS.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
4. ALL LEVELS ARE GIVEN IN METRES UNLESS NOTED OTHERWISE.
5. ALL LEVELS SHOWN ARE FINISHED SURFACE LEVELS UNLESS NOTED OTHERWISE.
6. CONCRETE SHALL HAVE THE FOLLOWING PROPERTIES:
   i) CLASS OF CONCRETE SHALL BE NORMAL.
   ii) MAXIMUM SLUMP SHALL BE 80mm
   iii) MAXIMUM AGGREGATE SIZE SHALL BE 20mm
   iv) PRODUCTION ASSESSMENT OF CONCRETE STRENGTHS IS SUFFICIENT
   v) MINIMUM 28 DAY COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 25 MPa UNLESS NOTED OTHERWISE
7. CONCRETE WORKS SHALL CONFORM TO AS 3600.
8. APPROVAL OF LOCAL AUTHORITY TO BE OBTAINED BY CONTRACTOR PRIOR TO CONSTRUCTING CROSSING.
9. MINIMUM GRADE OF ALL STORMWATER DRAINAGE TO BE 1 IN 200. PIPES TO BE PVC, FRC OR RC.
10. R.C. AND F.R.C PIPES SHALL BE CLASS '2', RUBBER RING JOINTED UNLESS NOTED OTHERWISE.
11. MINIMUM COVER TO STORMWATER PIPES SHALL BE 300mm IN LANDSCAPED AREAS AND 600mm UNDER ROAD PAVEMENTS UNLESS NOTED OTHERWISE.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ADEQUATE EROSION AND SEDIMENTATION CONTROL DEVICES ARE ERECTED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION AND TO THE SATISFACTION OF COUNCIL.
13. CONTRACTOR TO CONFIRM LOCATION AND DEPTH OF ALL SERVICES PRIOR TO COMMENCEMENT OF ANY EXCAVATION WORKS.
14. SEDIMENTATION AND EROSION CONTROL MEASURES ARE TO BE INSTALLED AT ALL DRAINAGE STRUCTURES. ALL DISTURBED AREAS ARE TO BE STABILISED AS SPECIFIED AND DIRECTED.
15. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT PROVISION IS MADE FOR THE INSTALLATION OF ALL SERVICES PRIOR TO THE CONSTRUCTION OF DRIVEWAYS, CARPARKS AND OTHER PAVED AREAS.
16. THESE DRAWINGS ARE DIAGRAMMATIC ONLY AND ARE INTENDED TO INDICATE DESIGN IN ACCORDANCE WITH THE RELEVANT REGULATIONS AND REQUIREMENTS OF THE AUTHORITIES CONCERNED AND TO THE RELEVANT AUSTRALIAN STANDARDS. THEY DO NOT RELIEVE THE CONTRACTOR OR BUILDER FROM HIS RESPONSIBILITY TO COMPLY WITH THESE REQUIREMENTS, EVEN IF DRAWINGS ARE APPROVED.
17. NATURAL SURFACE CONTOURS ARE COMPUTER INTERPOLATED FROM SURVEYORS ELECTRONIC FIELD DATA.
18. NOT WITHSTANDING THE LIMITS OF EARTHWORKS SHOWN ON THE DRAWINGS, THE ACTUAL LIMITS SHALL BE CONFIRMED ON SITE BY THE CONTRACTOR.
19. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR IS TO ASCERTAIN THE LOCATION AND LEVEL OF EXISTING SERVICES TO HIS SATISFACTION. SERVICES SHOWN ON PLANS ARE TAKEN FROM SURVEYORS FIELD NOTES ONLY AND MAY NOT NECESSARILY INDICATE ALL SERVICES WITHIN THE WORKS AREA.

DRIVEWAY PAVEMENTS

GENERAL:-

1. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE RELEVANT COUNCIL'S CONSTRUCTION MANUAL AND DESIGN GUIDELINES.
2. CONTRACTOR TO CONFIRM LOCATION, DEPTH AND EXTENT OF ALL SERVICES PRIOR TO COMMENCING ANY CONSTRUCTION.
3. CONTRACTOR TO GIVE COUNCIL AND PETER LUCENA'S 48 HOURS NOTICE FOR ALL INSPECTIONS AND PROOF ROLLING.
4. CONTRACTOR TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO COUNCIL PRIOR TO COMMENCING WORKS. PLAN TO BE PREPARED BY QUALIFIED PERSON(S).
5. CONTRACTOR TO GIVE NOTICE TO COUNCIL WHEN WORKS ARE TO COMMENCE PRIOR TO STARTING WORK.

ROAD DESIGN:-

1. 180mm THICK CONCRETE DRIVEWAY SLAB ON 100 MINIMUM COMPACTED ROAD BASE WITH SL92 MESH TOP (30 COVER) (D)
2. ROLL AND COMPACT SUBGRADE TO MINIMUM 98% STANDARD COMPACTION. PROOF ROLL IN PRESENCE OF ENGINEER.
3. ALL WORK TO BE COMPLETED TO AUSPEC STANDARDS AND COUNCIL SATISFACTION.
4. FINAL PAVEMENT DEPTHS TO BE CONFIRMED BY COUNCIL WHEN SUBGRADE EXPOSED.

SERVICES LEGEND

- W W W — WATER RETICULATED EXISTING
- S S S — SEWER MAIN EXISTING
- E E E — ELECTRICITY OVERHEAD EXISTING
- D D — STORMWATER RETICULATED EXISTING
- C C — COMMUNICATIONS SERVICE EXISTING
- X X X X — EXISTING BOUNDARY FENCE

STAGING NOTE

THIS DRAWING INDICATES WORKS ON BOTH STAGE 1 & STAGE 2. REFER DRAWING 'STG1' FOR EXTENT OF STAGE '1' WORKS

REVISIONS			
B	COUNCIL RFI	09.05.25	
A	FOR ISSUE	03.06.24	
ISSUE	DESCRIPTION	DATE	

PRINCIPAL ENGINEERS SIGNATURE

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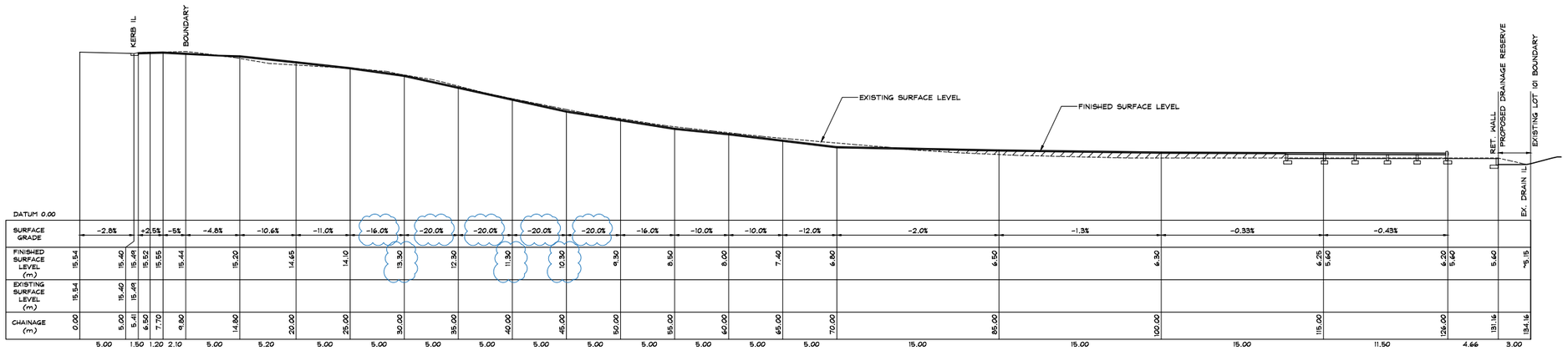
PROJECT: PROPOSED CIVIL ENGINEERING WORKS
AT: 103 PATERSON STREET, BYRON BAY
FOR: McDONALD

DRAWING TITLE: SITE PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV1	B



DRIVEWAY LONGITUDINAL SECTION

HORIZONTAL SCALE - 1:200 AT A1
VERTICAL SCALE - 1:200 AT A1

REVISIONS	ISSUE	DESCRIPTION	DATE
	B	COUNCIL RFI	09.05.25
	A	FOR ISSUE	03.06.24

PRINCIPAL ENGINEERS SIGNATURE

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: DRIVEWAY LONG SECTION

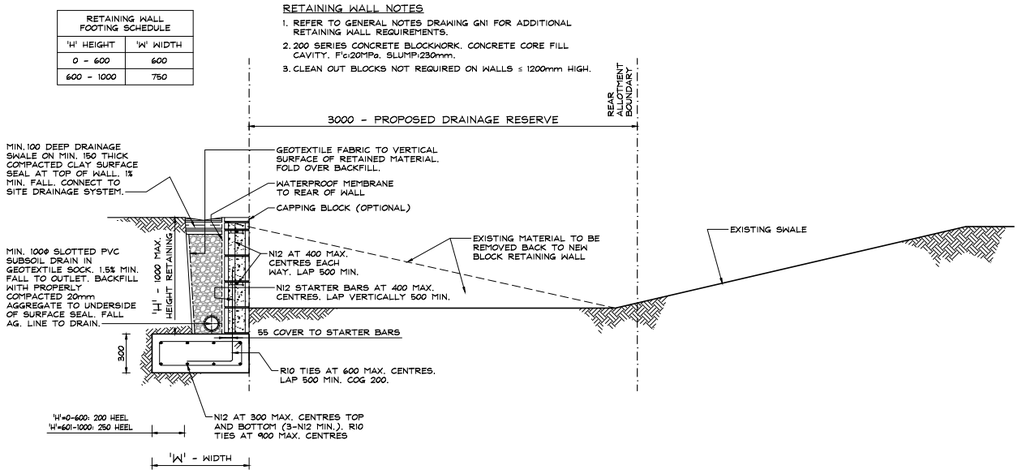
DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	AS SHOWN	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV2	B

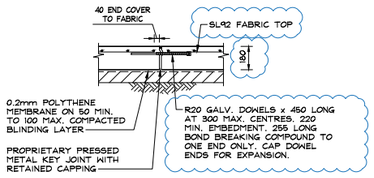
RETAINING WALL FOOTING SCHEDULE	
'H' HEIGHT	'W' WIDTH
0 - 600	600
600 - 1000	750

RETAINING WALL NOTES

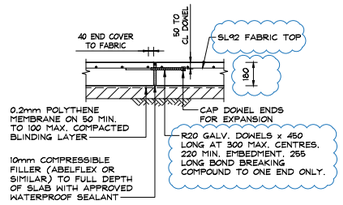
1. REFER TO GENERAL NOTES DRAWING GN1 FOR ADDITIONAL RETAINING WALL REQUIREMENTS.
2. 200 SERIES CONCRETE BLOCKWORK. CONCRETE CORE FILL CAVITY. F'c=20MPa. SLUMP=230mm.
3. CLEAN OUT BLOCKS NOT REQUIRED ON WALLS ≤ 1200mm HIGH.



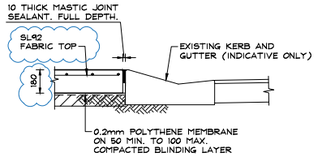
STORMWATER EASEMENT RETAINING WALL DETAIL
WHERE RETAINING UP TO 1000 MAX.



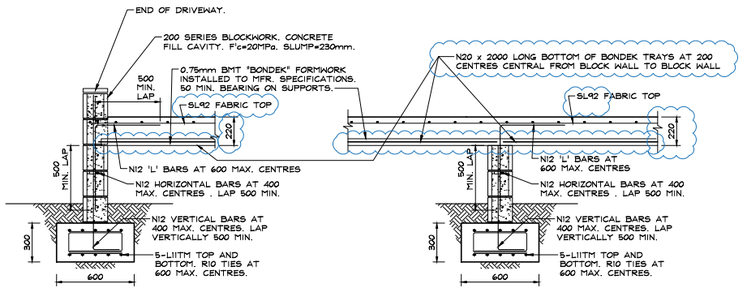
TYPICAL METAL KEYED JOINT 'KJ' DETAIL



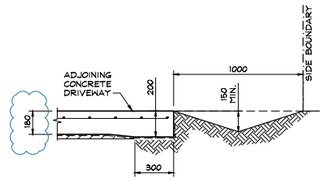
TYPICAL EXPANSION JOINT 'EJ' DETAIL
STANDARD DOWEL OPTION



TYPICAL MASTIC JOINT 'MJ' DETAIL
SLAB ADJOINING KERB AND GUTTER OPTION



SUSPENDED CONCRETE DRIVEWAY DETAIL



SWALE TO BE REGULARLY MAINTAINED TO ENSURE DRAINAGE PATHWAY REMAINS CLEAR AND UNOBSTRUCTED.

TYPICAL SWALE DETAIL

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B	COUNCIL RFI	09.05.25	
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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

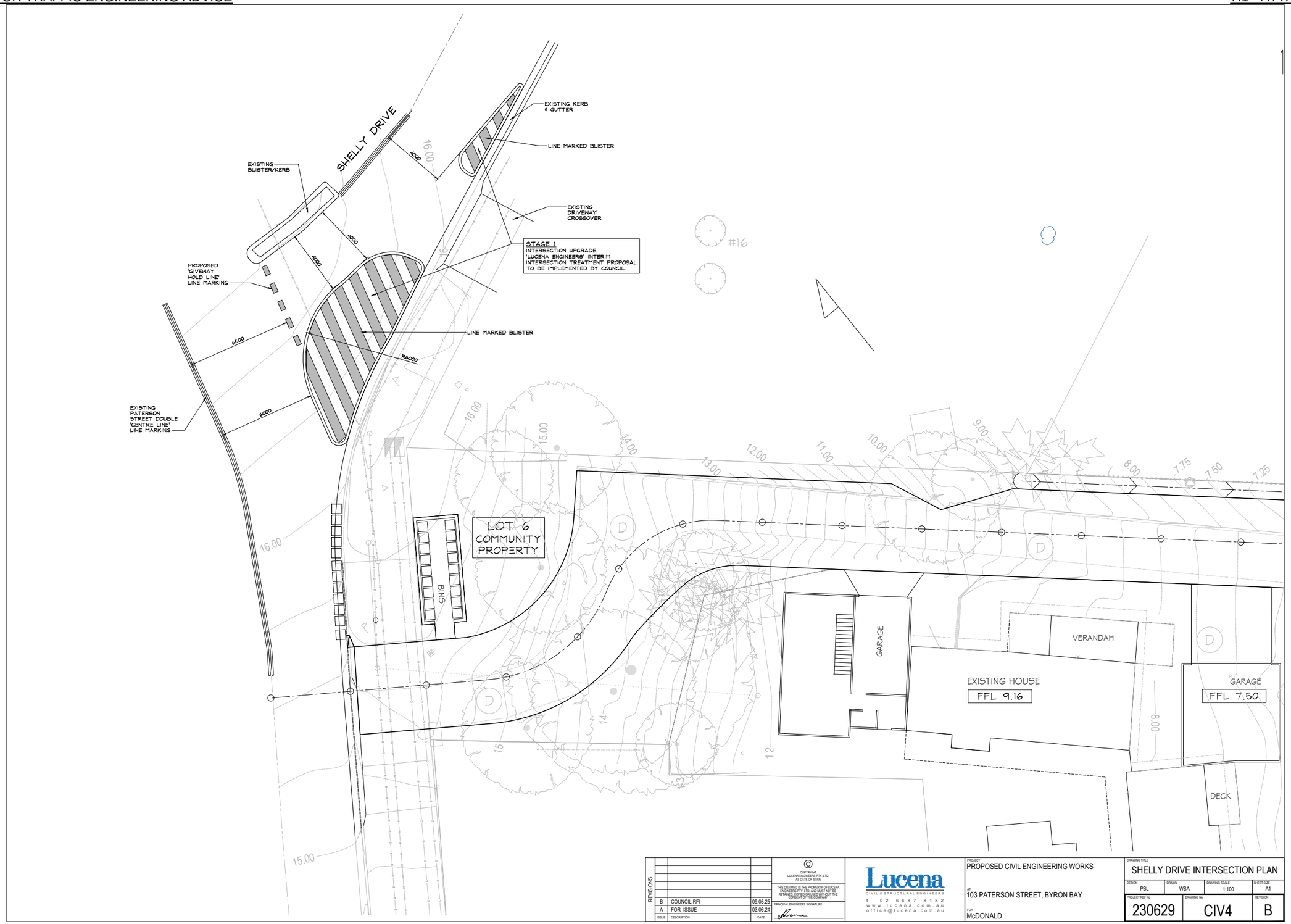
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: CIVIL DETAILS

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:20	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV3	B



REVISIONS			
B	COUNCIL RFI	09.05.25	
A	FOR ISSUE	03.06.24	
ISSUE	DESCRIPTION	DATE	

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SHELLY DRIVE INTERSECTION PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV4	B

LEGEND

- MGIF — INDICATES MESH AND GRAVEL INLET FILTER
- GIF — INDICATES GEOTEXTILE INLET FILTER AROUND ALL NEW PITS
- SF — INDICATES SEDIMENTATION FENCE
- HBF — INDICATES HAY BALE FILTER
- (e) — DENOTES EXISTING
- KIP — DENOTES KERB INLET PIT
- SIP — DENOTES SURFACE INLET PIT
- SSA — DENOTES STABILISED SITE ACCESS
- SWP — DENOTES STORMWATER PIT

NOTES

1. REFER TO DRAWINGS SECP2 AND SECP3 FOR EROSION AND SEDIMENT CONTROL DETAILS.
2. REFER TO DRAWING SECPGN FOR EROSION AND SEDIMENT CONTROL GENERAL NOTES.
3. ROOF DRAINAGE DESIGN BY OTHERS.
4. ROOF DRAINAGE PIPEWORK MUST NOT BE CONNECTED TO SURFACE PIT DRAINAGE PIPEWORK UNLESS SPECIFICALLY SHOWN THIS LAYOUT.

GENERAL INSTRUCTIONS:-

1. THIS PLAN IS TO BE READ IN CONJUNCTION WITH THE ENGINEERING PLANS, AND ANY OTHER PLANS OR WRITTEN INSTRUCTIONS THAT MAY BE ISSUED AND RELATING TO DEVELOPMENT AT THE SUBJECT SITE.
2. THE SITE SUPERINTENDENT WILL ENSURE THAT ALL SOIL AND WATER MANAGEMENT WORKS ARE LOCATED AS INSTRUCTED IN THIS SPECIFICATION.
3. ALL BUILDERS AND SUB-CONTRACTORS WILL BE INFORMED OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS.

CONSTRUCTION SEQUENCE:-

4. THE SOIL EROSION POTENTIAL ON THIS SITE SHALL BE MINIMISED. HENCE WORKS SHALL BE UNDERTAKEN IN THE FOLLOWING SEQUENCE:-
   - 4.1. INSTALL SEDIMENT FENCES.
   - 4.2. UNDERTAKE SITE DEVELOPMENT WORKS IN ACCORDANCE WITH THE ENGINEERING PLANS. PHASE DEVELOPMENT SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF WORKABLE SIZE.

EROSION CONTROL:-

5. DURING WINDY CONDITIONS, LARGE, UNPROTECTED AREAS WILL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL.
6. FINAL SITE LANDSCAPING WILL BE UNDERTAKEN AS SOON AS POSSIBLE AND WITHIN 20 WORKING DAYS FROM COMPLETION OF CONSTRUCTION ACTIVITIES.

FENCING:-

7. STOCKPILES WILL NOT BE LOCATED WITHIN 2 METRES OF HAZARD AREAS, INCLUDING LIKELY AREAS OF CONCENTRATED OR HIGH VELOCITY FLOWS SUCH AS WATERWAYS. WHERE THEY ARE BETWEEN 2 AND 5 METRES FROM SUCH AREAS, SPECIAL SEDIMENT CONTROL MEASURES SHOULD BE TAKEN TO MINIMISE POSSIBLE POLLUTION TO DOWNSLOPE WATERS, E.G. THROUGH INSTALLATION OF SEDIMENT FENCING.
8. ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE SURFACE) WILL BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM PLACEMENT.
9. WATER WILL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS IT IS RELATIVELY SEDIMENT FREE, I.E. THE CATCHMENT AREA HAS BEEN PERMANENTLY LANDSCAPED AND/OR ANY LIKELY SEDIMENT HAS BEEN FILTERED THROUGH AN APPROVED STRUCTURE.
10. TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES WILL BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE REHABILITATED.

OTHER MATTERS:-

11. ACCEPTABLE RECEPTORS WILL BE PROVIDED FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER.
12. RECEPTORS FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER ARE TO BE EMPTIED AS NECESSARY. DISPOSAL OF WASTE SHALL BE IN A MANNER APPROVED BY THE SITE SUPERINTENDENT.

SITE INSPECTION AND MAINTENANCE:-

13. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AFTER RAINFALL EVENTS TO ENSURE THAT THEY OPERATE EFFECTIVELY. REPAIR AND OR MAINTENANCE SHALL BE UNDERTAKEN AS REQUIRED.

REVISIONS	ISSUE	DESCRIPTION	DATE
	B	COUNCIL RFI	09.05.25
	A	FOR ISSUE	03.06.24

PRINCIPAL ENGINEERS SIGNATURE

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

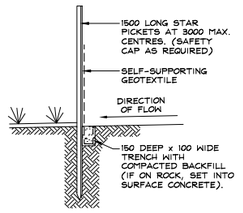
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SEDIMENTATION & EROSION CONTROL PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

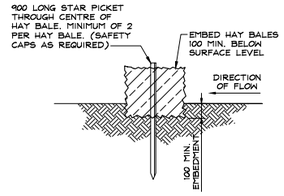
PROJECT REF No	DRAWING No	REVISION
230629	E+S1	B



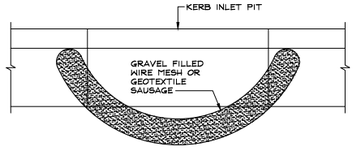
TYPICAL CONSTRUCTION SEQUENCE:-

1. CONSTRUCT SEDIMENT FENCE PARALLEL WITH CONTOURS ON SITE WHERE POSSIBLE.
2. DRIVE 1.5m LONG STAR PICKETS INTO GROUND AT 3m MAXIMUM CENTRES.
3. DIG A 150mm DEEP TRENCH ALONG THE UPSLOPE SIDE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
4. BACKFILL TRENCH OVER BASE OF FABRIC.
5. FIX SELF-SUPPORTING GEOTEXTILE TO UPSLOPE SIDE OF POSTS WITH WIRE TIES OR AS RECOMMENDED BY GEOTEXTILE MANUFACTURER.
6. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH 150mm OVERLAP.

