

DRAINAGE UPGRADE. IRONBARK AVENUE, BYRON BAY



**BYRON
SHIRE
COUNCIL**

APPROVAL
ON BEHALF OF COUNCIL
.....
DIRECTOR INFRASTRUCTURE SERVICES
DATE:



LOCALITY SKETCH

INDEX

DESCRIPTION	DWG NO.	ISSUE
INDEX AND LOCALITY SKETCH	2663-01	1
GENERAL NOTES	2663-02	1
SITE PLAN	2663-03	1
DETAILS	2663-04	1
EROSION AND SEDIMENT CONTROL PLAN	2663-05	1
EROSION AND SEDIMENT CONTROL NOTES	2663-06	1

LEGEND

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

**Project No
2663**

ISSUED FOR CONSTRUCTION
DATE ..28.08.18.....

PROJECT NUMBER: 2663	
DRAWING NUMBER	ISSUE
2663-01	1

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. 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.
3. 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.
4. 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.
5. THE CONSTRUCTOR SHALL IMMEDIATELY RESTORE ANY DAMAGED OR DISTURBED PRIVATE PROPERTY AND SERVICES.
6. 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.
7. 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.

PROPOSED SERVICES

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

CONCRETE

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

1	CONSTRUCTION ISSUE	J.B.	J.F.	28.08.18
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

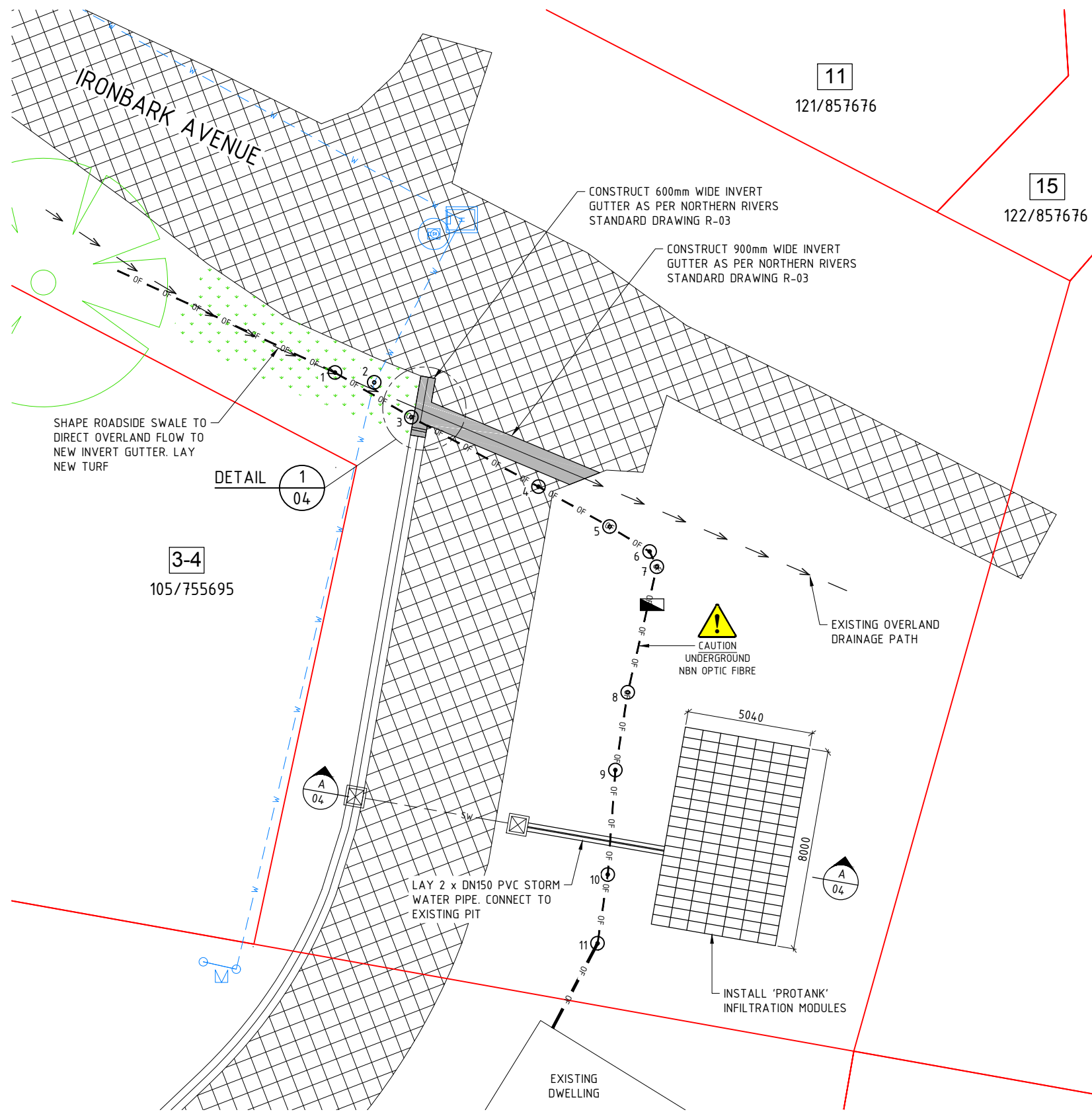
INFRASTRUCTURE SERVICES
 COUNCIL OFFICES
 70-90 STATION STREET,
 MULLUMBIMBY NSW 2482.
 PHONE 02 66267000
 FAX 02 66843018
 WEBSITE www.byron.nsw.gov.au