TYPICAL SEDIMENT FENCE 'SF' DETAIL
SCALE - 1:20



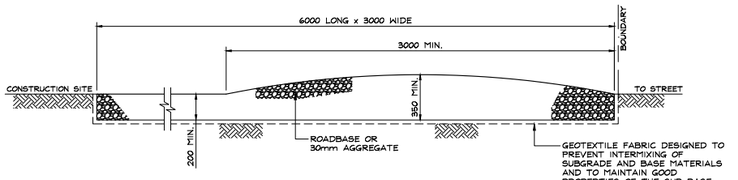
TYPICAL HAY BALE FILTER 'HBF' DETAIL
SCALE - 1:20



TYPICAL CONSTRUCTION SEQUENCE:-

1. FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT.
2. FILL THE SLEEVE WITH 25mm TO 50mm GRAVEL.
3. FORM AN ELLIPTICAL CROSS SECTION ABOUT 150mm HIGH x 400mm WIDE.
4. PLACE THE FILTER AT THE OPENING OF THE KERB INLET LEAVING A 100mm GAP AT THE TOP TO ACT AS AN EMERGENCY SPILLWAY.
5. MAINTAIN THE OPENING WITH SPACER BLOCKS.
6. FORM A SEAL WITH THE KERBING AND PREVENT SEDIMENT BYPASSING THE FILTER.
7. FIT TO ALL KERB INLETS AT SAG POINTS.

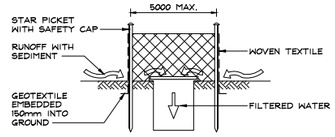
MESH AND GRAVEL INLET FILTER 'MGIF' DETAIL
SCALE - 1:20



TYPICAL CONSTRUCTION SEQUENCE:-

1. STRIP TOPSOIL AND LEVEL SITE.
2. COMPACT SUB-GRADE.
3. COVER AREA WITH NEEDLE PUNCHED GEOTEXTILE.
4. CONSTRUCT GRAVEL PAD OVER GEOTEXTILE USING ROADBASE OR 30mm AGGREGATE. MINIMUM 3m WIDE.
5. CONSTRUCT HUMP IMMEDIATELY WITHIN BOUNDARY TO DIVERT WATER TO A SEDIMENT FENCE OR SEDIMENT TRAP.

STABILISED SITE ACCESS 'SSA' DETAIL
SCALE - 1:20



NOTES:-

1. FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OR STRAW BALES. SUPPORT GEOTEXTILE WITH MESH TIED TO POSTS AT 1m CENTRES.
2. DO NOT COVER INLET WITH GEOTEXTILE.

GEOTEXTILE INLET FILTER 'GIF' DETAIL
SCALE - 1:20

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

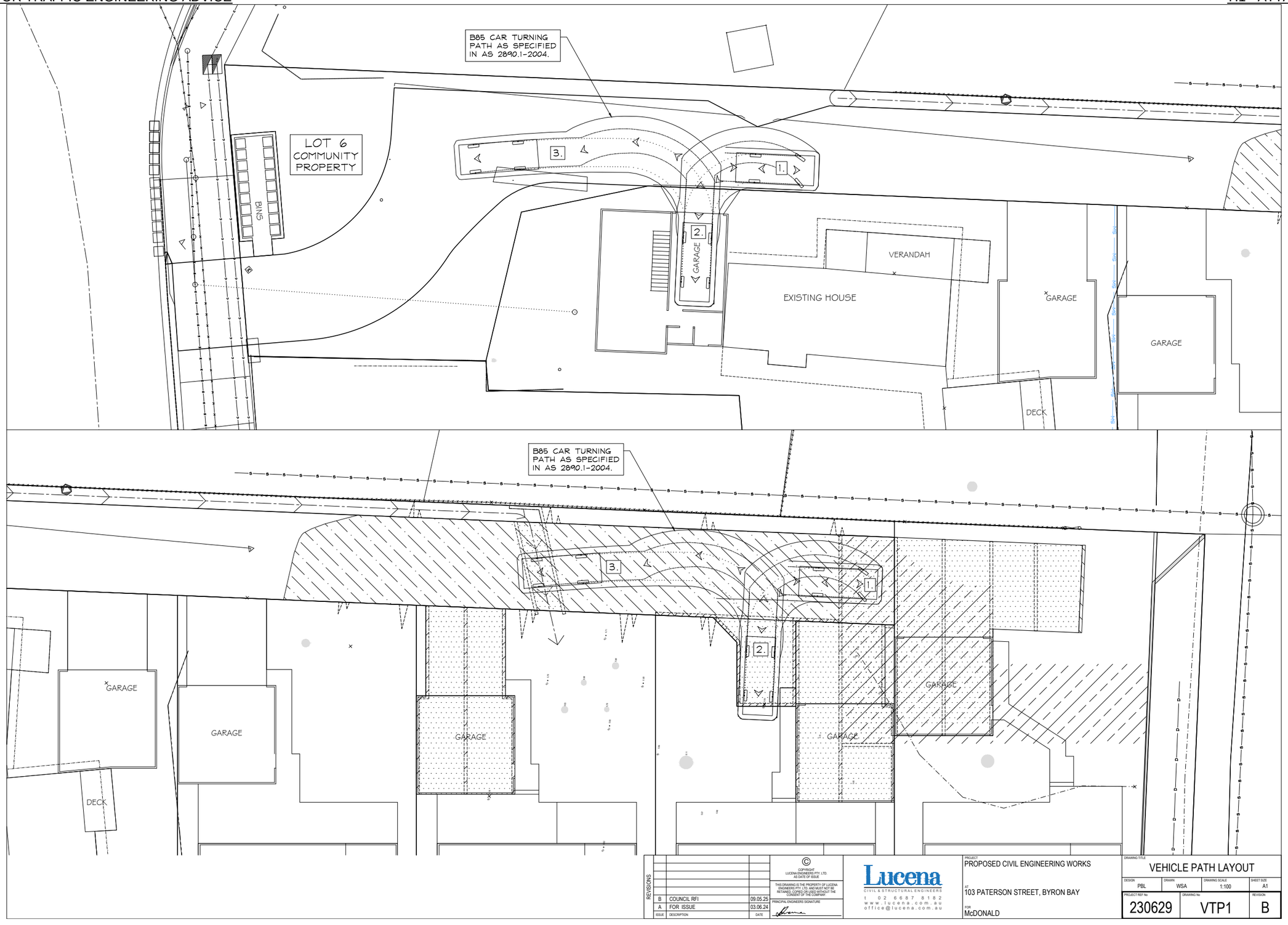
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SEDIMENTATION & EROSION DETAILS

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:20	A1

PROJECT REF No	DRAWING No	REVISION
230629	E+S2	B



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PROJECT
PROPOSED CIVIL ENGINEERING WORKS

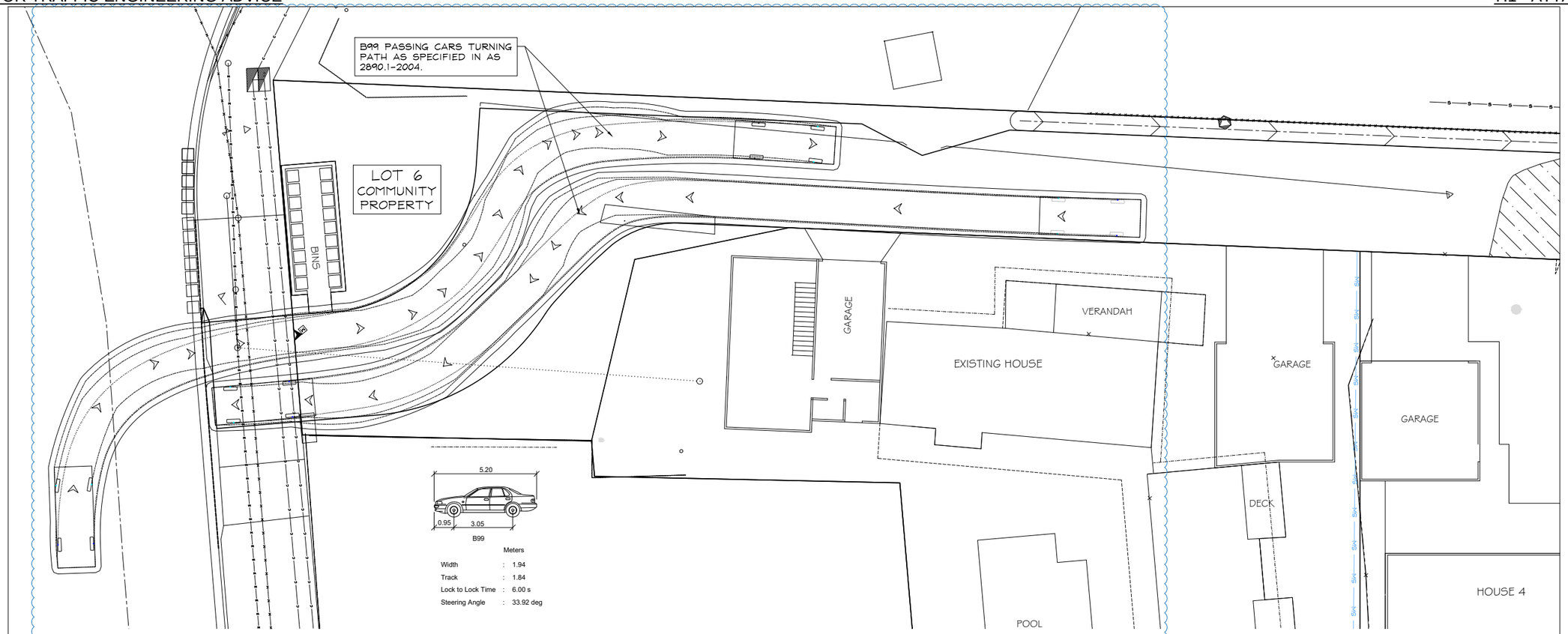
AT
103 PATERSON STREET, BYRON BAY

FOR
McDONALD

DRAWING TITLE
VEHICLE PATH LAYOUT

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1

PROJECT REF No	DRAWING No	REVISION
230629	VTP1	B



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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: VEHICLE PATH LAYOUT - PASSING

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1

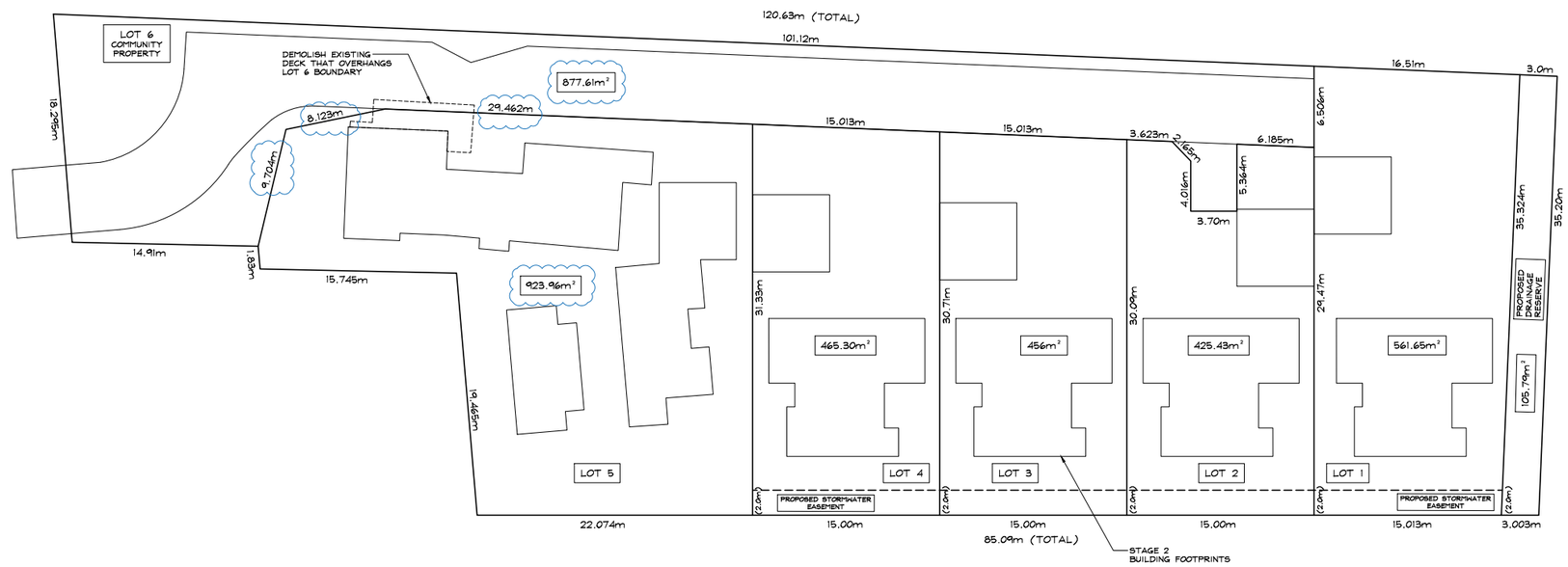
PROJECT REF No	DRAWING No	REVISION
230629	VTP2	B

STAGE 1
COMMUNITY TITLE SUBDIVISION INCLUDING COMMON ACCESS DRIVEWAYS & SERVICES

STAGE 2
RESIDENTIAL BUILDING CONSTRUCTION

ALLOTMENT NOTE

FINAL BOUNDARY LAYOUT SUBJECT TO SURVEY



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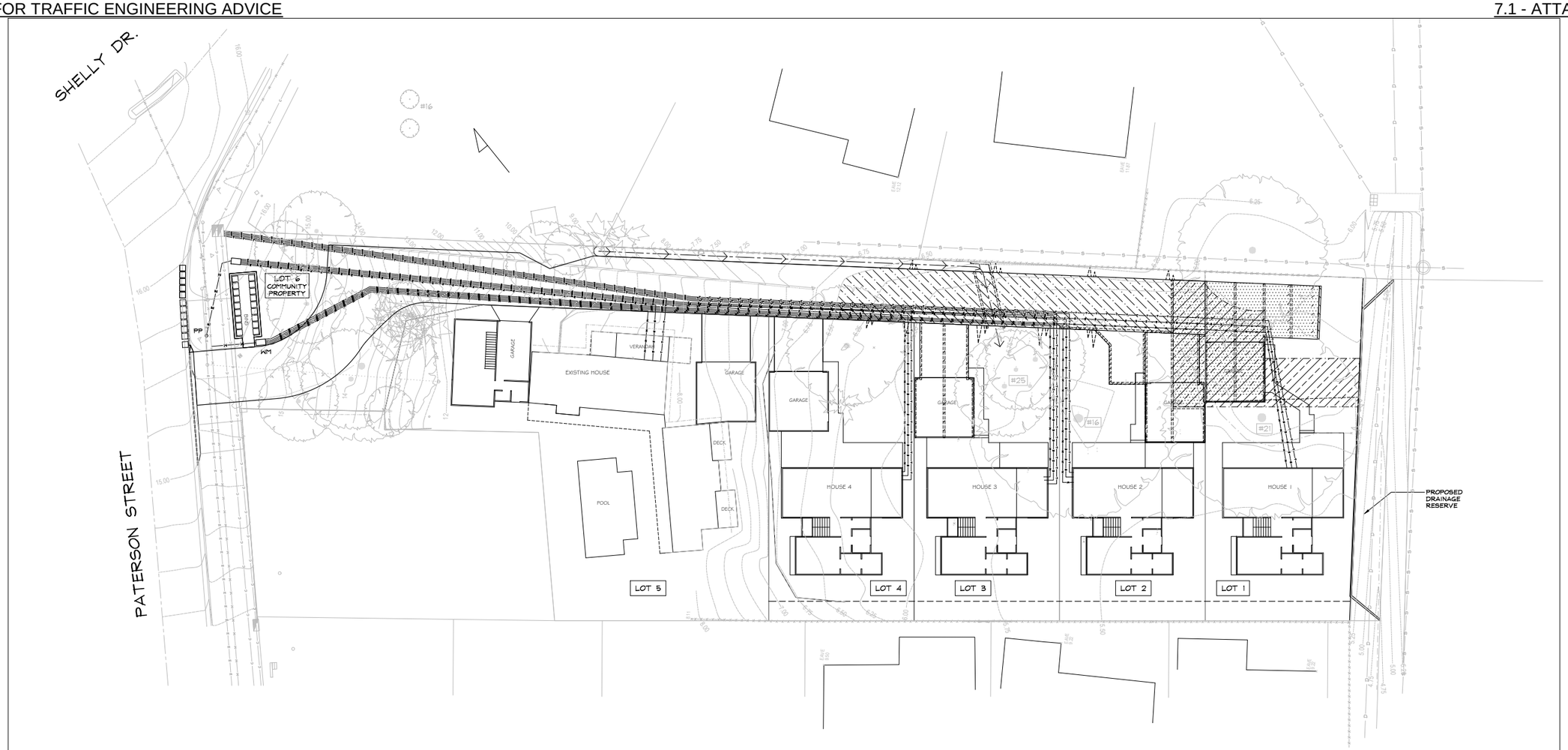
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: PROPOSED BOUNDARY LAYOUT

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	BDY1	B



NEW SERVICES SCHEDULE

—W—	RETICULATED WATER LINE
—T—	TELECOMMUNICATIONS CABLE
—E—	UNDERGROUND POWER LINE
▭	SERVICES PIT/PILLAR BOX

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AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SERVICES PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	SER1	B

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

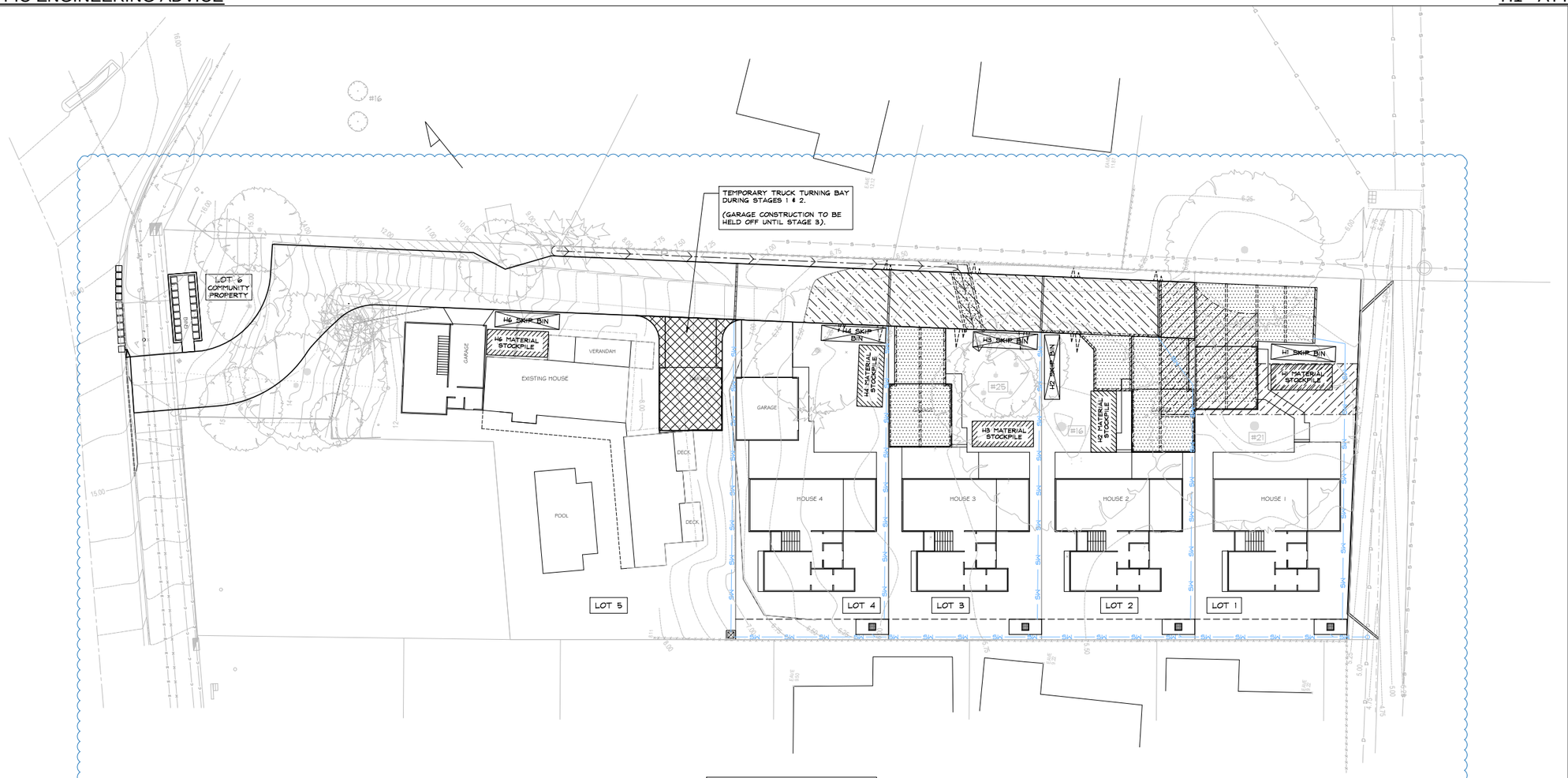
FOR: McDONALD

DRAWING TITLE: VEGITATION PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	VEG1	B

Appendix D – Storage and Waste Collection plan



NOTE:-

1. MID SIZED SKIP BINS ONLY. 6m³ MAXIMUM SIZE).
2. BUILDING MATERIAL STOCKPILE AREAS APPROXIMATELY 6m x 2.5m

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

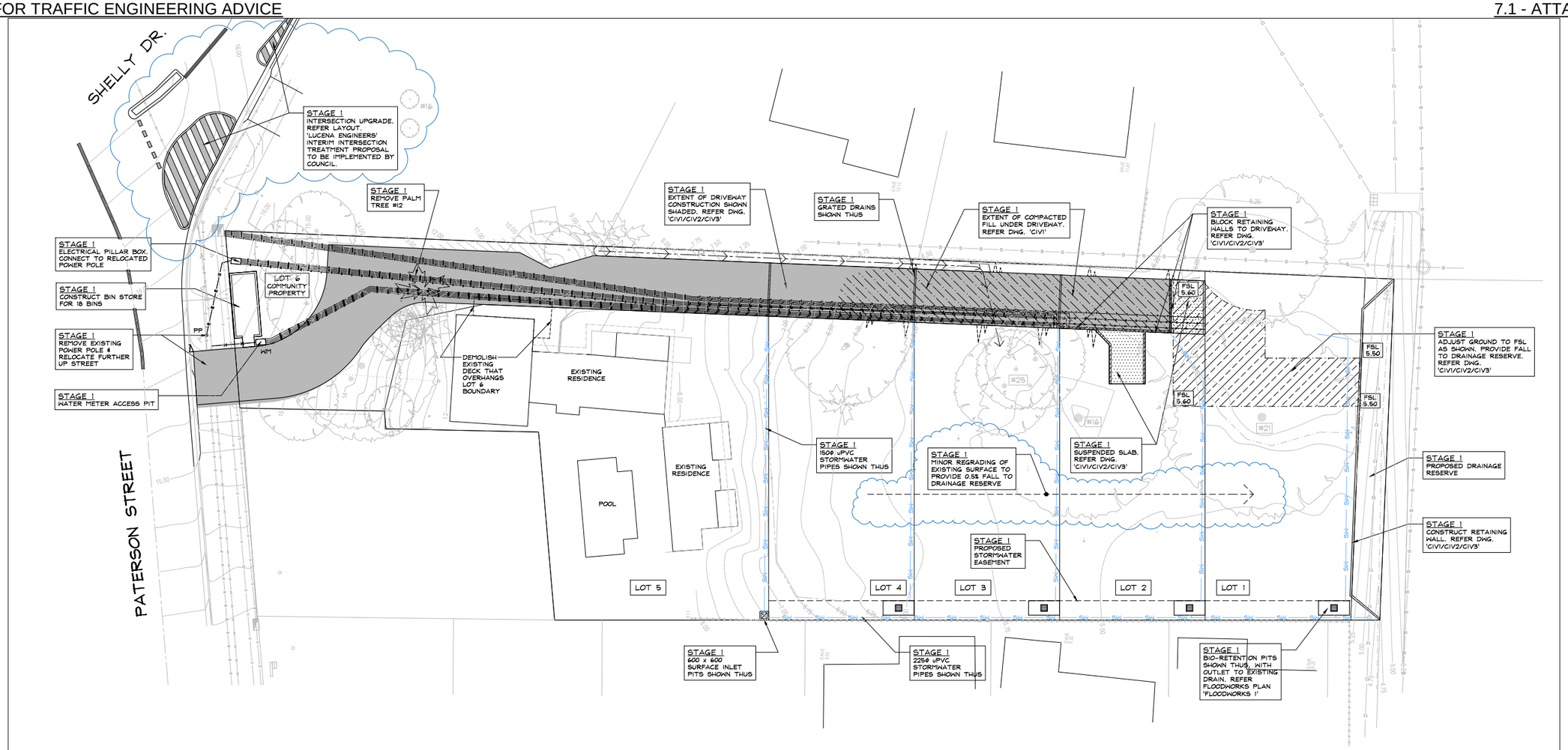
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: CONSTRUCTION PHASE VEHICLE ACCESS & WASTE/MATERIALS STORAGE

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	MWS1	B



STAGING PLAN FOR PROPOSED 6 LOT COMMUNITY TITLE SUBDIVISION OF 103 PATERSON STREET

STAGE 1 WORKS

1. SERVICES INSTALLATION WITHIN LOT 6.
2. CONSTRUCT CONCRETE DRIVEWAY
3. CONSTRUCT BIN STORE
4. EARTHWORKS CONSTRUCTION
5. CONSTRUCT RETAINING WALL WITHIN DRAINAGE RESERVE
6. REMOVE PALM TREE #12
7. DEMOLISH DECK ON EXISTING BUILDING OVERHANGING LOT 6
8. CONSTRUCT STORMWATER INTERALLOTMENT DRAINAGE AND BIO-RETENTION PITS
9. SUBMISSION OF SUBDIVISION CERTIFICATE
10. TREE REMOVAL AND COMPENSATORY PLANTING

NEW SERVICES SCHEDULE

—W— RETICULATED WATER LINE

—T— TELECOMMUNICATIONS CABLE

—E— UNDERGROUND POWER LINE

▭ SERVICES PIT/PILLAR BOX

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

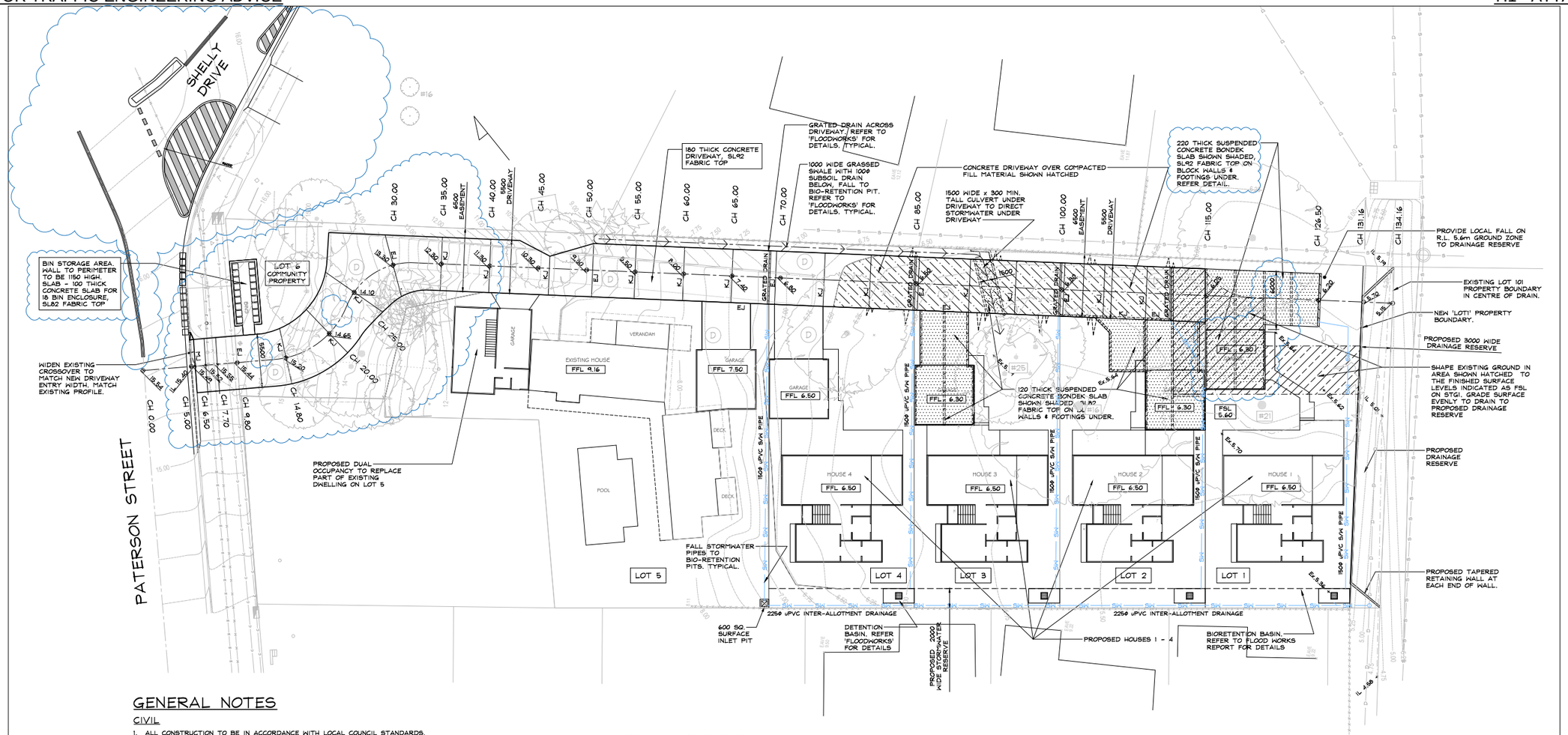
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: STAGE 1 - SCOPE PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	STG1	B



GENERAL NOTES

CIVIL

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH LOCAL COUNCIL STANDARDS.
2. FOR SETOUT REFER TO ARCHITECT'S DRAWINGS.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
4. ALL LEVELS ARE GIVEN IN METRES UNLESS NOTED OTHERWISE.
5. ALL LEVELS SHOWN ARE FINISHED SURFACE LEVELS UNLESS NOTED OTHERWISE.
6. CONCRETE SHALL HAVE THE FOLLOWING PROPERTIES:
   i) CLASS OF CONCRETE SHALL BE NORMAL.
   ii) MAXIMUM SLUMP SHALL BE 80mm
   iii) MAXIMUM AGGREGATE SIZE SHALL BE 20mm
   iv) PRODUCTION ASSESSMENT OF CONCRETE STRENGTHS IS SUFFICIENT
   v) MINIMUM 28 DAY COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 25 MPa UNLESS NOTED OTHERWISE
7. CONCRETE WORKS SHALL CONFORM TO AS 3600.
8. APPROVAL OF LOCAL AUTHORITY TO BE OBTAINED BY CONTRACTOR PRIOR TO CONSTRUCTING CROSSING.
9. MINIMUM GRADE OF ALL STORMWATER DRAINAGE TO BE 1 IN 200. PIPES TO BE PVC, FRC OR RC.
10. R.C. AND F.R.C PIPES SHALL BE CLASS '2', RUBBER RING JOINTED UNLESS NOTED OTHERWISE.
11. MINIMUM COVER TO STORMWATER PIPES SHALL BE 300mm IN LANDSCAPED AREAS AND 600mm UNDER ROAD PAVEMENTS UNLESS NOTED OTHERWISE.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ADEQUATE EROSION AND SEDIMENTATION CONTROL DEVICES ARE ERECTED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION AND TO THE SATISFACTION OF COUNCIL.
13. CONTRACTOR TO CONFIRM LOCATION AND DEPTH OF ALL SERVICES PRIOR TO COMMENCEMENT OF ANY EXCAVATION WORKS.
14. SEDIMENTATION AND EROSION CONTROL MEASURES ARE TO BE INSTALLED AT ALL DRAINAGE STRUCTURES. ALL DISTURBED AREAS ARE TO BE STABILISED AS SPECIFIED AND DIRECTED.
15. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT PROVISION IS MADE FOR THE INSTALLATION OF ALL SERVICES PRIOR TO THE CONSTRUCTION OF DRIVEWAYS, CARPARKS AND OTHER PAVED AREAS.
16. THESE DRAWINGS ARE DIAGRAMMATIC ONLY AND ARE INTENDED TO INDICATE DESIGN IN ACCORDANCE WITH THE RELEVANT REGULATIONS AND REQUIREMENTS OF THE AUTHORITIES CONCERNED AND TO THE RELEVANT AUSTRALIAN STANDARDS. THEY DO NOT RELIEVE THE CONTRACTOR OR BUILDER FROM HIS RESPONSIBILITY TO COMPLY WITH THESE REQUIREMENTS, EVEN IF DRAWINGS ARE APPROVED.
17. NATURAL SURFACE CONTOURS ARE COMPUTER INTERPOLATED FROM SURVEYORS ELECTRONIC FIELD DATA.
18. NOT WITHSTANDING THE LIMITS OF EARTHWORKS SHOWN ON THE DRAWINGS, THE ACTUAL LIMITS SHALL BE CONFIRMED ON SITE BY THE CONTRACTOR.
19. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR IS TO ASCERTAIN THE LOCATION AND LEVEL OF EXISTING SERVICES TO HIS SATISFACTION. SERVICES SHOWN ON PLANS ARE TAKEN FROM SURVEYORS FIELD NOTES ONLY AND MAY NOT NECESSARILY INDICATE ALL SERVICES WITHIN THE WORKS AREA.

DRIVEWAY PAVEMENTS

GENERAL:-

1. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE RELEVANT COUNCIL'S CONSTRUCTION MANUAL AND DESIGN GUIDELINES.
2. CONTRACTOR TO CONFIRM LOCATION, DEPTH AND EXTENT OF ALL SERVICES PRIOR TO COMMENCING ANY CONSTRUCTION.
3. CONTRACTOR TO GIVE COUNCIL AND PETER LUCENA'S 48 HOURS NOTICE FOR ALL INSPECTIONS AND PROOF ROLLING.
4. CONTRACTOR TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO COUNCIL PRIOR TO COMMENCING WORKS. PLAN TO BE PREPARED BY QUALIFIED PERSON(S).
5. CONTRACTOR TO GIVE NOTICE TO COUNCIL WHEN WORKS ARE TO COMMENCE PRIOR TO STARTING WORK.

ROAD DESIGN:-

1. 180mm THICK CONCRETE DRIVEWAY SLAB ON 100 MINIMUM COMPACTED ROAD BASE WITH SL92 MESH TOP (30 COVER) (D)
2. ROLL AND COMPACT SUBGRADE TO MINIMUM 98% STANDARD COMPACTION. PROOF ROLL IN PRESENCE OF ENGINEER.
3. ALL WORK TO BE COMPLETED TO AUSPEC STANDARDS AND COUNCIL SATISFACTION.
4. FINAL PAVEMENT DEPTHS TO BE CONFIRMED BY COUNCIL WHEN SUBGRADE EXPOSED.

SERVICES LEGEND

- W W W — WATER RETICULATED EXISTING
- S S S — SEWER MAIN EXISTING
- E E E — ELECTRICITY OVERHEAD EXISTING
- D D — STORMWATER RETICULATED EXISTING
- C C — COMMUNICATIONS SERVICE EXISTING
- X X X X — EXISTING BOUNDARY FENCE

STAGING NOTE

THIS DRAWING INDICATES WORKS ON BOTH STAGE 1 & STAGE 2. REFER DRAWING 'STG1' FOR EXTENT OF STAGE '1' WORKS

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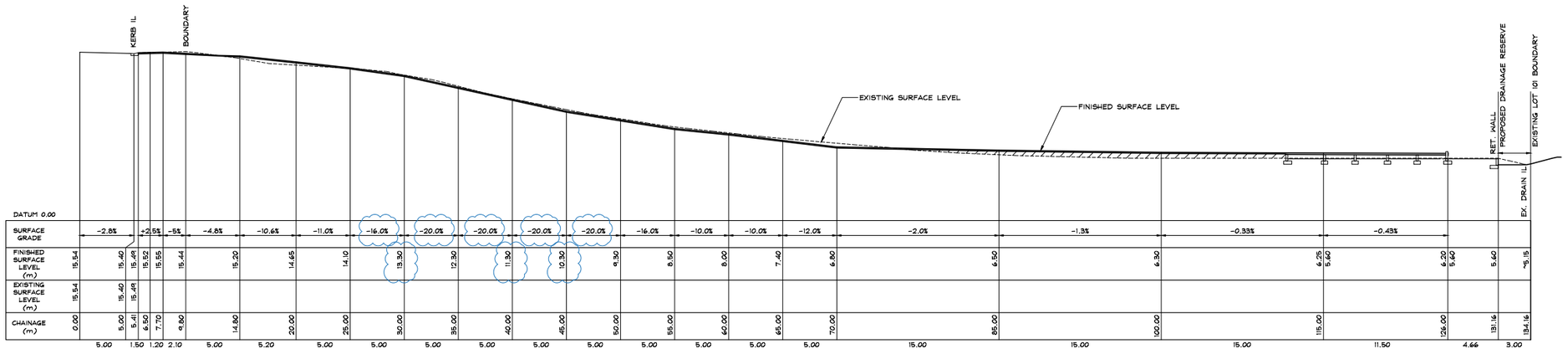
PROJECT: PROPOSED CIVIL ENGINEERING WORKS
AT: 103 PATERSON STREET, BYRON BAY
FOR: McDONALD

DRAWING TITLE: SITE PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV1	B



DRIVEWAY LONGITUDINAL SECTION
HORIZONTAL SCALE - 1:200 AT A1
VERTICAL SCALE - 1:200 AT A1

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AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: DRIVEWAY LONG SECTION

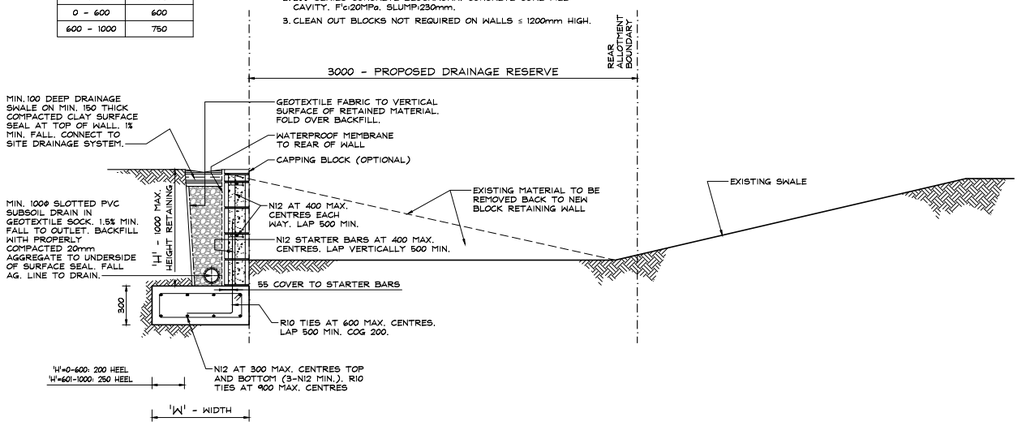
DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	AS SHOWN	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV2	B

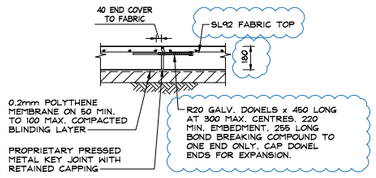
RETAINING WALL FOOTING SCHEDULE	
'H' HEIGHT	'W' WIDTH
0 - 600	600
600 - 1000	750

RETAINING WALL NOTES

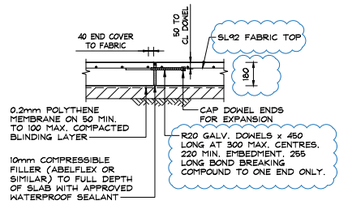
1. REFER TO GENERAL NOTES DRAWING GN1 FOR ADDITIONAL RETAINING WALL REQUIREMENTS.
2. 200 SERIES CONCRETE BLOCKWORK. CONCRETE CORE FILL CAVITY. F'c=20MPa. SLUMP=230mm.
3. CLEAN OUT BLOCKS NOT REQUIRED ON WALLS ≤ 1200mm HIGH.



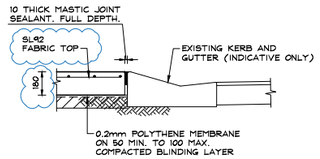
STORMWATER EASEMENT RETAINING WALL DETAIL
WHERE RETAINING UP TO 1000 MAX.



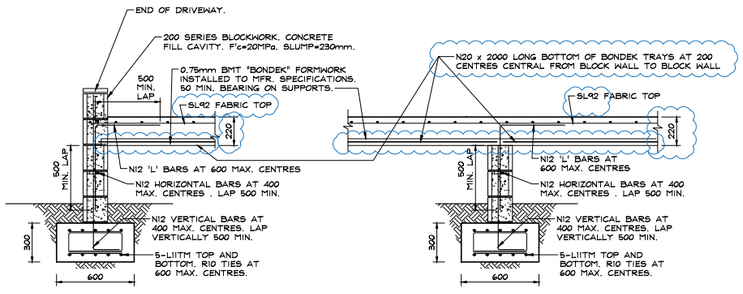
TYPICAL METAL KEYED JOINT 'KJ' DETAIL



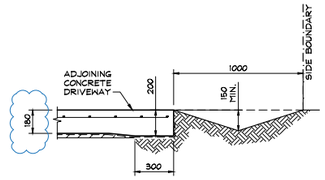
TYPICAL EXPANSION JOINT 'EJ' DETAIL
STANDARD DOWEL OPTION



TYPICAL MASTIC JOINT 'MJ' DETAIL
SLAB ADJOINING KERB AND GUTTER OPTION



SUSPENDED CONCRETE DRIVEWAY DETAIL



SWALE TO BE REGULARLY MAINTAINED TO ENSURE DRAINAGE PATHWAY REMAINS CLEAR AND UNOBSTRUCTED.

TYPICAL SWALE DETAIL

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

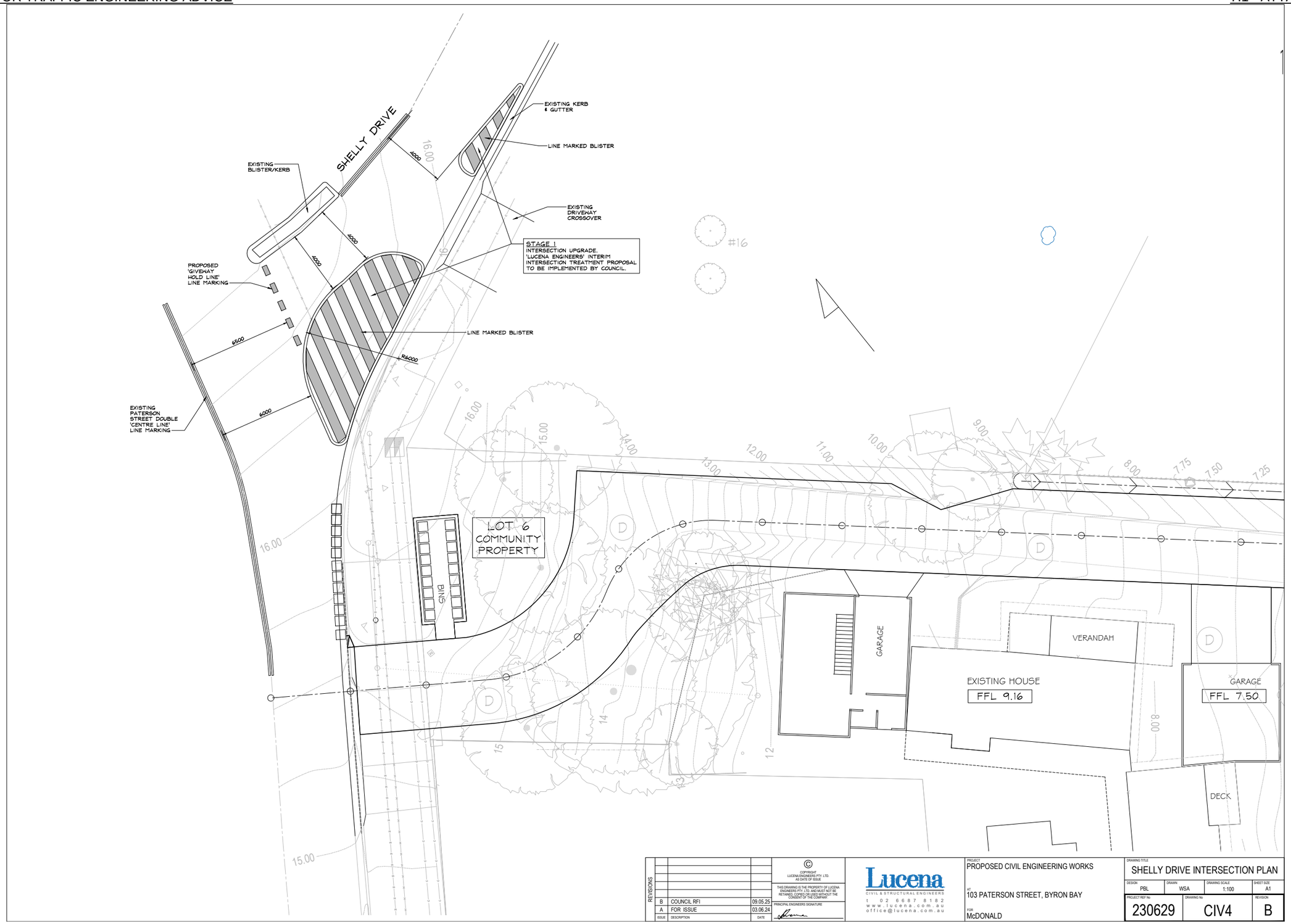
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: CIVIL DETAILS

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:20	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV3	B



REVISIONS

ISSUE	DESCRIPTION	DATE
B	COUNCIL RFI	09.05.25
A	FOR ISSUE	03.06.24

PRINCIPAL ENGINEERS SIGNATURE

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SHELLY DRIVE INTERSECTION PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1

PROJECT REF No	DRAWING No	REVISION
230629	CIV4	B

LEGEND

MGIF	INDICATES MESH AND GRAVEL INLET FILTER
GIF	INDICATES GEOTEXTILE INLET FILTER AROUND ALL NEA PITS
SF	INDICATES SEDIMENTATION FENCE
HBF	INDICATES HAY BALE FILTER
(e)	DENOTES EXISTING
KIP	DENOTES KERB INLET PIT
SIP	DENOTES SURFACE INLET PIT
SSA	DENOTES STABILISED SITE ACCESS
SWP	DENOTES STORMWATER PIT

NOTES

1. REFER TO DRAWINGS SECP2 AND SECP3 FOR EROSION AND SEDIMENT CONTROL DETAILS.
2. REFER TO DRAWING SECPGN FOR EROSION AND SEDIMENT CONTROL GENERAL NOTES.
3. ROOF DRAINAGE DESIGN BY OTHERS.
4. ROOF DRAINAGE PIPEWORK MUST NOT BE CONNECTED TO SURFACE PIT DRAINAGE PIPEWORK UNLESS SPECIFICALLY SHOWN THIS LAYOUT.