APPROVED			DATE
DESIGNED	J.F. / J.B.	28.08.18	
DRAWN	J.B.	28.08.18	
CHECKED	J.F.	28.08.18	
HORIZONTAL DATUM		MGA	
VERTICAL DATUM		AHD	

PROJECT:	DRAINAGE UPGRADE IRONBARK AVENUE, BYRON BAY
PLAN TITLE:	GENERAL NOTES

PROJECT NUMBER:	2663
DRAWING NUMBER	2663-02
ISSUE	1



LEGEND

- PROPERTY BOUNDARY
- EXISTING TREE TO REMAIN
- EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND OPTIC FIBRE
- EXISTING STORM WATER DRAINAGE
- EXISTING WATER MAIN
- EXISTING GRAVEL ROAD
- SERVICE LOCATION POINT

SERVICE LOCATION DETAILS

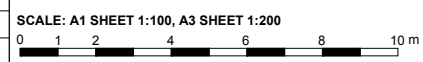
LOCATION	SERVICE DESCRIPTION	FROM	TO	R.L.	APPROX. DEPTH (m)
1	NBN OPTIC FIBRE	ESL	TW	6.839	1.1
2	WATER MAIN 100mm BLUE BRUTE	ESL	TP	7.168	0.76
3	NBN OPTIC FIBRE	ESL	TW	6.866	1.05
4	NBN OPTIC FIBRE	ESL	TW	6.921	0.75
5	NBN OPTIC FIBRE	ESL	TW	7.090	0.6
6	NBN OPTIC FIBRE	ESL	TW	7.298	0.4
7	NBN OPTIC FIBRE	ESL	TW	7.328	0.3
8	NBN OPTIC FIBRE	ESL	TW	7.180	0.5
9	NBN OPTIC FIBRE	ESL	TW	7.038	0.5
10	NBN OPTIC FIBRE	ESL	TW	6.921	0.6
11	NBN OPTIC FIBRE	ESL	TW	6.931	0.6

KEY: ESL-EXISTING SURFACE LEVEL, TW-TRACE WIRE, TP-TOP OF PIPE

QUANTITIES

INVERT GUTTER (900mm WIDE)	7.35m
INVERT GUTTER (600mm WIDE)	2.4m
TOTAL CONCRETE	1.4m ³
BASE COURSE GRAVEL	1.22m ³ / 2.7t
'ULTRA DUTY PROTANK' MODULE	x 140
GEOFABRIC	101.5m ²
150mm Ø PVC STORMWATER PIPE	12m
50mm Ø PVC STORMWATER PIPE	6.7m
FILTER SCREEN ASSEMBLY	x 1
TURF	25m ²

SITE PLAN
SCALE 1:200 (A3)