GENERAL INSTRUCTIONS:-

1. THIS PLAN IS TO BE READ IN CONJUNCTION WITH THE ENGINEERING PLANS, AND ANY OTHER PLANS OR WRITTEN INSTRUCTIONS THAT MAY BE ISSUED AND RELATING TO DEVELOPMENT AT THE SUBJECT SITE.
2. THE SITE SUPERINTENDENT WILL ENSURE THAT ALL SOIL AND WATER MANAGEMENT WORKS ARE LOCATED AS INSTRUCTED IN THIS SPECIFICATION.
3. ALL BUILDERS AND SUB-CONTRACTORS WILL BE INFORMED OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS.

CONSTRUCTION SEQUENCE:-

4. THE SOIL EROSION POTENTIAL ON THIS SITE SHALL BE MINIMISED. HENCE WORKS SHALL BE UNDERTAKEN IN THE FOLLOWING SEQUENCE:-
   - 4.1. INSTALL SEDIMENT FENCES.
   - 4.2. UNDERTAKE SITE DEVELOPMENT WORKS IN ACCORDANCE WITH THE ENGINEERING PLANS. PHASE DEVELOPMENT SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF WORKABLE SIZE.

EROSION CONTROL:-

5. DURING WINDY CONDITIONS, LARGE, UNPROTECTED AREAS WILL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL.
6. FINAL SITE LANDSCAPING WILL BE UNDERTAKEN AS SOON AS POSSIBLE AND WITHIN 20 WORKING DAYS FROM COMPLETION OF CONSTRUCTION ACTIVITIES.

FENCING:-

7. STOCKPILES WILL NOT BE LOCATED WITHIN 2 METRES OF HAZARD AREAS, INCLUDING LIKELY AREAS OF CONCENTRATED OR HIGH VELOCITY FLOWS SUCH AS WATERWAYS. WHERE THEY ARE BETWEEN 2 AND 5 METRES FROM SUCH AREAS, SPECIAL SEDIMENT CONTROL MEASURES SHOULD BE TAKEN TO MINIMISE POSSIBLE POLLUTION TO DOWNSLOPE WATERS, E.G. THROUGH INSTALLATION OF SEDIMENT FENCING.
8. ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE SURFACE) WILL BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM PLACEMENT.
9. WATER WILL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS IT IS RELATIVELY SEDIMENT FREE, I.E. THE CATCHMENT AREA HAS BEEN PERMANENTLY LANDSCAPED AND/OR ANY LIKELY SEDIMENT HAS BEEN FILTERED THROUGH AN APPROVED STRUCTURE.
10. TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES WILL BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE REHABILITATED.

OTHER MATTERS:-

11. ACCEPTABLE RECEPTORS WILL BE PROVIDED FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER.
12. RECEPTORS FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER ARE TO BE EMPTIED AS NECESSARY. DISPOSAL OF WASTE SHALL BE IN A MANNER APPROVED BY THE SITE SUPERINTENDENT.

SITE INSPECTION AND MAINTENANCE:-

13. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AFTER RAINFALL EVENTS TO ENSURE THAT THEY OPERATE EFFECTIVELY. REPAIR AND OR MAINTENANCE SHALL BE UNDERTAKEN AS REQUIRED.

REVISIONS

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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

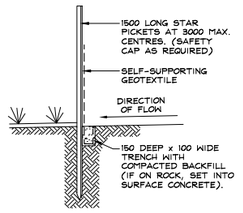
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SEDIMENTATION & EROSION CONTROL PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

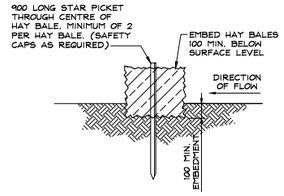
PROJECT REF No	DRAWING No	REVISION
230629	E+S1	B



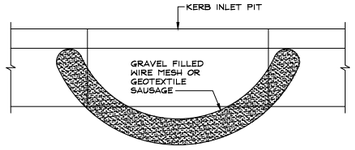
TYPICAL CONSTRUCTION SEQUENCE:-

1. CONSTRUCT SEDIMENT FENCE PARALLEL WITH CONTOURS ON SITE WHERE POSSIBLE.
2. DRIVE 1.5m LONG STAR PICKETS INTO GROUND AT 3m MAXIMUM CENTRES.
3. DIG A 150mm DEEP TRENCH ALONG THE UPSLOPE SIDE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
4. BACKFILL TRENCH OVER BASE OF FABRIC.
5. FIX SELF-SUPPORTING GEOTEXTILE TO UPSLOPE SIDE OF POSTS WITH WIRE TIES OR AS RECOMMENDED BY GEOTEXTILE MANUFACTURER.
6. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH 150mm OVERLAP.

TYPICAL SEDIMENT FENCE 'SF' DETAIL
SCALE - 1:20



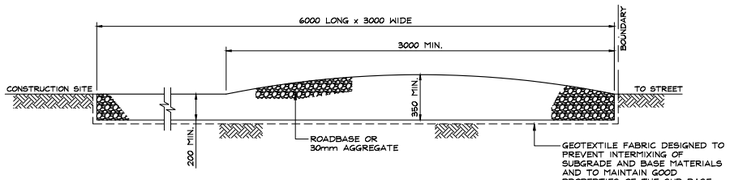
TYPICAL HAY BALE FILTER 'HBF' DETAIL
SCALE - 1:20



TYPICAL CONSTRUCTION SEQUENCE:-

1. FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT.
2. FILL THE SLEEVE WITH 25mm TO 50mm GRAVEL.
3. FORM AN ELLIPTICAL CROSS SECTION ABOUT 150mm HIGH x 400mm WIDE.
4. PLACE THE FILTER AT THE OPENING OF THE KERB INLET LEAVING A 100mm GAP AT THE TOP TO ACT AS AN EMERGENCY SPILLWAY.
5. MAINTAIN THE OPENING WITH SPACER BLOCKS.
6. FORM A SEAL WITH THE KERBING AND PREVENT SEDIMENT BYPASSING THE FILTER.
7. FIT TO ALL KERB INLETS AT SAG POINTS.

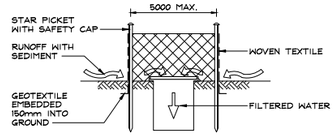
MESH AND GRAVEL INLET FILTER 'MGIF' DETAIL
SCALE - 1:20



TYPICAL CONSTRUCTION SEQUENCE:-

1. STRIP TOPSOIL AND LEVEL SITE.
2. COMPACT SUB-GRADE.
3. COVER AREA WITH NEEDLE PUNCHED GEOTEXTILE.
4. CONSTRUCT GRAVEL PAD OVER GEOTEXTILE USING ROADBASE OR 30mm AGGREGATE. MINIMUM 3m WIDE.
5. CONSTRUCT HUMP IMMEDIATELY WITHIN BOUNDARY TO DIVERT WATER TO A SEDIMENT FENCE OR SEDIMENT TRAP.

STABILISED SITE ACCESS 'SSA' DETAIL
SCALE - 1:20



NOTES:-

1. FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OR STRAW BALES. SUPPORT GEOTEXTILE WITH MESH TIED TO POSTS AT 1m CENTRES.
2. DO NOT COVER INLET WITH GEOTEXTILE.

GEOTEXTILE INLET FILTER 'GIF' DETAIL
SCALE - 1:20

REVISIONS			
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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

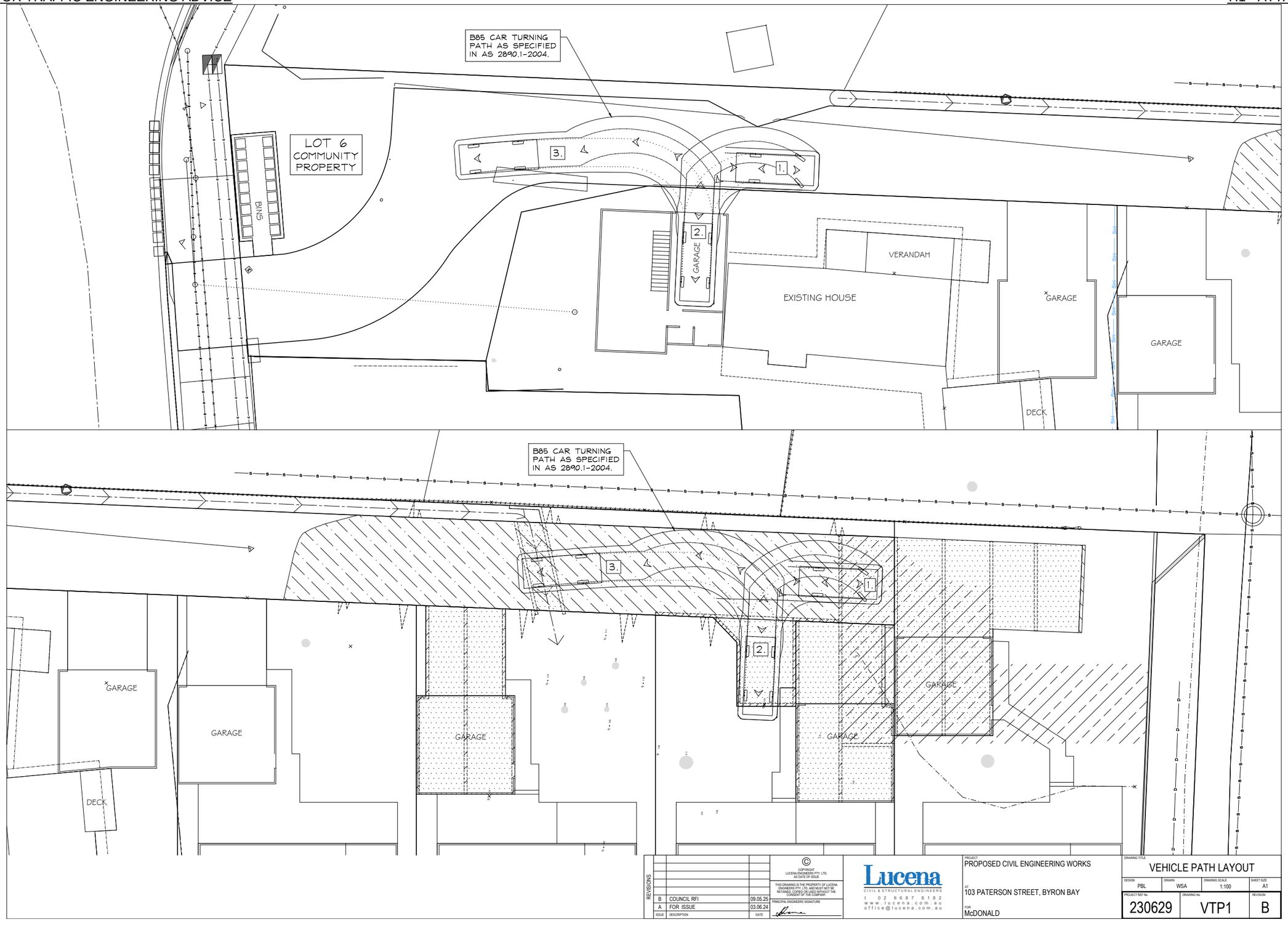
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SEDIMENTATION & EROSION DETAILS

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:20	A1

PROJECT REF No	DRAWING No	REVISION
230629	E+S2	B



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PROJECT
PROPOSED CIVIL ENGINEERING WORKS

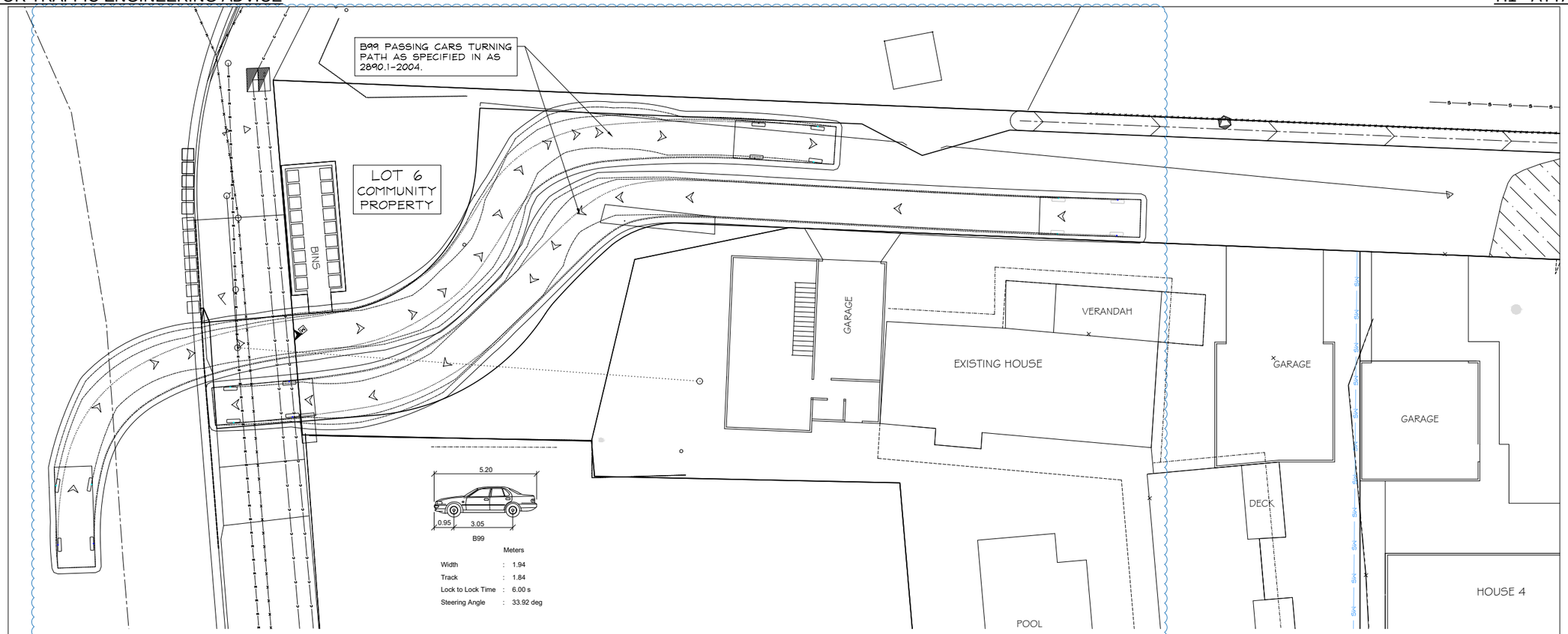
AT
103 PATERSON STREET, BYRON BAY

FOR
McDONALD

DRAWING TITLE
VEHICLE PATH LAYOUT

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1

PROJECT REF No	DRAWING No	REVISION
230629	VTP1	B



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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: VEHICLE PATH LAYOUT - PASSING

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1

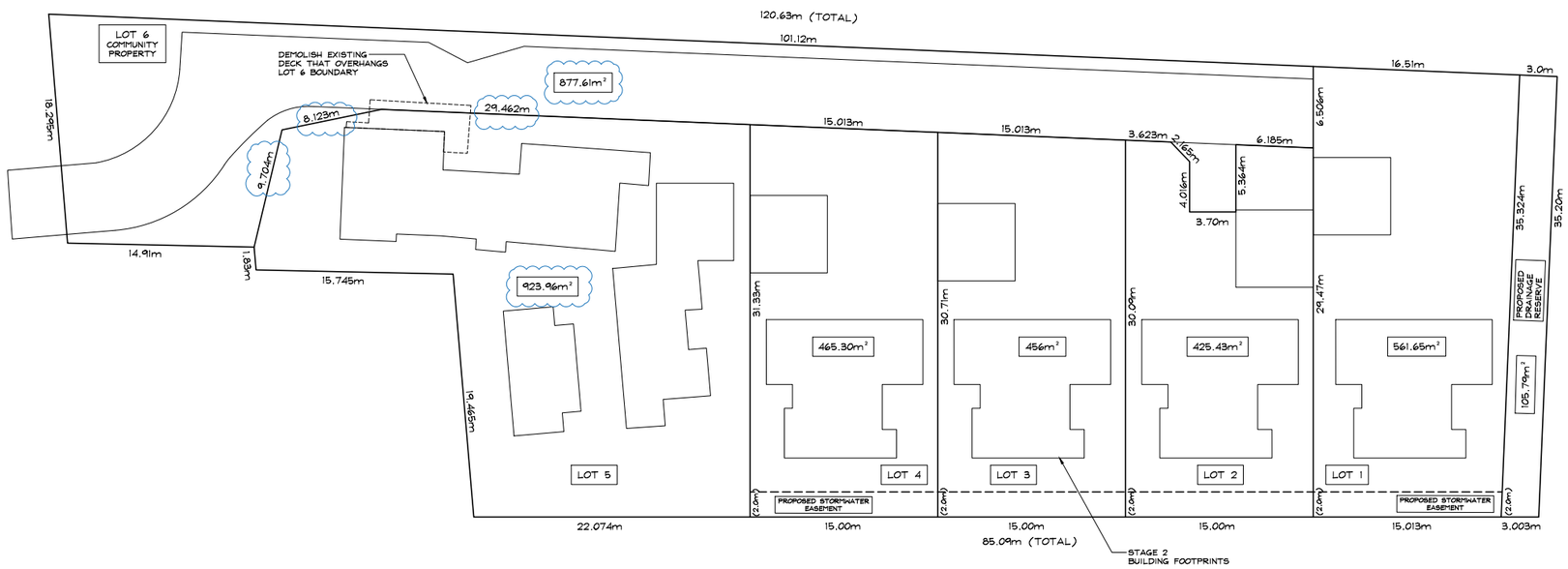
PROJECT REF No	DRAWING No	REVISION
230629	VTP2	B

STAGE 1
COMMUNITY TITLE SUBDIVISION INCLUDING COMMON ACCESS DRIVEWAYS & SERVICES

STAGE 2
RESIDENTIAL BUILDING CONSTRUCTION

ALLOTMENT NOTE

FINAL BOUNDARY LAYOUT SUBJECT TO SURVEY



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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

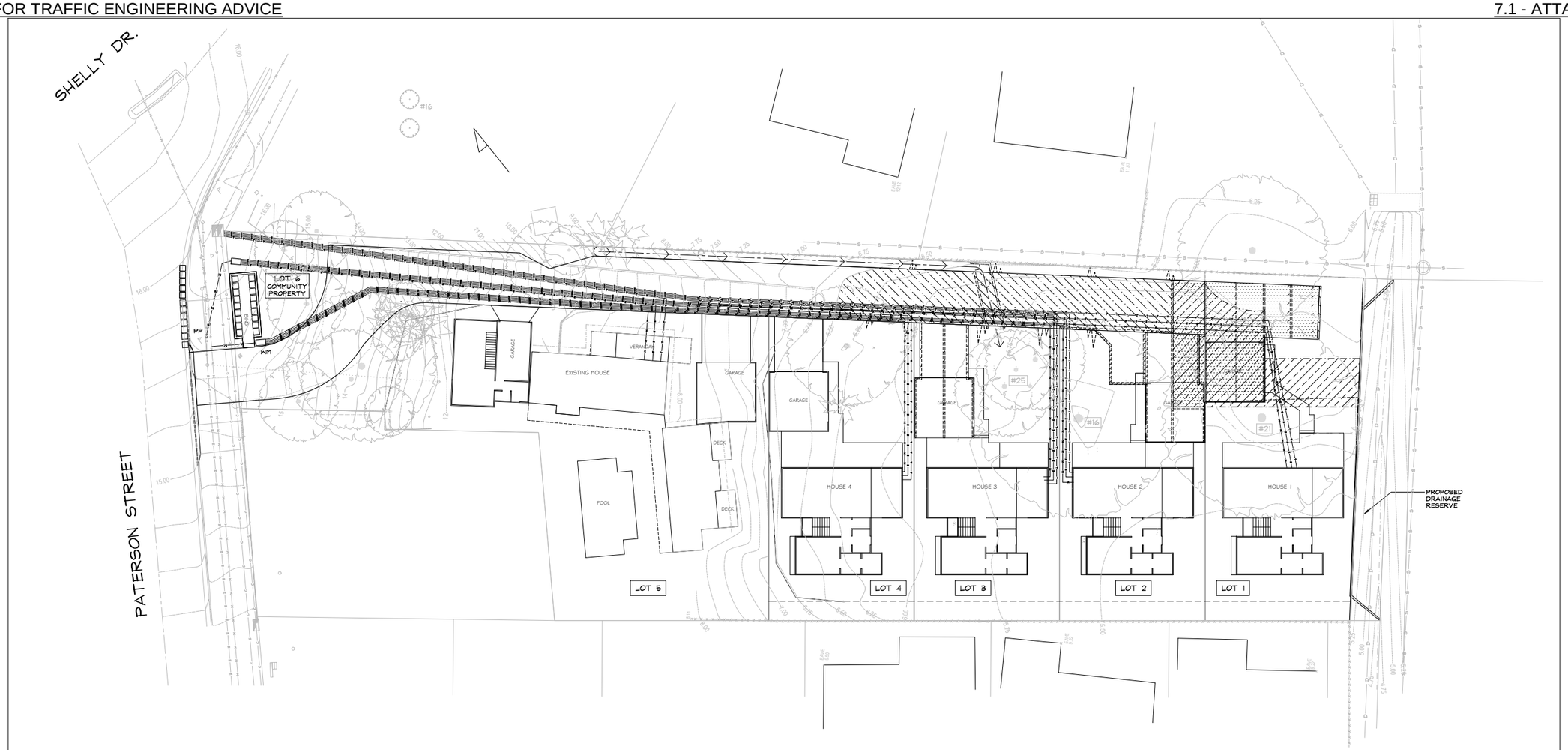
AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: PROPOSED BOUNDARY LAYOUT

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	BDY1	B



NEW SERVICES SCHEDULE

—W—	RETICULATED WATER LINE
—T—	TELECOMMUNICATIONS CABLE
—E—	UNDERGROUND POWER LINE
▭	SERVICES PIT/PILLAR BOX

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AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: SERVICES PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	SER1	B

REVISIONS			
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PROJECT: PROPOSED CIVIL ENGINEERING WORKS

AT: 103 PATERSON STREET, BYRON BAY

FOR: McDONALD

DRAWING TITLE: VEGITATION PLAN

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:200	A1

PROJECT REF No	DRAWING No	REVISION
230629	VEG1	B

LOT: 101 DP: 839601
103 PATERSON STREET, BYRON BAY
CONCEPT DESIGN ROAD SAFETY AUDIT

17 APRIL 2025

PREPARED FOR

LUCENA – CIVIL AND STRUCTURAL ENGINEERS

PTT TRAFFIC & TRANSPORT ENGINEERING

ECAAS ISO 9001 CERTIFIED QUALITY MANAGEMENT

DOCUMENT CONTROL RECORD

DOCUMENT						
Report Title:	Concept Design Road Safety Audit – 103 Paterson Street, Byron Bay					
Client:	Lucena – Civil and Structural Engineers					
Project Number:	25-522					
REV	PURPOSE	DATE	AUTHOR	REVIEWER	APPROVED	SIGNED
A	FINAL	APR-25	TE	AB	(RPEQ 22233) JAMES GANNON	

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CONTENTS

1.0 INTRODUCTION

1.1 OVERVIEW

In March 2025, Pekol Traffic and Transport (PTT) was engaged by Lucena – Civil and Structural Engineers to conduct a Concept Design Stage Road Safety Audit (RSA) of the driveway access for the proposed development at 103 Paterson Street, Byron Bay (the site). The proposed development will comprise three stages as outlined below:

- Stage 1: Community Title subdivision into six (6) lots, tree removal, driveway extensions and excision of rear lot
- Stage 2: Construction of four (4) dwellings and garages
- Stage 3: Partial demolition of existing dwelling on proposed Lot 5 and construction of an attached Dual Occupancy Dwelling

Access to the property is proposed to be via a new driveway located south of the Shelley Drive intersection. The site plan and locality of the site are depicted in Figure 1.1 and 1.2 respectively.