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



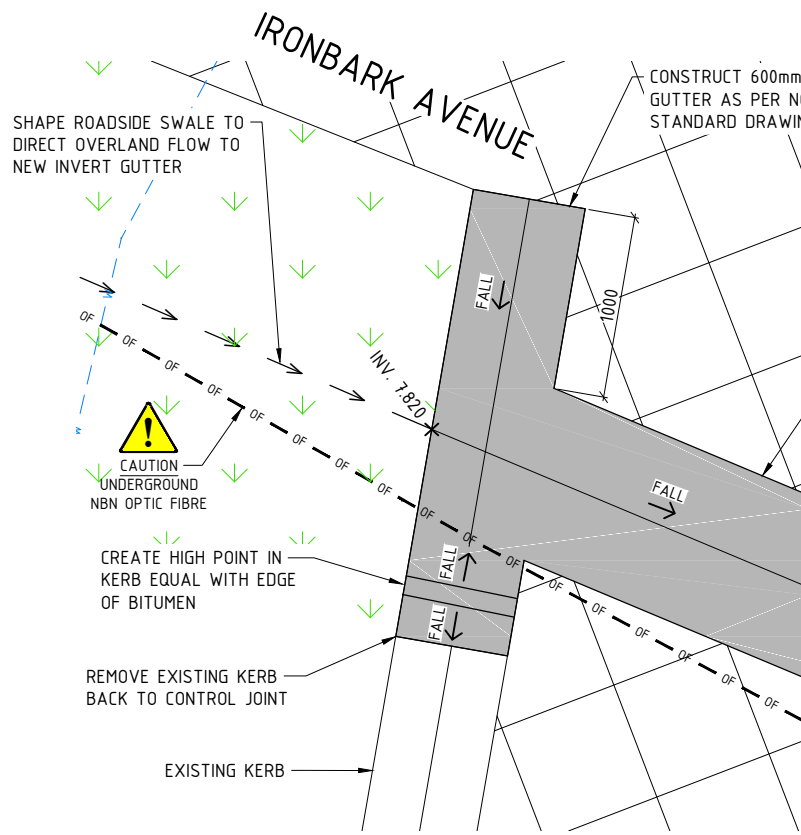
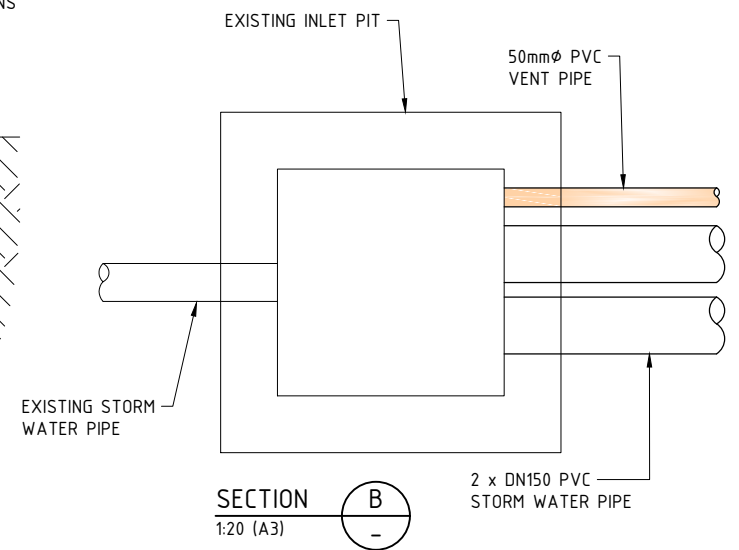
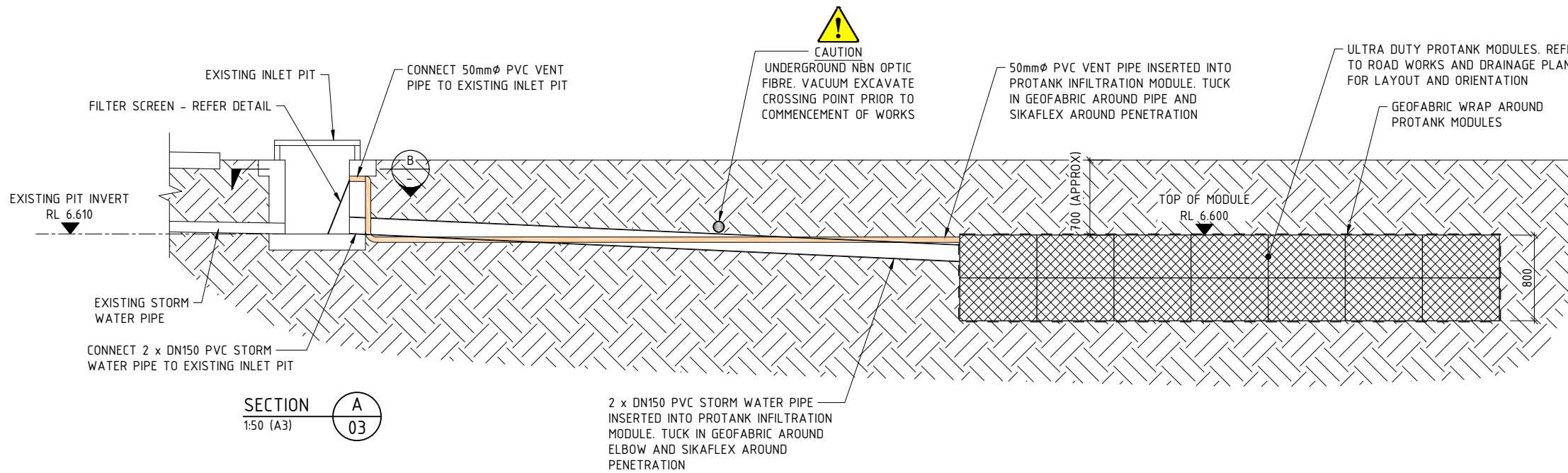
APPROVED	DATE
DESIGNED	J.F. / J.B.	28.08.18	
DRAWN	J.B.	28.08.18	
CHECKED	J.F.	28.08.18	
HORIZONTAL DATUM			
VERTICAL DATUM		AHD	

PROJECT: **DRAINAGE UPGRADE
IRONBARK AVENUE, BYRON BAY**

PLAN TITLE: **PLAN**

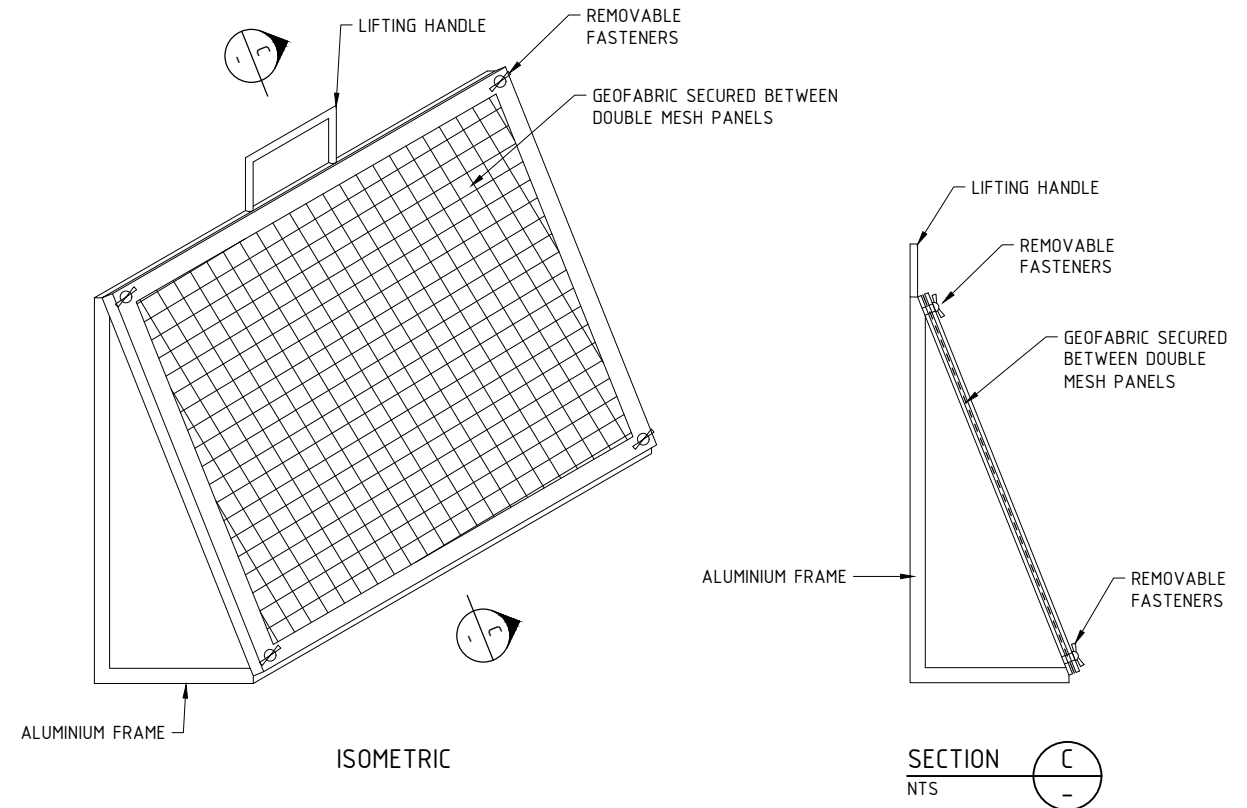
PROJECT NUMBER:	2663
DRAWING NUMBER	2663-03
ISSUE	1