Figure 1.1: SITE PLAN

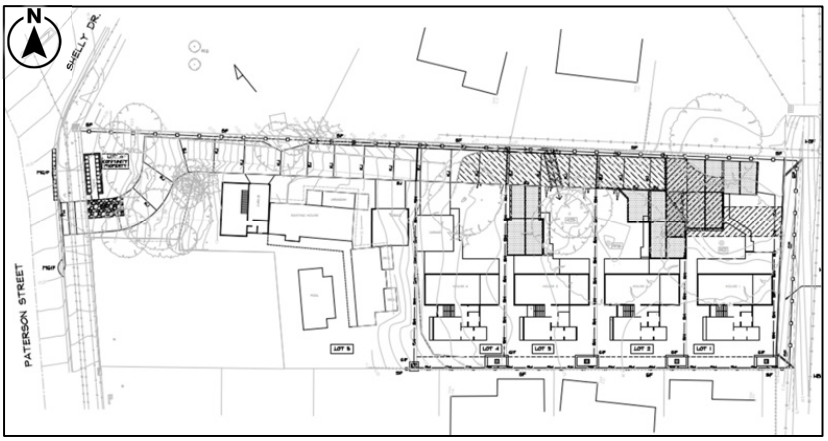


Figure 1.2: SITE LOCALITY

(Source: Byron Shire Council Online Mapping Tool)

1.2 SCOPE OF ROAD SAFETY AUDIT AND PURPOSE OF REPORT

As outlined in Austroads Guide to Road Safety Part 6, 2022 (AGRS Part 6), an RSA is defined as "*a formal examination of a future road or traffic project or an existing road or road related area, in which an independent, qualified team reports on the project's crash potential and actual safety performance respectively.*"

This report presents the findings of a Concept Design Stage Road Safety Audit (RSA) conducted for Lucena – Civil and Structural Engineers. The RSA focuses on the proposed driveway for the development at 103 Paterson Street, Byron Bay (see Figure 1.1). Specifically, it examines how the driveway interfaces with the existing road environment on Paterson Street. The RSA does not include a review of the proposed works located within the property boundary unless it is expected to impact the operation and/or safety of the driveway at the interface with Paterson Street. The RSA was carried out following the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices (July 2011) and with reference to the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). The audit includes the following components:

undertaking a commencement meeting (Section 2.2)
undertaking a site inspection during day and night conditions (Section 2.3)
reviewing the design drawings and auditable information (Section 2.4)

AGRS Part 6 notes that an RSA is not any of the following items; therefore, these are not part of the scope of this RSA:

- a check of compliance with technical standards and/or guidelines during the design process or the 'as built' configuration for an existing project
- an assessment of the overall merits of a road project or a means of rating or justifying one project or options against others in a project or works program
- a substitute for design QA/QC and related checks
- a crash investigation (e.g. to Austroads treatment of crash locations/black spot guidelines)
- a cyclic, visual asset management inspection
- a road safety check (generic safety overview with typically no requirement to be conducted by competent auditors)
- something to be applied only to high-cost projects or only to projects where safety problems are anticipated
- an opportunity to redesign or make changes to a design with no apparent link to a safety issue
- a consideration of the composition or structural safety of the project or scheme
- a check or assurance of the Workplace Health and Safety (WH&S) of road workers during the construction and/or operation of the road
- a check of a traffic management plan, traffic control plan, vehicle movement plan or similar, which is a different task to an RSA, with unique competency requirements

However, road safety risks to road users that are readily foreseeable from planned or current road works are to be recorded in an audit report.

2.0 ROAD SAFETY AUDIT DETAILS

2.1 AUDIT TEAM AND CLIENT DETAILS

The audit team is independent of the Project Team responsible for the proposed design. The Audit Team includes:

Tom Evans – Lead Auditor (Level 3 - Registration No: RSA-07-1124)
Andrew Barrie – Senior Auditor (Level 2 - Registration No: RSA-01-1866)
James Gannon – Auditor
Dennis Young – Auditor

The Client's details are listed in Table 2.1 below.

Table 2.1: CLIENT DETAILS

CLIENT DETAILS	
Client	Lucena – Civil and Structural Engineers
Client Contact	Peter Lucena
Client Email	peter@lucena.com.au

2.2 COMMENCEMENT MEETING

A commencement meeting was conducted on Teams on Friday 28th March 2025 between the Client Representative, Peter Lucena, and members of the Audit Team including James Gannon and Tom Evans. During the meeting the project background and details pertaining to the site inspection were discussed, and the auditable material to form part of the RSA was also agreed. The audit team were made aware of concerns that had been raised by Council regarding the collection of waste at the proposed site, noting that the current design intent is for waste to be stored within a shared enclosure within the Community Property (Lot 6) and then collected kerbside by Council collection. It is intended that bins be positioned kerbside between the proposed driveway and the Shelley Drive intersection as depicted on the site plan.

2.3 SITE INSPECTION

The day and nighttime site inspection for this audit was conducted on Sunday 30th March 2025, between 4:30 pm to 5:10 pm and 7:45 pm to 8:00 pm. The weather during the site visit was clear and dry.

2.4 INFORMATION SOURCES

The following information was provided by Lucena – Civil and Structural Engineers and therefore forms part of the auditable material:

Table 2.2: PROPOSED CIVIL ENGINEERING WORKS PLANS

TITLE	DRAWING NUMBER	REVISION
Stage 1 – Scope Plan	230629 STG1	A
Site Plan	230629 CIV1	A
Driveway Long Section	230629 CIV2	A
Civil Details	230629 CIV3	A
Sediment and Erosion Control Plan	230629 E+S1	A
Sedimentation and Erosion Details	230629 E+S2	A
Vehicle Path Layout	230629 VTP1	A
Proposed Boundary Layout	230629 BDY1	A
Services Plan	230629 SER1	A
Vegetation Plan	230629 VEG1	A

— Request for Additional Information – Byron Shire Council Reference: BSC File No: 193620D x 10.2024.376.1 /#A2025/14396, dated14 March 2025

3.0 ROAD SAFETY AUDIT

3.1 RISK ASSESSMENT

AGRS Part 6 notes that, as good practice, each of the risks and hazards identified must undergo a risk assessment. This audit adopts the risk parameters detailed in AGRS Part 6 as presented in Table 3.1 and Table 3.2.

Table 3.1: DESCRIPTION OF LIKELIHOOD

LIKELIHOOD	DESCRIPTION
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

Table 3.2: CRASH SEVERITY

SEVERITY	DESCRIPTION
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

The risk matrix outlined in Figure 10.2 from the AGRS Part 6 shows how likelihood and severity are considered within a standard risk matrix to give a 'priority' for risk mitigation. This matrix has been replicated in Table 3.3.

Table 3.3: RSA RISK MATRIX

			Severity				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe system crash outcome threshold

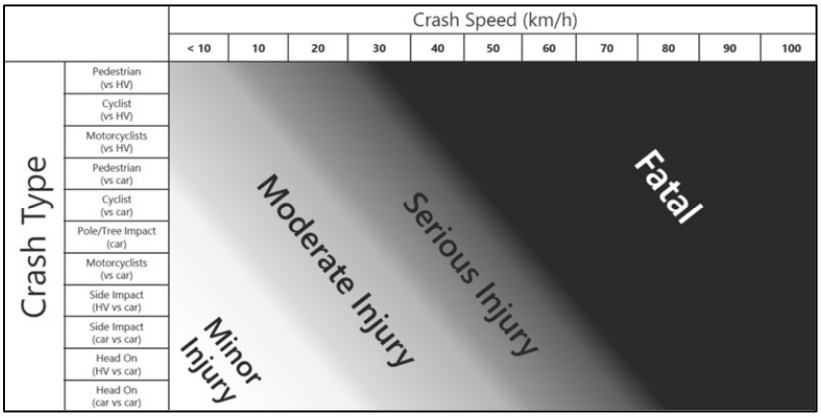
The corresponding priorities for mitigations from AGRS Part 6 are presented in Table 3.4.

Table 3.4: PRIORITY FOR MITIGATION

SEVERITY	DESCRIPTION
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

The risk matrix outlined in Table 3.3 is aligned to Safe System principles and has been designed to be used with consideration of the severity guidance sheet outlined in Figure 3.1 (replicated from Figure 10.3 of AGRS Part 6).

Figure 3.1: SEVERITY GUIDANCE SHEET – TO BE USED WITH THE RISH MATRIX



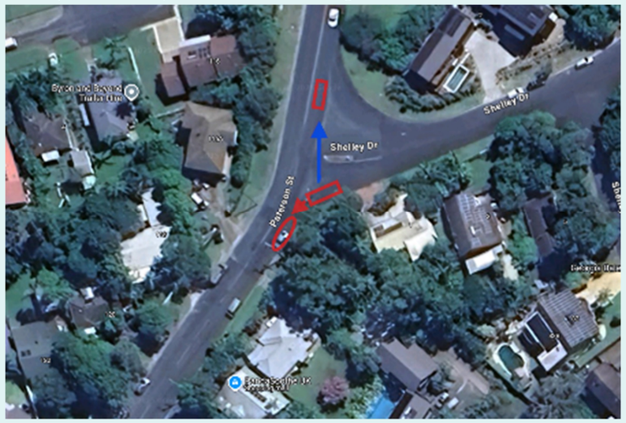
3.2 FINDINGS

This section summarises the safety issues identified during the audit. As per the requirements of the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices (July 2011), recommendations have not been included. Priority levels for remedial actions are assigned to each issue.

The audit was conducted in accordance with the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices (July 2011) and with reference to the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). Audit findings are presented in Table 3.5.

Table 3.5: AUDIT FINDINGS

ITEM	AUDIT FINDING	DRAWING EXTRACT / PHOTO	LIKELIHOOD	SEVERITY	RISK RANKING
01	Cars were observed to be parked on both sides of Paterson Street south of the Shelley Drive intersection. Under these conditions the road appears to continue to operate as a two-way road, with drivers slowing down when passing an opposing vehicle. Parked cars were observed immediately adjacent to driveways; this obstructs sightlines between drivers exiting properties and drivers travelling along Patterson Street. This reduces the awareness between drivers and therefore increases the risk of collision between vehicles travelling along Paterson Street and vehicles exiting the site. It is acknowledged that this is a common occurrence along Paterson Street and the surrounding local roads.	 *Vehicle parked directly adjacent to 105 Paterson Street.*	Unlikely	Moderate	Medium
02	During the site inspection, no vehicles were parked between the driveway of 103 Paterson Street and the Shelley Drive intersection. However, aerial imagery and Google Street View images show that vehicles do park in this area. It is important to note that there is no existing signage or line marking to prevent drivers from parking there. When vehicles are parked in this location, they block the line of sight between drivers exiting the site, drivers turning left from Shelley Drive, and southbound drivers on Paterson Street. This obstruction increases the risk of side-impact crashes as drivers exit the site. Additionally, there is a potential risk of rear-end collisions. Drivers turning left from Shelley Drive may not see a vehicle parked in this area as they make the turn onto Paterson Street, since their attention is focused on the southbound traffic on Paterson Street (see Item 03 for more details). Parked cars also pose a potential conflict with the proposed location for kerbside bin collection. If a vehicle is parked in this area, residents may be forced to place their bins in alternative locations, possibly closer to Shelley Drive. This could increase the risk of conflicts between residents, bins, and road users.	 *Aerial imagery illustrating a car parked between Shelley Drive and 103 Paterson Street (Source: Google Maps).*  *View turning left out of Shelleys Drive indicating that a parked car would block visibiliy between left turning drivers and vehicles exiting the driveway.*	Unlikely	Moderate	Medium

ITEM	AUDIT FINDING	DRAWING EXTRACT / PHOTO	LIKELIHOOD	SEVERITY	RISK RANKING
03	Shelley Drive widens to approximately 40 m at its junction with Paterson Street, featuring only a narrow central median and lacking blister islands to narrow the effective width of the road at the intersection. The wide approach lane on Shelley Drive likely encourages drivers to maintain higher speeds while navigating the intersection and encourages them to approach the intersection at less favourable observation angles when sighting towards traffic on Paterson Street. During the site inspection it was observed that drivers often look back over their shoulder towards southbound traffic on Paterson Street when making a left turn from Shelley Drive. These drivers frequently do not focus on the road ahead until they have already entered Paterson Street. This behaviour increases the risk of collisions between left-turning vehicles and the following: — any vehicle stopped between the intersection and driveway (refer Item 02) — refuse vehicles collecting kerbside bins — vehicles exiting the site	 *Wide intersection promoting high speed left turn movements from Shelley Drive and poor observation angles.*  *High speed left turning movement as drivers sight over their shoulder to look for approaching vehicles on Paterson Street, therefore these drivers are not immediately focused on the road ahead when entering Paterson Street.*	Possible	Moderate	High

ITEM	AUDIT FINDING	DRAWING EXTRACT / PHOTO	LIKELIHOOD	SEVERITY	RISK RANKING
04	The following comments relate to the intersection of Paterson Street and Shelley Drive. These items are additional to those noted in Items 01 to 03; whilst they do not directly relate to the functionality of the proposed driveway, they are existing issues that have the potential to impact road user safety and as such have been raised for completeness considering the intersection's close proximity to the site: — The absence of give way signage and linemarking reduces driver awareness of the need to give way on the Shelley Drive approach, this is exacerbated by the fact that there is a crest curve on approach to the intersection, impacting approach sight distance to the intersection. Give-way signage would provide warning to drivers as they approach the intersection and give-way linemarking would specify the location at which drivers are required to stop to give way, reducing the risk of them protruding into the through lane on Paterson Street when stopping to give-way. — Vegetation growing from the kerb in the median island on the Shelley Drive approach to Paterson Street, combined with the lack of high-visibility paint on the kerbs, reduces drivers' ability to see the median, especially at night. This can lead to a decrease in lane discipline as drivers approach the intersection, increasing the risk of collisions. — There is road lighting on the southern corner of the intersection, but due to the wide layout of the intersection, the northern section remains poorly lit. This reduced visibility can decrease awareness among road users, potentially increasing the risk of collisions at the intersection.	 *Approaching Paterson Street from Shelley Drive - day*  *Approaching Paterson Street from Shelley Drive – night*  *View of the existing median from Shelly Drive Approach*  *Paterson Street viewing south towards the streetlight on the southern corner of the Shelley Drive intersection.*	Possible	Moderate	High

4.0 AUDIT TEAM STATEMENT

The Audit Team listed below have examined the supporting documentation outlined in Section 2.4 of this report and undertaken an inspection of the site (where noted in Section 2.3) during day and nighttime conditions. All road users have been considered when identifying the safety issues identified in Table 3.5.

As stated in AGRS Part 6, The audit team is not responsible for the client team response or any subsequent re-design of the project/scheme and/or design of mitigation measures and their subsequent implementation.

AUDIT TEAM MEMBERS

Name: Tom Evans, Level 3 Lead Auditor (RSA-07-1124)

Signed: _____ 07 April 2025

Name: Andrew Barrie, Level 2 Auditor (RSA-01-1866)

Signed: _____ 10 April 2025

Name: James Gannon, Road Safety Auditor

Signed: _____ 07 April 2025

Organisation: Pekol Traffic and Transport

Name: Dennis Young, Road Safety Auditor

Signed: _____ 09 April 2025

Organisation: Terania Consulting

FOR INFORMATION ONLY

Report No. 8.1 GM Delegations - Works Carried Out

Directorate: Infrastructure Services

Report Author: Ben Taylor, Traffic and Transport Engineer

File No: I2025/754

Purpose:

This report summarises the works undertaken by Council in accordance with the temporary delegation for traffic management and pedestrian works to Council from Transport for NSW.

The completed works have been authorised by the General Manager as per the attached signed Memorandums.

Information/Background:

Brunswick Heads Parking Changes - Attachment 1

Signage was installed in response to resident and parking enforcement feedback. Where appropriate, staff has arranged communication with residents to inform of the changes prior to implementation.

Installation of new parking signage and linemarking in multiple locations around Brunswick Heads as detailed in the Scope of Work within the memo (Attachment 1).

Summary of the installed traffic control devices is provided below:

- 2 Hour Parking – Fawcett Street
- No Parking 1am to 6am – Tweed St
- 2 Hour Parking – Riverside
- No Stopping on Laneways
- No Stopping at intersection of Newberry Pde & Habour Way
- No Parking during school hours – Lilly Pilly Preschool

Cenotaph Lane, Mullumbimby - Attachment 2

Council received requests from Fire and Rescue NSW Mullumbimby Fire Station for additional signage to be installed surrounding Cenotaph Lane, to provide authorised

vehicles expected signage adjacent to Civil Memorial Hall service entrance, and to reinstate the chain gateway access to Cenotaph Memorial Park.

Installation of new parking signage and linemarking in Cenotaph Lane as detailed in the Scope of Work within the memo (Attachment 2).

Byron Bay Public School Accessible Parking – Attachment 3 & 4

Construction of two accessible car parks in front of Byron Bay Public School in Kingsley Street. The request was sent from the school and parents to our Parking Enforcement team. Request was expedited as it was noted a new enrolment for 2025 school term would require accessible parking. Further information on this project within the attached memo (Attachment 3)

Installation of new parking signage and linemarking in Cenotaph Lane as detailed in the design drawings (Attachment 4).

Summary of the works is provided below:

- Install new signage and linemarking
- Relocate existing signage to accommodate design
- Install new bollards
- Pedestrian gutter bridge from the parking space to the footpath
- Footpath connection from parking space to existing footpath

Broken Head Reserve Road – Attachment 5

Council received multiple complaints from residents regarding motorists ignoring restrictive parking zone signage on Broken Head Reserve Road. Previously Council has installed restrictive “park in bays only” signage in 2019.

Signage was installed to apply 3P time limits to existing parking bays in response to resident and parking enforcement feedback. Regulatory linemarking “No stopping – yellow line” was also installed on Broken Head Reserve Road to prevent illegal parking within verge.

Installation of new parking signage and linemarking on Broken Head Reserve Road as detailed in the memo (Attachment 5).

Attachments:

1 GM Memo - Brunswick Heads Parking Changes, E2025/1470 , page 147
2 GM Memo - Cenotaph Lane Mullumbimby Parking Changes, E2025/1498 , page 158
3 GM Memo - Byron Bay Public School Accessible Car Parks, E2025/4120 , page 162
4 3094 BBPS Accessible Car Space_IFC, E2025/973 , page 166
5 GM Memo - Broken Head Parking Changes, E2025/15258 , page 178

Byron Shire Council - Memorandum

MEMO TO:	General Manager
COPY TO:	Director IS Manager PES Signs & Lines inbox
MEMO FROM:	Shelley Currie
SUBJECT:	Brunswick Heads Parking Changes
DATE:	17 January 2025
RECORD NO:	E2025/1470

Purpose

This memo asks you to approve the installation of new parking signs in multiple locations around Brunswick Heads as detailed in the Scope of Work section below.

These signs are in response to resident and parking enforcement feedback. Where appropriate, staff will arrange letterbox drops to inform local residents of the changes prior to implementation.

Scope of Work

1. 2 Hour Parking - Fawcett Street

This area currently provides free untimed parking between 6am and 1am and no overnight parking between 1am and 6am, with the exception of permit holders. However, since pay parking was

implemented, the area is heavily used during the day by people living in vans and Council has received a significant amount of resident complaints.

Staff proposal is to add a 2 hour time limit to these parking areas (refer map above). The Park Street end of Fawcett Street already has a 2 hour time limit.

This work will be delivered using the remaining Brunswick Heads pay parking project budget.

2. No Parking 1am-6am Tweed St

These on-street parking spaces are located outside Reflections caravan park on the north end of Tweed Street in Brunswick Heads. They provide free all day parking and are also used by Reflections for overflow parking. Residents on Mona Lane have reported the car parks being used by illegal campers. Council's parking enforcement team have requested "No Parking 1am-6am Permit Holders Excepted" signage as shown in image above.

Please note - installation of this signage is subject to consultation with Reflections caravan park and other businesses in the immediate vicinity. If the businesses have a legitimate need for these car parks between 1am and 6am, Council can investigate parking permits which will allow them to continue to use these parks.

3. 2 Hour Parking - Riverside Crescent

Council has received community complaints in relation to illegal camping occurring near the riverside area in Riverside Crescent Brunswick Heads.

In this location, the lack of daytime parking restrictions has made it a hotspot for day-long van parking and overnight stays. Due to the absence of appropriate signage, enforcement in these areas is rare, typically only occurring in response to resident complaints. With pay parking expanding in central Brunswick Heads and Byron Bay, these unregulated locations are increasingly attractive to campers, especially during holiday periods. Implementing parking signage, such as time-limited parking, would help curb the issue and mitigate potential community frustrations.

There are 7 existing "No Parking between 1am – 6am" signs as shown by the blue circles in the above plan. Staff proposal is to add a second sign to the existing posts which limits parking to 2 hours at other times, with an exception for permit holders so that local residents are not impacted.

This work will be delivered using the remaining Brunswick Heads pay parking project budget.

4. No Stopping on laneways

As per Council resolution 24-364, Council staff have investigated opportunities to improve traffic management and safety on the laneways in Brunswick Heads.

Council has received ongoing complaints from customers, businesses and staff in relation to these laneways, including complaints from residents relating to vehicles parking on various laneways to avoid the paid / time limited parking around Brunswick Head town centre.

Due to the width of the laneways, parked vehicles often block trucks from being able to use them (i.e. during refuse collection). Several laneways have "no-stopping 6am to 10am" signs for refuse collection time but outside of these times conflicts can still occur. Several properties, particularly on Balun Lane, do not have direct vehicle access to another road and rely on the laneway for property access. For these properties parked vehicles restrict access as vehicles do not have enough space to manoeuvre.

Several laneways with adjacent commercial uses (i.e. Slessor Lane and Balun Lane) have customers parking on them. This increases the demand on these laneways and increases the risk of an incident with other vehicles or pedestrians as customers may be unfamiliar with the area.

Several laneways currently have yellow line marking and "no-stopping" signs. These will only require a refresh to current line marking / signage if their condition has deteriorated significantly. Slessor Lane has already received approval for No Stopping signage and line marking at the Tweed Street end.

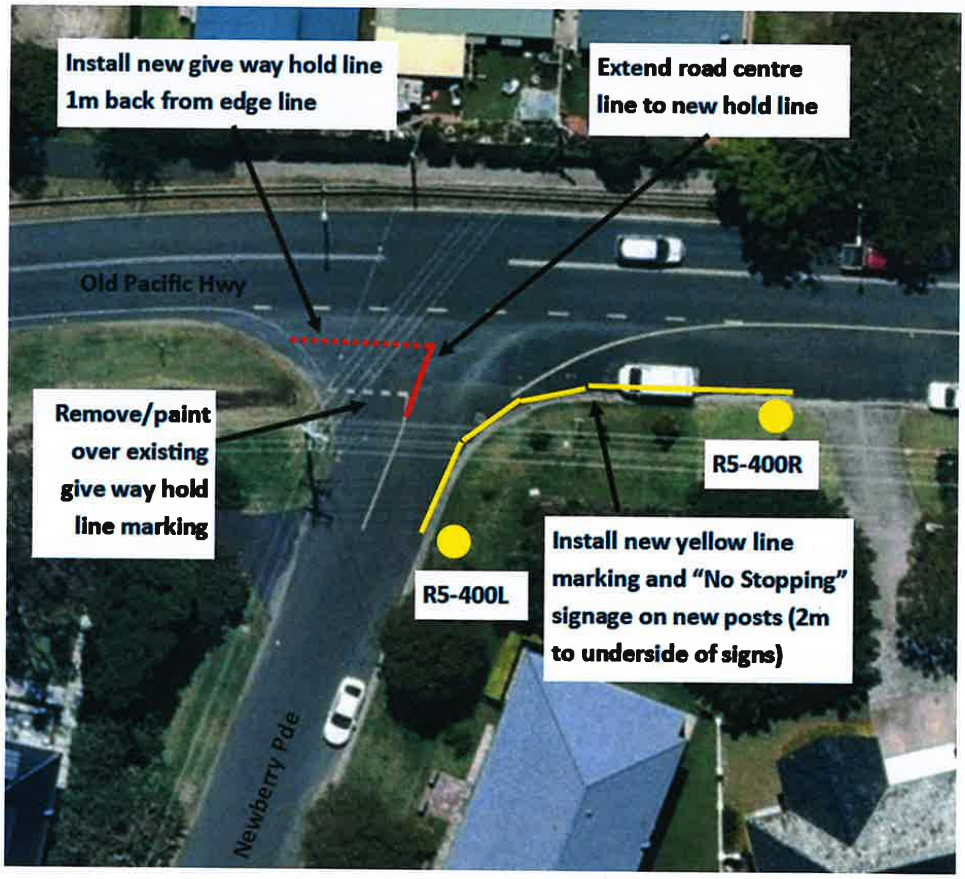
Staff proposal is to install new No Stopping line marking and signage to restrict parking along the laneways as shown in image above. In addition to this, staff are submitting a report to the Local Traffic Committee which recommends some of these laneways change to one way traffic with a reduced speed limit.

Please note:

1. A letterbox drop to affected residents will be undertaken to obtain community feedback prior to installation.
2. To reduce the cost and visual impact of large amounts of No Stopping signage, IS has consulted with SEE and it has been determined that yellow line marking will be completed. Please note IS are still seeking approval for the install of Signage, should we need to in the near future.

This work will be delivered using the remaining Brunswick Heads pay parking project budget.

5. No Stopping at the intersection of Newberry Pde & Harbour Way



Local residents have advised Council that driver sight distance is an issue at this intersection. North bound vehicles on Newberry Parade have difficulty seeing traffic approaching from the east due to vehicles parked on the corner. Parking enforcement regularly patrol the area to infringe vehicles

the area. Also, it is difficult for parking enforcement staff to continuously monitor this area as it is outside the pay parking zone.

The proposed changes should provide a more permanent solution by moving the give way hold line forward and adding No Stopping signage and line marking on the eastern corner. Please note, no approval is required for the give way line marking changes but they are included here for completeness.

6. No Parking During School Hours - Lilly Pilly Preschool

There is existing on-street parking located in front of Lilly Pilly Preschool on Kingsford Drive in Brunswick Heads. The original intent of these parks was for the public to access the playground, however they are now also used by parents collecting and dropping off children at the Preschool.

Since the pod village behind the Preschool was created, the use of these parks has increased and parents are often unable to park here. This has led to congestion and significant safety concerns, particularly for young children and families navigating the area. Implementing appropriate parking signage at the site is anticipated to alleviate these issues and address community complaints effectively.

Staff proposal is to install 3 "No parking during school hours" and 3 "Kiss & Ride Area" signs as shown on plan above.

This work will be delivered using the remaining Brunswick Heads pay parking project budget, if available. If not, the Local Area Traffic Management will be used instead.

Legal basis for installation

Note from Legal Counsel

The proposed Sign installation involves the exercise of functions under various pieces of road legislation.

This is why the General Manager can authorise the Signs' installation:

- Traffic control is regulated via a combination of the *Road Transport Act 2013* (Act), the *Road Transport (General) Regulation 2021* and the *Road Rules 2014* (Road Laws)
- Transport for NSW (Transport) is the primary authority for traffic regulation under the Road Laws.
- The Road Laws allow Transport to authorise Council to perform some of the former's traffic control functions.
- One authorisation from Transport to Council is the *Traffic Management and Pedestrian Works – Temporary Delegation to Councils No. 2* (dated 12 December 2023) (Authorisation).
- Under the Authorisation, Council is permitted to install any prescribed traffic control device as set out in the TfNSW "Traffic Signs Database" and indicated as "Delegated to Council for Authorisation – Yes" (Database).
- Under the Road Laws, a "prescribed traffic control device" includes a parking control sign like the proposed "no parking signs".
- The Database is available on the Transport website. An extract of the Database regarding the Signs is below. The yellow circle indicates that Council is authorised to install the Signs.

R5-41 - No parking (symbolic) (Specified times) (Example Only)

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R5-41
Descriptions	No parking (symbolic) (Specified times) (Example Only)
Standard sign?	Yes
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 168
Primary Technical Reference	AS1742.11 (Parking Controls)

Sign Design

R5-2 - Parking (2 hours) (Examples only)

On this page

Sign Details

Sign No:	R5-2
Descriptions	Parking (2 hours) (Examples only)
Standard sign?	Yes
Delegated to council for authorisation	Yes This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 204
Primary Technical Reference	AS 1742.11 (Parking Controls)
Additional Primary Technical References	Pay Parking (Roads and Maritime Services)

Sign Design

R5-400n - No Stopping

On this page

Sign Details

Sign No:	R5-400n
Descriptions	No Stopping
Standard sign?	No
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 167
Primary Technical Reference	AS1742.11 (Parking Control)
Additional Primary Technical References	Delineation (Roads and Maritime Services) - Section 13 TDT 2002/12c - Stopping and Parking Restrictrictions at Intersections and Crossings

Sign Design

r5-400n No Stopping

R9-302n - Kiss & Ride Area

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R9-302n
Descriptions	Kiss & Ride Area
Standard sign?	No
Delegated to council for authorisation	- This sign is not a 'prescribed traffic control device'. This sign may be installed by council on the network they manage without seeking traffic committee or written approval from Transport for NSW.
Legislative Reference	NA
Primary Technical Reference	Roads and Maritime Services Policy Number PN 141 - 'Drop-off & Pick-up' initiative around schools. Supplementary plate used with R5-40 (No Parking) sign.
Situation Diagram	R9-302n (Kiss and Ride Area) plate is used to enhance uncontrolled 'No Parking' areas which are suitable for parents to drop-off and pick-up students outside of schools.

Sign Design

Kiss & Ride Area - r9-302

- The Authorisation to install the Signs is not subject to any conditions.
- For this reason, it is reasonable to take the view that Council can delegate this authorisation to the General Manager under the *Local Government Act 1993* section 377(1).
- Council has done this via delegation BSC115.
- The physical act of installing the Signs will be completed by staff, subject to the approvals in this memo.
- A report will be submitted to the Local Traffic Committee, once works are complete.

.....
Shelley Currie, Acting Traffic & Transport Engineer

.....
Euan Rose, Infrastructure Planning Coordinator

.....
Sarah Nagel, Manager Public and Environmental Services

Approved / ~~Not~~ Approved

21/1/25

Phillip Holloway
Director IS

Approved / ~~Not Approved~~

21/1/25

Mark Arnold
General Manager

Byron Shire Council - Memorandum

MEMO TO: General Manager

COPY TO: Director IS
Manager PES
Signs & Lines inbox

MEMO FROM: Shelley Currie

SUBJECT: Cenotaph Lane Mullumbimby Parking Changes

DATE: 17 January 2025

RECORD NO: E2025/1498

Purpose

This memo asks you to approve the installation of new parking signage and line marking in Cenotaph Lane, Mullumbimby as detailed in the Scope of Work section below.

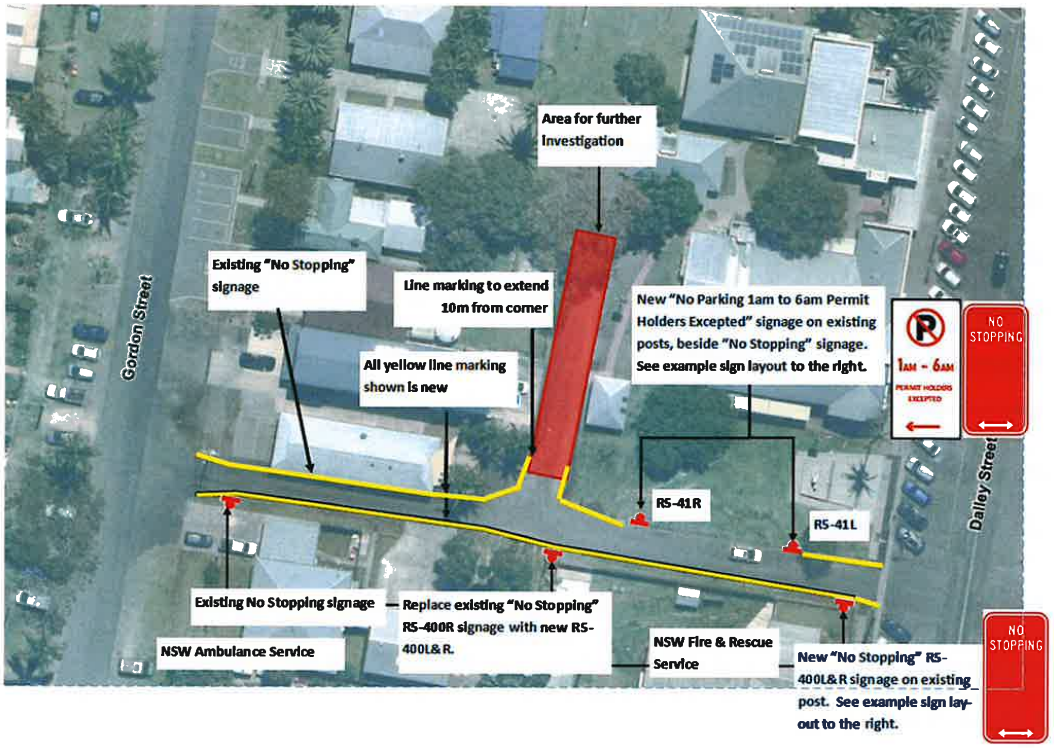
This is in response to a request from the Mullumbimby Fire & Rescue Service who advise that they are often unable to access their emergency vehicles (which are located on their premises on the southern side of the laneway) due to parked cars and illegal camping activity on the laneway. The parked cars also restrict through traffic, including ambulances from the adjacent Mullumbimby Ambulance Station.

Scope of Work

Currently the laneway allows two way traffic and unrestricted parking on both sides of the Dalley Street end. The Gordon Street end has No Stopping signage in place.

The proposed changes will enforce and extend the No Stopping zone on the southern side and deter overnight parking on the north-eastern side of the laneway.

Please note - to reduce the cost and visual impact of large amounts of No Stopping signage, IS will consult with SEE to determine if we can limit the scope to yellow line marking.



Legal basis for installation

Note from Legal Counsel

The proposed Sign installation involves the exercise of functions under various pieces of road legislation.

This is why the General Manager can authorise the Signs' installation:

- Traffic control is regulated via a combination of the *Road Transport Act 2013* (Act), the *Road Transport (General) Regulation 2021* and the *Road Rules 2014* (Road Laws)
- Transport for NSW (Transport) is the primary authority for traffic regulation under the Road Laws.
- The Road Laws allow Transport to authorise Council to perform some of the former's traffic control functions.
- One authorisation from Transport to Council is the *Traffic Management and Pedestrian Works – Temporary Delegation to Councils No. 2* (dated 12 December 2023) (Authorisation).
- Under the Authorisation, Council is permitted to install any prescribed traffic control device as set out in the TfNSW "Traffic Signs Database" and indicated as "Delegated to Council for Authorisation – Yes" (Database).
- Under the Road Laws, a "prescribed traffic control device" includes a parking control sign like the proposed "no parking signs".

- The Database is available on the Transport website. An extract of the Database regarding the Signs is below. The yellow circle indicates that Council is authorised to install the Signs.

R5-41 - No parking (symbolic) (Specified times) (Example Only)

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R5-41
Descriptions	No parking (symbolic) (Specified times) (Example Only)
Standard sign?	Yes
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 168
Primary Technical Reference	AS1742.11 (Parking Controls)

Sign Design

R5-400n - No Stopping

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R5-400n
Descriptions	No Stopping
Standard sign?	No
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 167
Primary Technical Reference	AS1742.11 (Parking Control)
Additional Primary Technical References	Delineation (Roads and Maritime Services) - Section 13 TDT 2002/12c - Stopping and Parking Restrictrictions at Intersections and Crossings

Sign Design

r5-400n No Stopping

- The Authorisation to install the Signs is not subject to any conditions.

- For this reason, it is reasonable to take the view that Council can delegate this authorisation to the General Manager under the *Local Government Act 1993* section 377(1).
- Council has done this via delegation BSC115.
- The physical act of installing the Signs will be completed by staff, subject to the approvals in this memo.

.....
Shelley Currie, Acting Traffic & Transport Engineer

.....
Euan Rose, Infrastructure Planning Coordinator

.....
Sarah Nagel, Manager Public and Environmental Services

Approved / ~~Not Approved~~

.....
Phillip Holloway
Director IS
21/1/25

Approved / ~~Not Approved~~

..... 21/1/25
Mark Arnold
General Manager

Byron Shire Council - Memorandum

MEMO TO: General Manager

COPY TO: Director IS
Manager PES
A/Traffic & Transport Engineer

MEMO FROM: Anup Kharel

SUBJECT: Accessible Car Park – Byron Bay Public School

DATE: 14 January 2025

RECORD NO: E2025/4120

Purpose

This memo asks you to approve the construction of two accessible car parks in front of Byron Bay Public School in Kingsley Street. The request was sent from the school and parents to our Parking Enforcement team. The parents have a child with a disability who requires accessible parking for the start of the 2025 school term. See Scope of Work section below.

Scope of Work

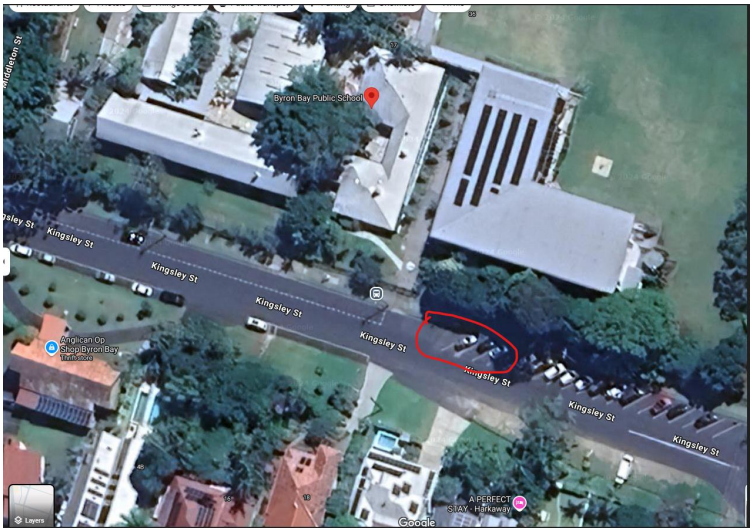
Currently the school doesn't have any accessible parking on the premises. As per request from the school and parents, we are constructing two accessible car parks in front of the school which will provide access for the children to get from their vehicle into school.

The scope includes:

- Site Assessment and Survey
- Procurement of Materials and equipment
- Site Establishment
- Excavation and Grading
- Resurfacing and pavement work
- Concrete Pour for accessible ramp
- Install curb cuts.
- Installation of Handrails/U-bar
- Installation of trench grate
- Turfing
- Install Signage
- Line Marking
- Relocating existing signage
- new bollards
- ramping from carriageway to car parks (no impact to traffic lane)

The accessible car parks will replace existing car parking used by teachers and parents. However, there are a number of other car parks available, and the school supports the parking changes.

Please see location plan below and detailed drawings attached.



Location plan

Legal basis for installation

Note from Legal Counsel (14 January 2025)

The proposed Sign installation involves the exercise of functions under various pieces of road legislation.

This is why the General Manager can authorise the Signs' installation:

- Traffic control is regulated via a combination of the *Road Transport Act 2013* (Act), the *Road Transport (General) Regulation 2021* and the *Road Rules 2014* (Road Laws)
- Transport for NSW (Transport) is the primary authority for traffic regulation under the Road Laws.
- The Road Laws allow Transport to authorise Council to perform some of the former's traffic regulation functions.
- One delegation from Transport to Council is the *Traffic Management and Pedestrian Works – Temporary Delegation to Councils No. 2* (dated 12 December 2023) (Delegation).
- Under the Delegation, Council is permitted to regulate traffic on a public road for various purposes. The purposes include "works to regulate parking". An extract of the relevant part of the Delegation is extracted below:

SCHEDULE 1 - FUNCTIONS

1. The functions and powers of Transport for NSW under section 115(2) of the *Roads Act 1993* to regulate traffic on a public road for purposes other than those set out in therein, being the following types of works:

   (a) Works to regulate parking;

- The Delegation authorises the above function to be exercised by the elected Council. The elected Council is further authorised under the Delegation to sub-delegate the function to the general manager or another Council employee.
- Council has sub-delegated the Delegation's functions to the general manager via delegation BSC115. This means the general manager can regulate the relevant parking spaces via installing the Signs.
- The physical act of installing the Signs will be completed by staff, subject to the approvals in this memo.
- Under the Delegation, staff will table a "for information only" report to the next Local Traffic Committee meeting regarding the completed works. The works will also be published on Council's website. The relevant section of the Delegation requiring these steps is extracted below:

Notification of Local Traffic Committee

10. A delegate or its sub-delegate must table a "for information only" record of the works carried out under this Instrument, including any consultation with bus operators (where applicable) at the relevant Local Traffic Committee as soon as practicable after completion of the works. The record of the works must also be made public on the Council website.

……
Anup Kharel, Project Engineer

……
Shelley Currie, Acting Traffic & Transport Engineer

……
Matt Meir, Legal Counsel

……
Euan Rose, Infrastructure Planning Coordinator

Approved / Not Approved

……
Phillip Holloway
Director IS

Approved / Not Approved

……
Mark Arnold
General Manager

Byron Bay Public School
Proposed Accessible Car Spaces
Kingsley Street, Byron Bay

Locality sketch

Index		
Description	**DWG No.**	**Issue**
Index and Locality Sketch	3094-01	1
General Notes	3094-02	1
Erosion and Sediment Control Plan	3094-03	1
Erosion and Sediment Control Notes	3094-04	1
Site Plan	3094-05	1
Long Sections - Control Lines - CL01, CL02, CL03	3094-06	1
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Concrete Footpath Detail as per Standard Drawings NRLG	R-07	B

Legend

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

ISSUED FOR CONSTRUCTION
DATE ....13/12/24.....

☐ **Project has been constructed in accordance with these plans**

OR

☐ **Project has been constructed with departures from these plans as shown marked in red**

.....
Construction Engineer

Date: .....

Approval
on behalf of the General Manager

.....
Director Infrastructure Services

Date: .....

Project Pulse Number:	
PM21_1317	
Plan Register Number:	
3094	
Drawing number	**Issue**
3094-01	**1**

ACAD FILE No: G:\Engineer\CAD\3000-3999\3094 Accessible Car Space. 20 Kingsley Street, Byron Bay\Civil Design\DWG\CONSTRUCTION\3094 Accessible Car Space BPS IFC.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, and potholed and visually located where indicated.
8. Prior to any demolition, excavation or construction on site, the relevant authorities should be contacted for location of all existing and planned services (Before You Dig - www.byda.com.au) within the works area. Services that may be impacted must be potholed, visually located and protected from any damage.
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 D1.37 AND D1.38 "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.

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.

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

Use figured dimensions only. Do not scale.

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Infrastructure Services
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Fax 02 66843018
Website www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager

..... Date .....

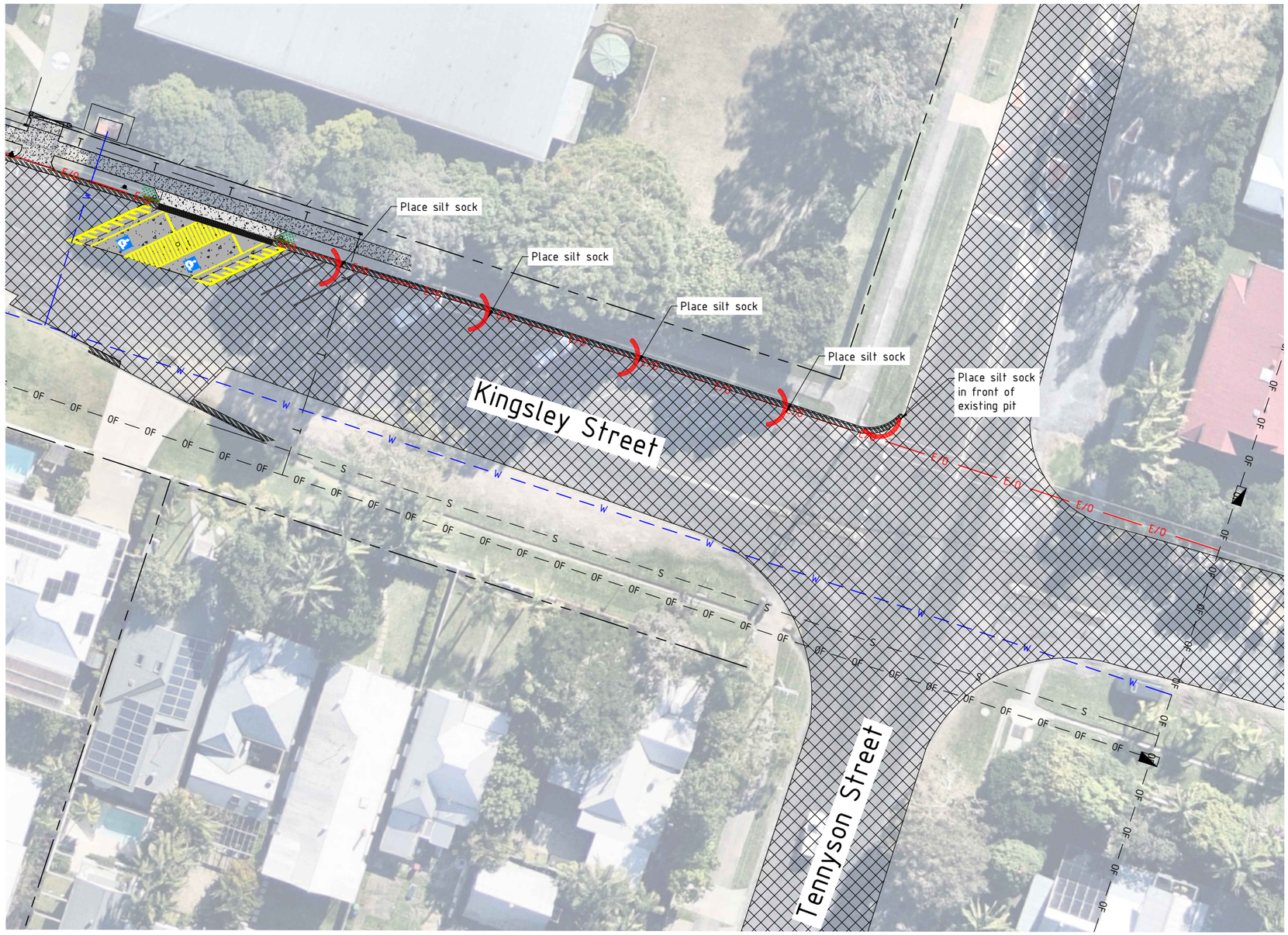
Designed	C.A.	13.12.24
Drawn	C.A.	13.12.24
Checked	A.K.	13.12.24
Horizontal datum		MGA
Vertical datum		AHD

Project:
Byron Bay Public School
Proposed Accessible Car Spaces

Project Pulse Number: PM21_1317
Plan Register Number: 3094

Plan title:
General notes

Drawing number	Issue
3094-02	1



Legend

- Property boundary
- Existing telecommunications pit
- Existing Telstra
- Existing water main
- Existing overhead power
- Existing power / telecommunications pole
- Existing fence line
- Existing footpath to remain
- Existing 'B1' upright kerb
- Existing bitumen
- Existing sign to relocate
- Existing sign to remain
- Existing line marking to remain
- Proposed turf
- Proposed signage
- Proposed concrete road pavement
- Proposed 600mm trench grate
- Proposed concrete footpath
- Proposed u-bar double rail.
- Proposed wheel stops
- Proposed bollard
- Silt sock (refer drawing 3094-04)

NOTE:
1. Prior to the commencement of construction, water main must be visually located and potholed around the area of proposed works and Telstra service to be electronically located.
2. Constructors to ensure existing services are not damage during construction.

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

SCALE: A1 SHEET 1:200, A3 SHEET 1:400
0 2 4 8 12 16 20 m
Use figured dimensions only. Do not scale.

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..... Date .....

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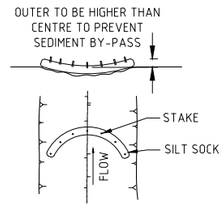
Drawn	C.A.	13.12.24
Checked	A.K.	13.12.24
Horizontal datum		MGA
Vertical datum		AHD

Project:
Byron Bay Public School
Proposed Accessible Car Spaces

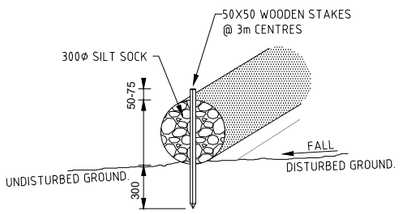
Plan title:
Erosion and Sediment Control Plan

Project Pulse Number: PM21_1317
Plan Register Number: 3094
Drawing number: **3094-03**
Issue: **1**



SEDIMENT CONTROL FOR OPEN CHANNELS
NOT TO SCALE

SILT SOCK FOR OPEN CHANNELS



SILT SOCK DETAIL
NOT TO SCALE

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 (e.g. maintain grassy buffer where possible).
- Minimise disturbance to groundcover 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.

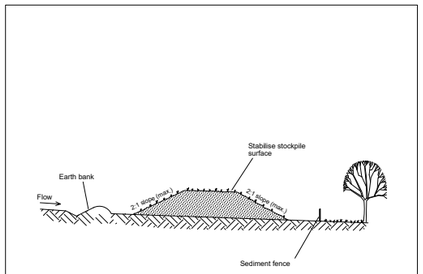
Stabilise disturbed areas quickly
- All stabilisation and reinstatement works adjacent to new construction shall be carried out as soon as possible after completion of construction works.
- All disturbed verges and fill batters to be stabilised by revegetating with appropriate species (e.g. annual grass seed such as annual ryegrasss 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 swept 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
1. Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated water flow, roads and hazard areas.
2. Construct on the contour as low, flat, elongated mounds.
3. Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height.
4. 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.
5. 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

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

Use figured dimensions only. Do not scale.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
..... Date .....

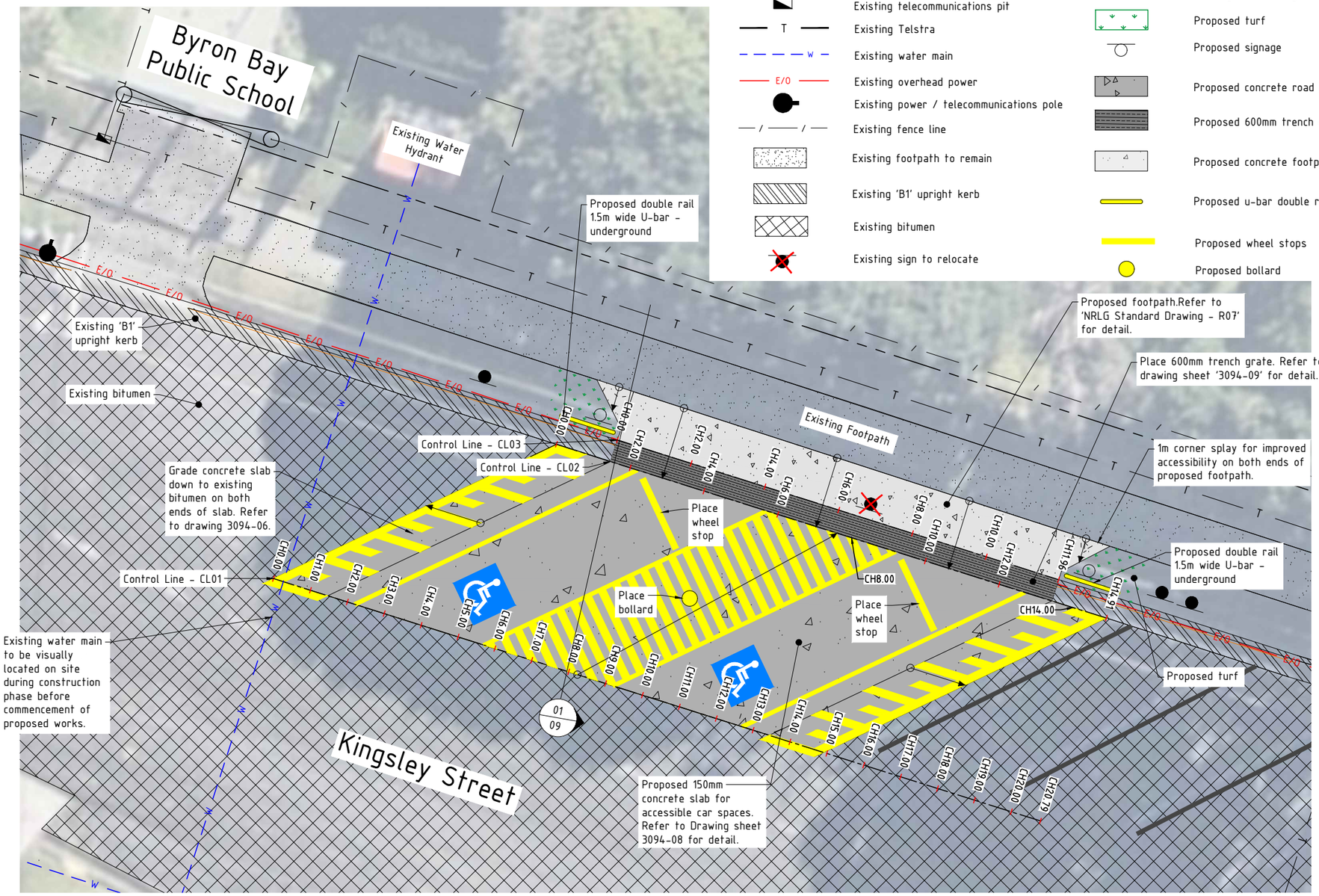
Designed	C.A.	13.12.24
Drawn	C.A.	13.12.24
Checked	A.K.	13.12.24
Horizontal datum		MGA
Vertical datum		AHD

Project:
Byron Bay Public School
Proposed Accessible Car Spaces

Project Pulse Number: PM21_1317
Plan Register Number: 3094

Plan title:
Erosion and Sediment Control Notes

Drawing number: **3094-04**
Issue: **1**



NOTE:
1. Prior to the commencement of construction, water main must be visually located and potholed around the area of proposed works and Telstra service to be electronically located.
2. Constructors to ensure existing services are not damage during construction.

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

Use figured dimensions only. Do not scale.

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Project:
Byron Bay Public School
Proposed Accessible Car Spaces

Plan title:
Site Plan

Project Pulse Number:	
PM21_1317	
Plan Register Number:	
3094	
Drawing number	Issue
3094-05	**1**

Existing Surface

	R.L. 4.300																			
Design Levels	4.805	4.799	4.793	4.787	4.781	4.771	4.756	4.743	4.730	4.716	4.703	4.692	4.680	4.669	4.657	4.644	4.632	4.620	4.610	4.599	4.590	4.585
Existing Levels	**4.805**	4.799	4.793	4.787	4.781	4.771	4.756	4.743	4.730	4.716	4.703	4.692	4.680	4.669	4.657	4.644	4.632	4.620	4.610	4.599	4.590	**4.585**
Chainage	0.000	1.000	2.000	3.000	4.000	5.000	6.000	7.000	8.000	9.000	10.000	11.000	12.000	13.000	14.000	15.000	16.000	17.000	18.000	19.000	20.000	20.791

Bottom of 150mm Concrete Slab - Control Line - CL01

13.634% -1.966% -9.291%

	R.L. 4.100																					
Design Levels	4.494	4.631	4.694	4.694	4.684	4.664	4.644	4.625	4.605	4.585	4.566	4.546	4.526	4.507	4.487	4.467	4.459	4.459	4.407	4.322		
Existing Levels	**4.495**	4.483	**4.477**	4.477	4.471	4.458	4.445	4.433	4.420	4.407	4.396	4.386	4.375	4.365	4.354	4.344	**4.340**	4.340	4.333	**4.322**		
Chainage	0.000	1.000	1.462	1.465	2.000	3.000	4.000	5.000	6.000	7.000	8.000	9.000	10.000	11.000	12.000	13.000	13.431	13.440	14.000	14.907		

Top of 150mm Concrete Slab - Control Line - CL02

-1.966%

	R.L. 4.200											
Design Levels	4.707	4.688	4.668	4.648	4.629	4.609	4.589	4.570	4.550	4.530	4.511	4.491	4.472			
Existing Levels	**4.587**	4.573	4.559	4.545	4.532	4.519	4.505	4.489	4.474	4.459	4.444	4.429	**4.414**			
Chainage	0.000	1.000	2.000	3.000	4.000	5.000	6.000	7.000	8.000	9.000	10.000	11.000	11.963			

100mm Footpath - Control Line - CL03

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

SCALE HORIZONTAL: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

SCALE VERTICAL: A1 SHEET 1:20, A3 SHEET 1:40
0 0.2 0.4 0.8 1.2 1.6 2 m

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..... Date .....

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Horizontal datum		MGA
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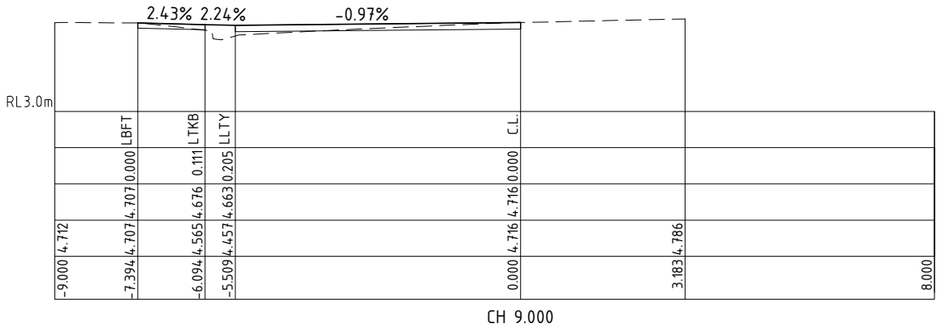
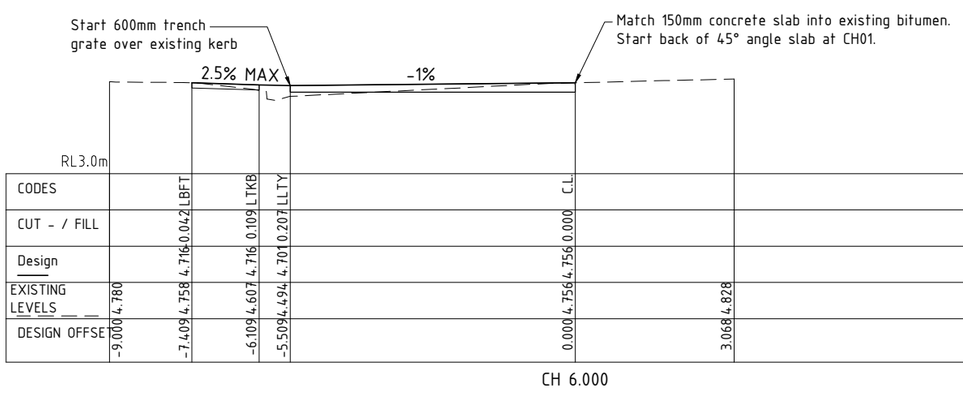
Project:
Byron Bay Public School
Proposed Accessible Car Spaces

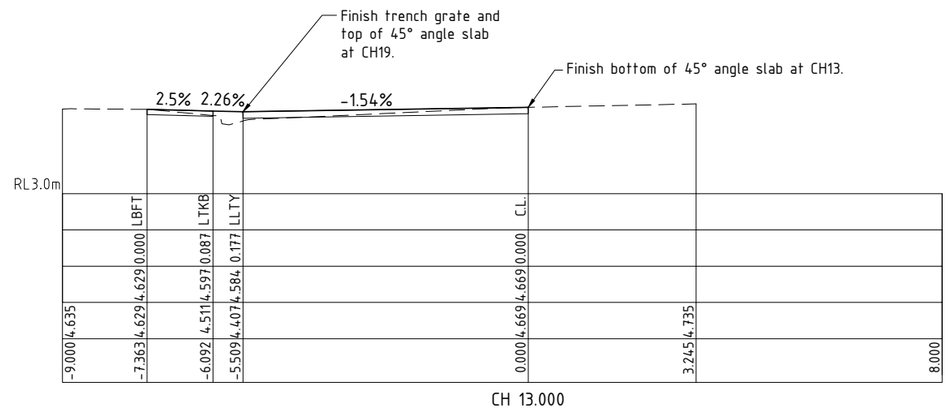
Plan title:
Long Sections - Control Lines - CL01, CL02, CL03

Project Pulse Number: PM21_1317
Plan Register Number: 3094
Drawing number: **3094-06**
Issue: **1**

ACAD FILE No: G:\Engineer\CAD\3000-3999\3094 Accessible Car Space. 20 Kingsley Street, Byron Bay\Civil Design\DWG\CONSTRUCTION\3094 Accessible Car Space BPS IFC.dwg







Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

SCALE HORIZONTAL : A1 SHEET 1:50, A3 SHEET 1:100
SCALE VERTICAL : A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m
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Website www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
..... Date .....

Designed	C.A.	13.12.24
Drawn	C.A.	13.12.24
Checked	A.K.	13.12.24
Horizontal datum		MGA
Vertical datum		AHD

Project: Byron Bay Public School Proposed Accessible Car Spaces

Project Pulse Number: PM21_1317

Plan Register Number: 3094

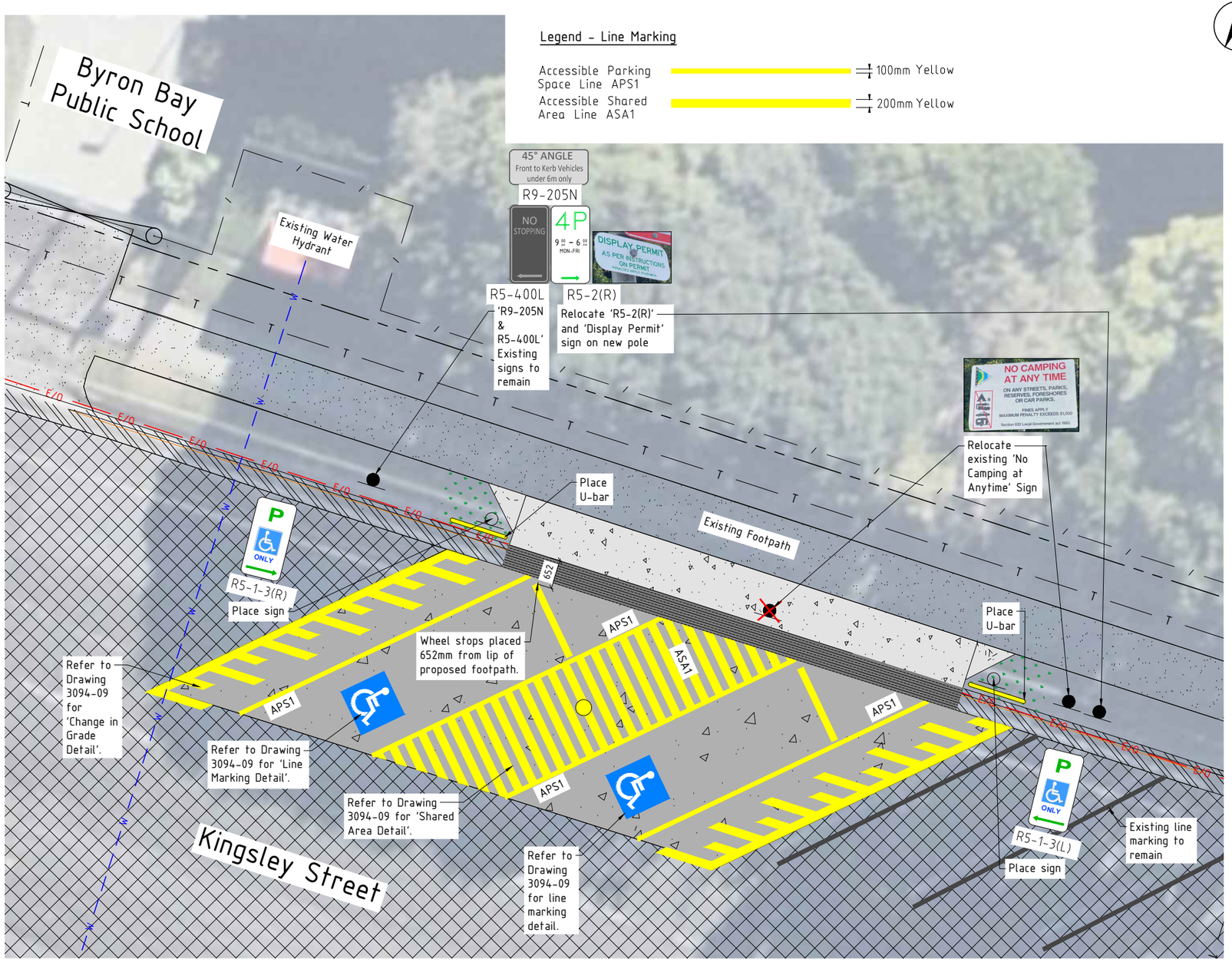
Plan title: Cross Sections - Control Line - CL01

Drawing number: 3094-07

Issue: 1

Legend

- Property boundary
- Existing telecommunications pit
- Existing Telstra
- Existing water main
- Existing overhead power
- Existing power pole
- Existing fence line
- Existing footpath to remain
- Existing 'B1' upright kerb
- Existing bitumen
- Existing sign to remain
- Existing sign to be relocated
- Existing line marking to remain
- Proposed turf
- Proposed signage
- Proposed concrete road pavement
- Proposed 600mm trench grate
- Proposed concrete footpath
- Proposed u-bar double rail. Refer to drawing 3094-08 for details.
- Proposed wheel stops
- Proposed bollard



NOTE:
1. Prior to the commencement of construction, water main must be visually located and potholed around the area of proposed works and Telstra service to be electronically located.
2. Constructors to ensure existing services are not damage during construction.
3. Refer to Drawing 3094-09 for Accessible Line Marking and Tactile dimension detail.
4. All line marking to be white with glass beads unless noted otherwise.

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m
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

BYRON SHIRE COUNCIL

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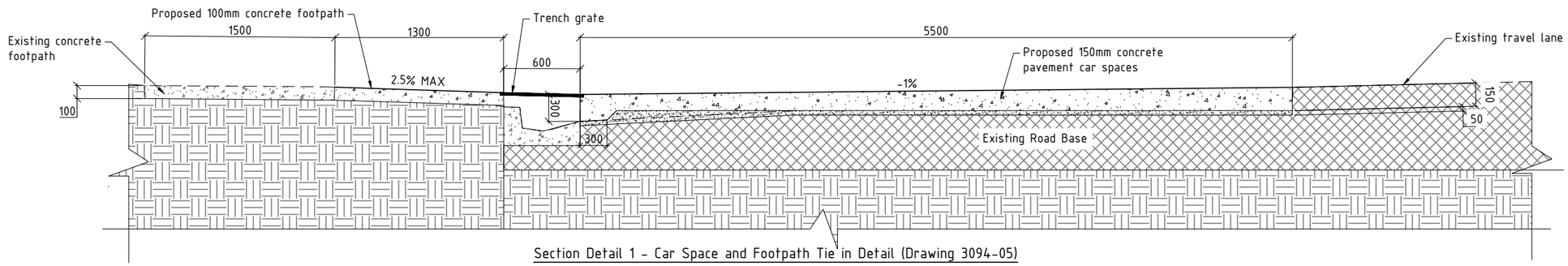
Horizontal datum		MGA
Vertical datum		AHD

Project:
Byron Bay Public School
Proposed Accessible Car Spaces

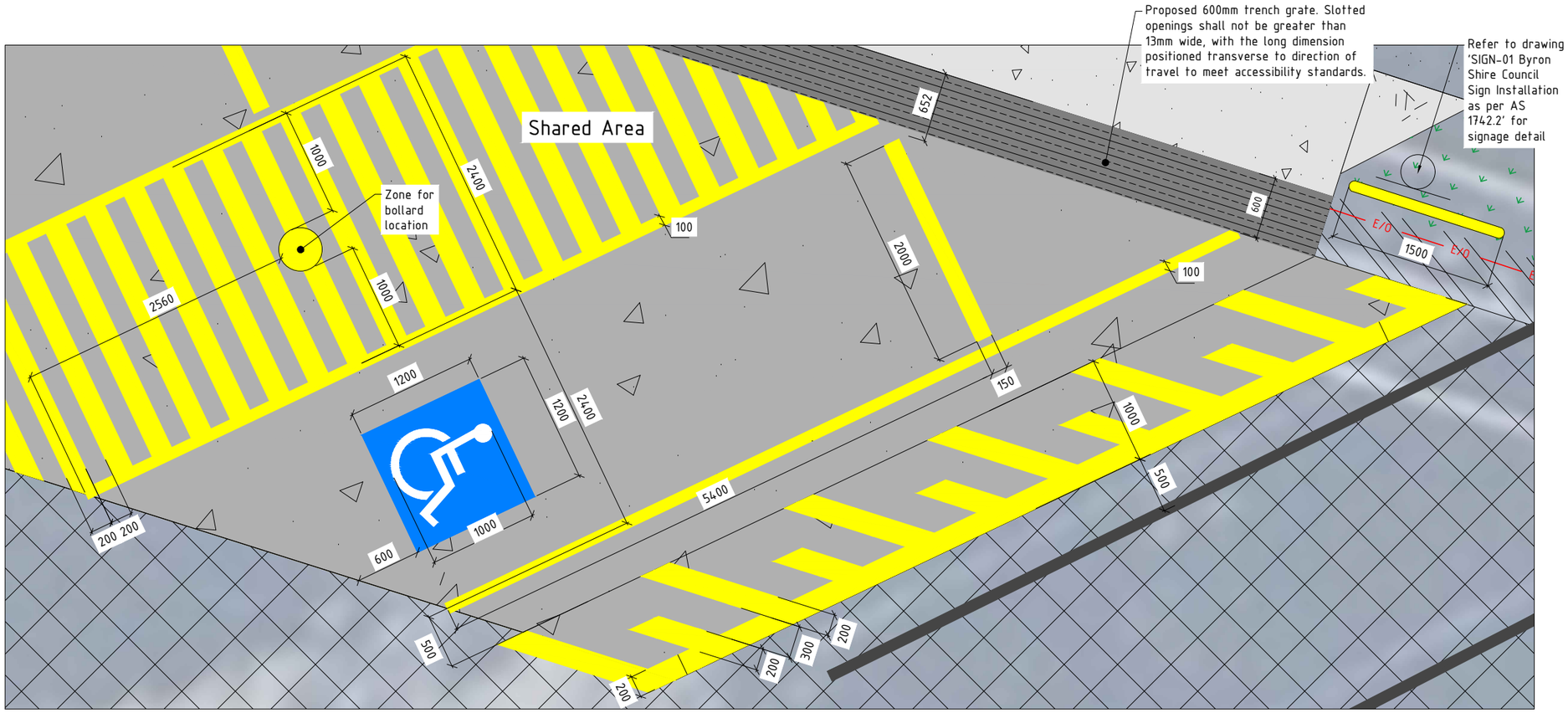
Plan title:
Signage and Line Marking Plan

Project Pulse Number:	PM21_1317
Plan Register Number:	3094
Drawing number	Issue
3094-08	1

ACAD FILE No: G:\Engineer\CAD\3000-3999\3094 Accessible Car Space. 20 Kingsley Street, Byron Bay\Civil Design\DWG\CONSTRUCTION\3094 Accessible Car Space BPS IFC.dwg



Section Detail 1 - Car Space and Footpath Tie in Detail (Drawing 3094-05)
Not to Scale



Accessible Car Spaces Line Marking & Change in Grade Warning Line Marking Detail
Drawing 3094-08
Scale 1:40 (A3)

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

SCALE: A1 SHEET 1:20, A3 SHEET 1:40
0 0.2 0.4 0.8 1.2 1.6 2 m
Use figured dimensions only. Do not scale.

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BYRON SHIRE COUNCIL

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..... Date .....

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Checked	A.K.	13.12.24
Horizontal datum		MGA
Vertical datum		AHD

Project:
Byron Bay Public School
Proposed Accessible Car Spaces

Plan title:
Detail

Project Pulse Number:	PM21_1317
Plan Register Number:	3094
Drawing number	Issue
3094-09	**1**

ACAD FILE No: G:\Engineer\CAD\3000-3999\3094 Accessible Car Space. 20 Kingsley Street, Byron Bay\Civil Design\DWG\CONSTRUCTION\3094 Accessible Car Space BPS IFC.dwg

Quantities		
Item	Unit	Quantity
Cut	M^3	15
150mm SL72 Concrete Pavement Car Spaces Broom Finish	M^3	12
100mm SL62 Concrete Footpath Broom Finish	M^3	2
Trench Grate 600mm wide (Slotted openings shall not be greater than 13mm wide, with the long dimension positioned transverse to direction of travel to meet accessibility standards.)	LM	12
Turf	M^2	4
U-Bar (1500mm wide, below ground, galvanised and powder coated yellow)	Item	2
Recycled rubber wheel stops (Yellow)	Item	2
Bollard 1300mm (Yellow Metal)	Item	1

Quantities - Proposed Signage			
Item	Unit	Quantity	Sign
'R5-1-3(R)' - Accessible Car Parking (right)	Item	1	
'R5-1-3(L)' - Accessible Car Parking (left)	Item	1	
Sign Pole	Item	3	

Quantities - Line Marking		
Item - (All line marking to be non-slip, with glass beads.)	Unit	Quantity
Accessible Parking Space Line Marking 100mm - APS1 Yellow	LM	32
Accessible Shared Area Line Marking 200mm - ASA1 Yellow	LM	48
Change in Grade Warning Line Marking 200mm - Yellow	M^2	7
Dedicated Accessible Space Pavement Symbol 1200mmx1200mm - Blue	M^2	3
Dedicated Accessible Space Pavement Symbol 1200mx1200m - White	M^2	0.4

Quantities - Existing Signage Relocation			
Item	Unit	Quantity	Sign
'R5-2(R)' - 4hr Parking Sign	Item	1	
'No Camping at Anytime' Sign	Item	1	
'Display Permit' Sign	Item	1	
Sign Pole	Item	1	

Issue	Amendment details	Drawn	Check	Date
1	Construction Issue	C.A.	A.K.	13.12.24

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

0 1 2 4 6 8 10 m

Use figured dimensions only. Do not scale.

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BYRON SHIRE COUNCIL

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..... Date .....

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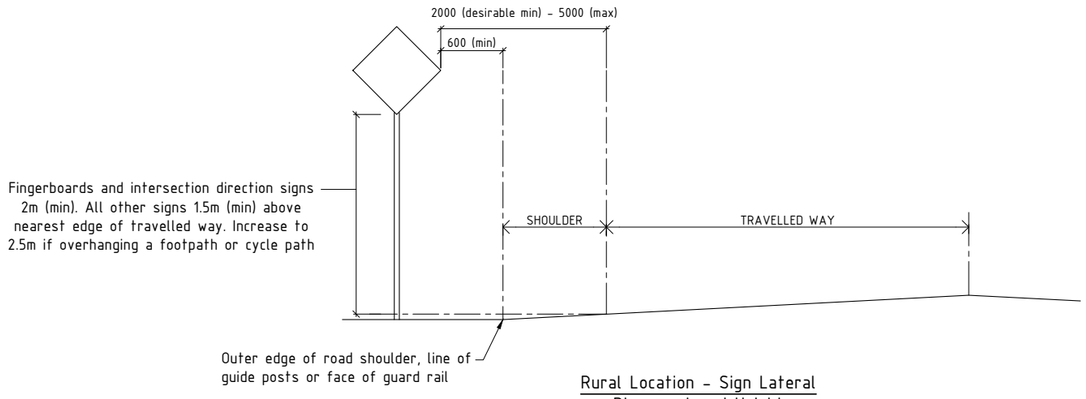
Horizontal datum		MGA
Vertical datum		AHD

Project:
Byron Bay Public School
Proposed Accessible Car Spaces

Plan title:
Quantities

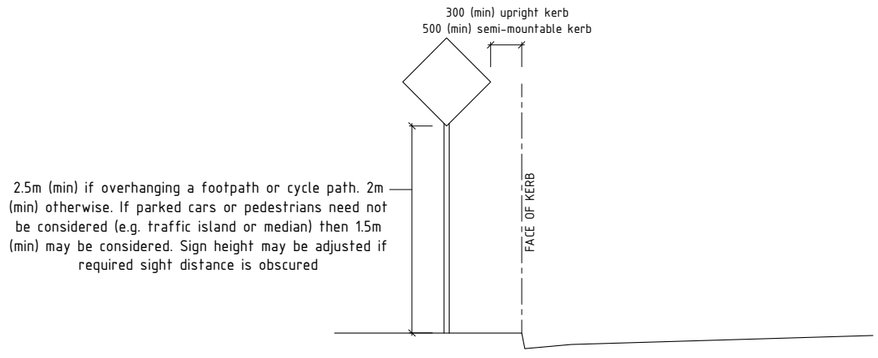
Project Pulse Number:	
PM21_1317	
Plan Register Number:	
3094	
Drawing number	Issue
3094-10	**1**

ACAD FILE No: G:\Engineer\CAD\3000-3999\3094 Accessible Car Space. 20 Kingsley Street, Byron Bay\Civil Design\DWG\CONSTRUCTION\3094 Accessible Car Space BPS IFC.dwg



Rural Location - Sign Lateral Placement and Height

Scale 1:25 (A3)



Urban Location - Sign Lateral Placement and Height

Scale 1:25 (A3)

NOTES:

1. Refer to AS1742.2 for further information.
2. Dimensions given are general requirements for the location and height of road side signs. These may not cover all sign types. AS1742.2 should be referenced for any variation in requirements for a particular sign and for further details on overhead cantilever and gantry signs.

Issue	Amendment details	Drawn	Check	Date
A	Original issue	J.B.	C.G.	20.06.22

SCALE: A1 SHEET 1:25, A3 SHEET 1:50

0 0.5 1 1.5 2 2.5m

Use figured dimensions only. Do not scale.

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Approved on behalf of the General Manager

..... Date .....

Designed		
Drawn	J.B.	20.06.22
Checked	C.G.	20.06.22
Horizontal datum		
Vertical datum		

Project: **Byron Shire Council Sign Installation**

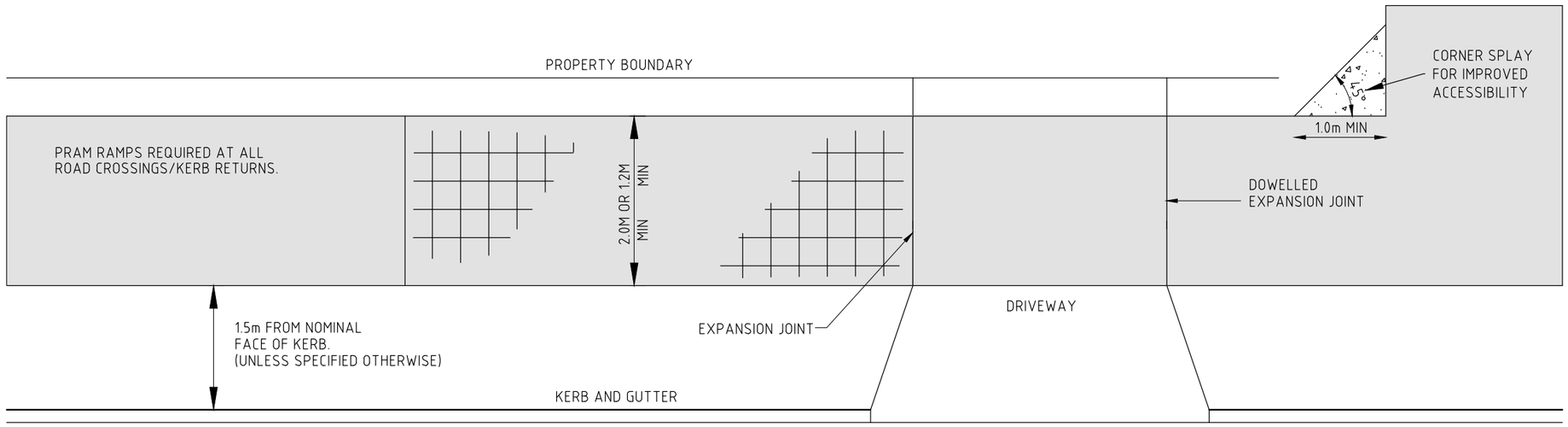
Project number: **2944**

Plan title: **Sign Lateral Location and Height as per AS1742.2-2009**

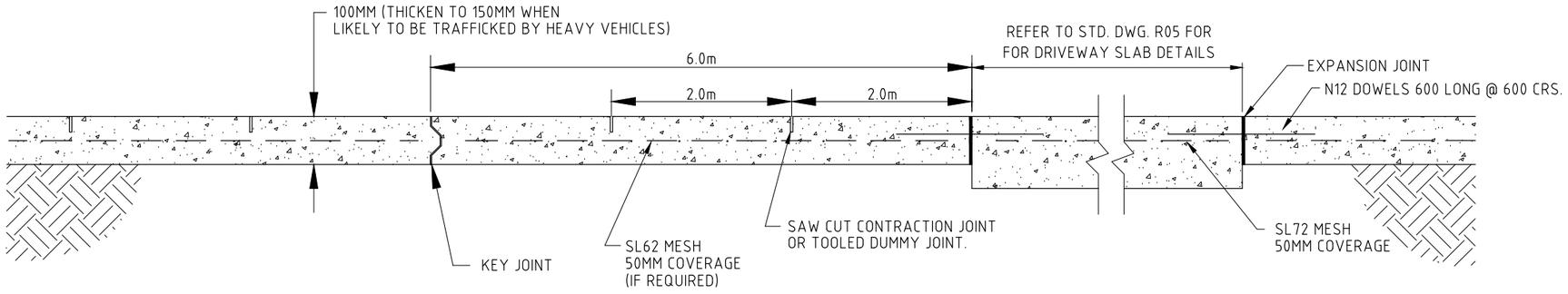
Drawing number: **SIGN-01**

Issue: **A**

ACAD FILE No: G:\Engineer\CAD\2900-2999\2944 BSC Sign Installation\Civil Design\DWG\PRELIMINARY\Sign location as per AS1742.dwg



PLAN VIEW



SECTIONAL VIEW

NOTES

1. ALL CONCRETE IS TO BE MINIMUM 20MPA
2. FOOTPATH MINIMUM 1.2M WIDE
   SHARED PATH MINIMUM 2.0M WIDE
3. EXPANSION JOINTS ARE TO BE OF
   15MM THICK APPROVED COMPRESSIBLE
   JOINT FILLER, SPACED AT 12M MAX CRS
4. LAYBACK DETAIL AND CROSSING GRADES
   REFER TO STANDARD DWG. R-05 & R-06
5. ALL CONCRETE TO BE BROOM FINISHED.
6. CONTRACTION JOINTS TO BE AT 2M MAX SPACING.
7. A ROAD OPENING PERMIT MUST BE OBTAINED FROM COUNCIL, SEEK
   APPROVAL OF LOCATION AND LEVELS PRIOR TO EXCAVATION.
8. FOOTPATH CROSSFALL TO BE 2.5% MAX

NOT TO SCALE

B	CORNER SPLAY ADDED	MPK	23/08/18
A	ORIGINAL ISSUE		3/10/06
REVISIONS		APP'D	DATE

STANDARD DRAWINGS

NORTHERN RIVERS LOCAL GOVERNMENT

CONCRETE FOOTPATH DETAIL

ROAD/STREET STANDARD DRAWING

R-07

A | B

Byron Shire Council - Memorandum

MEMO TO: General Manager

COPY TO: Director IS
Manager PES

MEMO FROM: Shelley Currie

SUBJECT: Parking Changes in Broken Head

DATE: 11 February 2025

RECORD NO: E2025/15258

Purpose

This memo asks you to approve new parking signage and line marking in various locations on Broken Head Reserve Road in Broken Head.

This work forms part of the stage 2 car parking works originally endorsed by Council under resolution 22-534 part 4 (shown below). Please note, these signs and lines were installed in late 2024 in response to community feedback and in preparation for the busy Christmas period. However, approval is required before the restrictions can be enforced by parking enforcement.

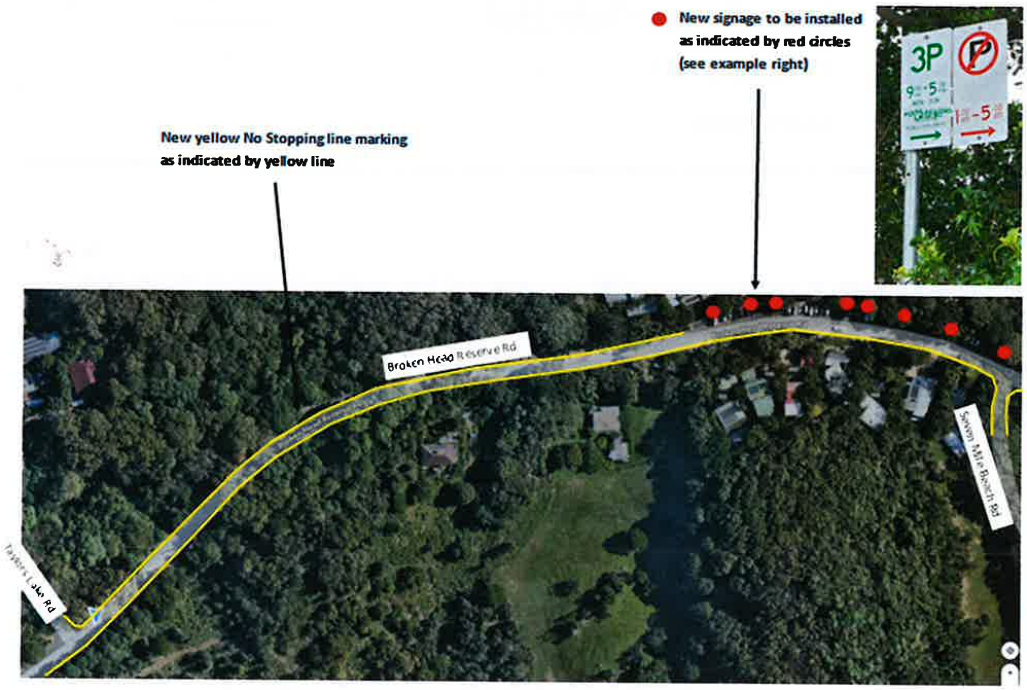
Details are provided in the Scope of Work section below.

22-534	**Resolved:** 1. That in relation to parking in Brunswick Heads, Council; a) allocates $140,000 in the September quarterly budget review to fund an updated parking study including an expansion of the pay parking areas and an assessment of current supply and demand, time limits; and b) receives a further report in April 2023 on the above and also on comparative pay parking rates in other Local Government Areas. 2. That in relation to parking within Mullumbimby, staff: a) Consult with Transport for New South Wales (TfNSW) in relation to parking/overflow associated with the temporary housing within the rail corridor and possible legacy outcomes from this initiative related to parking areas; and b) provide a further report on options to progress/fund a revised parking study. 3. That staff provide a further report recommending rules on the number of parking permits per residence and how a permit relates to a residence. 4. That Council notes, that stage 1 of the Broken Head Reserve Road parking improvements is scheduled to commence in September/October 2022 and at the completion of these works, a parking assessment to consider an expansion of the existing pay parking precinct will be undertaken and reported to Council for consideration .(Lyon/Westheimer) *The motion was put to the vote and declared carried.* *Cr Hunter voted against the motion..*

Scope of Work

See plan showing locations below. Scope of work includes installation of the following:

1. 3 hour time limit parking 9am – 5pm, permit holders excepted.
2. No Parking between 1am and 5am (permit holders excepted tbc).
3. No Stopping yellow line marking as shown.



Legal basis for installation

Note from Legal Counsel

The proposed Sign installation involves the exercise of functions under various pieces of road legislation.

This is why the General Manager can authorise the Signs' installation:

- Traffic control is regulated via a combination of the *Road Transport Act 2013* (Act), the *Road Transport (General) Regulation 2021* and the *Road Rules 2014* (Road Laws)
- Transport for NSW (Transport) is the primary authority for traffic regulation under the Road Laws.
- The Road Laws allow Transport to authorise Council to perform some of the former's traffic control functions.
- One authorisation from Transport to Council is the *Traffic Management and Pedestrian Works – Temporary Delegation to Councils No. 2* (dated 12 December 2023) (Authorisation).

- Under the Authorisation, Council is permitted to install any prescribed traffic control device as set out in the TfNSW "Traffic Signs Database" and indicated as "Delegated to Council for Authorisation – Yes" (Database).
- Under the Road Laws, a "prescribed traffic control device" includes a parking control sign like the proposed "no parking signs".
- The Database is available on the Transport website. An extract of the Database regarding the Signs is below. The yellow circle indicates that Council is authorised to install the Signs.

R5-2 - Parking (2 hours) (Examples only)

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R5-2
Descriptions	Parking (2 hours) (Examples only)
Standard sign?	Yes
Delegated to council for authorisation	Yes This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 204
Primary Technical Reference	AS 1742.11 (Parking Controls)
Additional Primary Technical References	Pay Parking (Roads and Maritime Services)

Sign Design

R5-41 - No parking (symbolic) (Specified times) (Example Only)

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R5-41
Descriptions	No parking (symbolic) (Specified times) (Example Only)
Standard sign?	Yes
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 168
Primary Technical Reference	AS1742.11 (Parking Controls)

Sign Design

R5-400n - No Stopping

On this page

Sign Details
Sign Design
Sign Design Plan

Sign Details

Sign No:	R5-400n
Descriptions	No Stopping
Standard sign?	No
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW Road Rules 167
Primary Technical Reference	AS1742.11 (Parking Control)
Additional Primary Technical References	Delineation (Roads and Maritime Services) - Section 13 TDT 2002/12c - Stopping and Parking Restrictrictions at Intersections and Crossings

Sign Design

R5-400n No Stopping

- The Authorisation to install the Signs is not subject to any conditions.
- For this reason, it is reasonable to take the view that Council can delegate this authorisation to the General Manager under the *Local Government Act 1993* section 377(1).

- Council has done this via delegation BSC115.
- The physical act of installing the Signs will be completed by staff, subject to the approvals in this memo.

Shelley Currie, Acting Traffic & Transport Engineer

Euan Rose, Infrastructure Planning Coordinator

Sarah Nagel, Manager Public and Environmental Services

Approved ~~/ Not Approved~~

13/2/25

Phillip Holloway
Director IS

Approved / ~~Not Approved~~

Mark Arnold
General Manager