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE	# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.
1	CONSTRUCTION ISSUE	J.B.	J.F.	28.08.18	



LEGEND

	PROPERTY BOUNDARY
	EXISTING TREE TO REMAIN
	EXISTING TELECOMMUNICATIONS PIT
	EXISTING UNDERGROUND OPTIC FIBRE
	EXISTING STORM WATER DRAINAGE
	EXISTING WATER MAIN
	EXISTING GRAVEL ROAD



DETAIL - FILTER SCREEN
NTS
NOTE: FINAL DIMENSIONS TO BE DETERMINED ON SITE.

1	CONSTRUCTION ISSUE	J.B.	J.F.	28.08.18
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

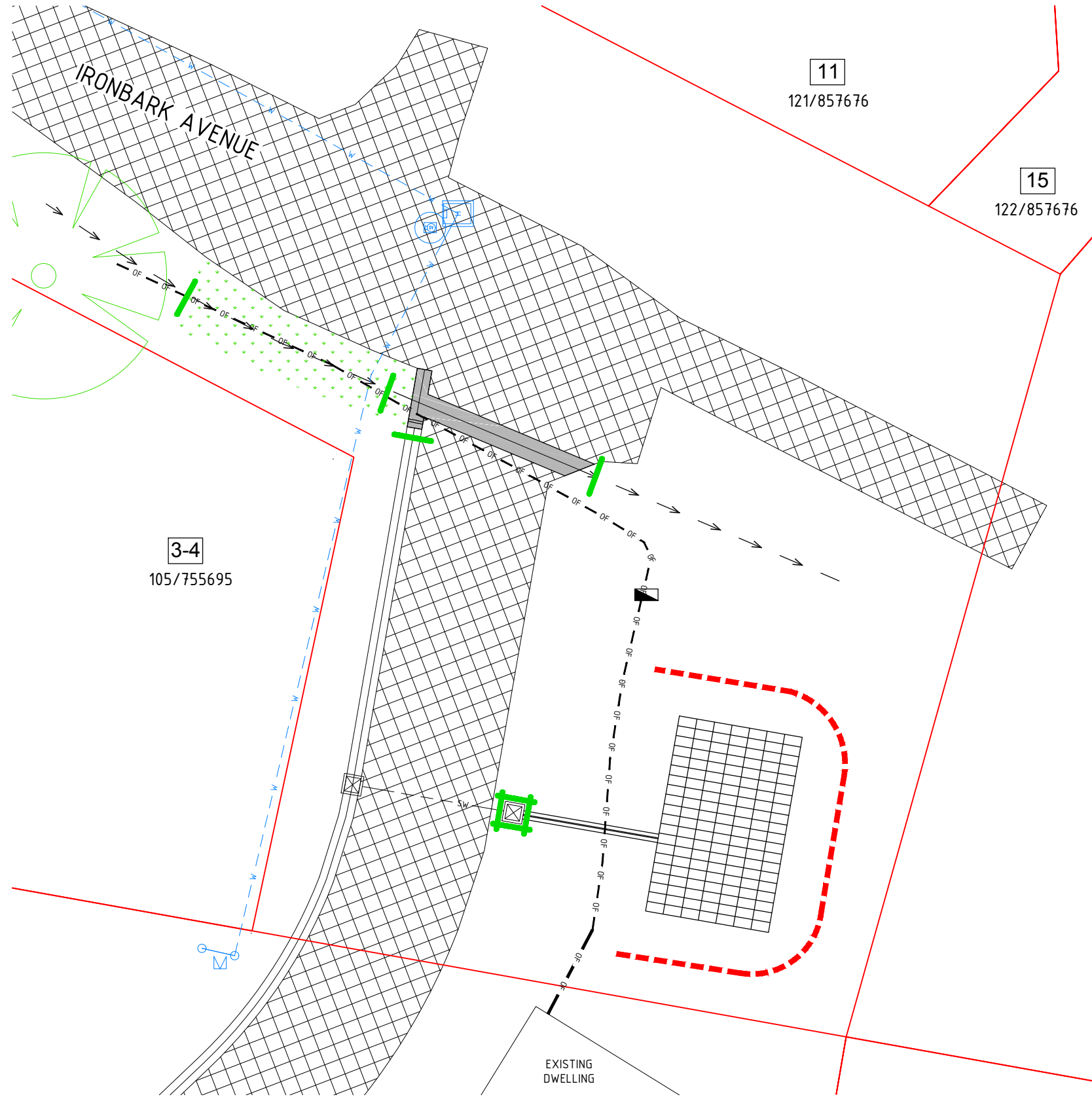
INFRASTRUCTURE SERVICES
COUNCIL OFFICES
70-90 STATION STREET,
MULLUMBIMBY NSW 2482.
PHONE 02 66267000
FAX 02 66843018
WEBSITE www.byron.nsw.gov.au



APPROVED	DATE
DESIGNED J.F. / J.B.	28.08.18
DRAWN J.B.	28.08.18
CHECKED J.F.	28.08.18
HORIZONTAL DATUM	
VERTICAL DATUM	AHD

PROJECT: **DRAINAGE UPGRADE IRONBARK AVENUE, BYRON BAY**
PLAN TITLE: **DETAILS**

PROJECT NUMBER:	2663
DRAWING NUMBER	2663-04
ISSUE	1



LEGEND

- PROPERTY BOUNDARY
- EXISTING TREE TO REMAIN
- EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND OPTIC FIBRE
- EXISTING STORM WATER DRAINAGE
- EXISTING WATER MAIN
- EXISTING GRAVEL ROAD
- SERVICE LOCATION POINT
- SEDIMENT FENCE
- SILT SOCK CHECK DAM

SITE PLAN
SCALE 1:200 (A3)

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

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



APPROVED		DATE
DESIGNED	J.F. / J.B.	28.08.18
DRAWN	J.B.	28.08.18
CHECKED	J.F.	28.08.18
HORIZONTAL DATUM		
VERTICAL DATUM		AHD

PROJECT: DRAINAGE UPGRADE IRONBARK AVENUE, BYRON BAY	
PLAN TITLE: SEDIMENT AND EROSION CONTROL PLAN	

PROJECT NUMBER: 2663	
DRAWING NUMBER	ISSUE
2663-05	1

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE	# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.
1	CONSTRUCTION ISSUE	J.B.	J.F.	28.08.18	

ACAD FILE No:

EROSION AND SEDIMENT CONTROL PLANS

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

MINIMISE EXTENT AND DURATION OF DISTURBANCE

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

CONTROL STORMWATER FLOWS ONTO, THROUGH AND FROM THE SITE

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

USE EROSION CONTROL MEASURES TO PREVENT ON-SITE DAMAGE

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

STABILISE DISTURBED AREAS QUICKLY

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

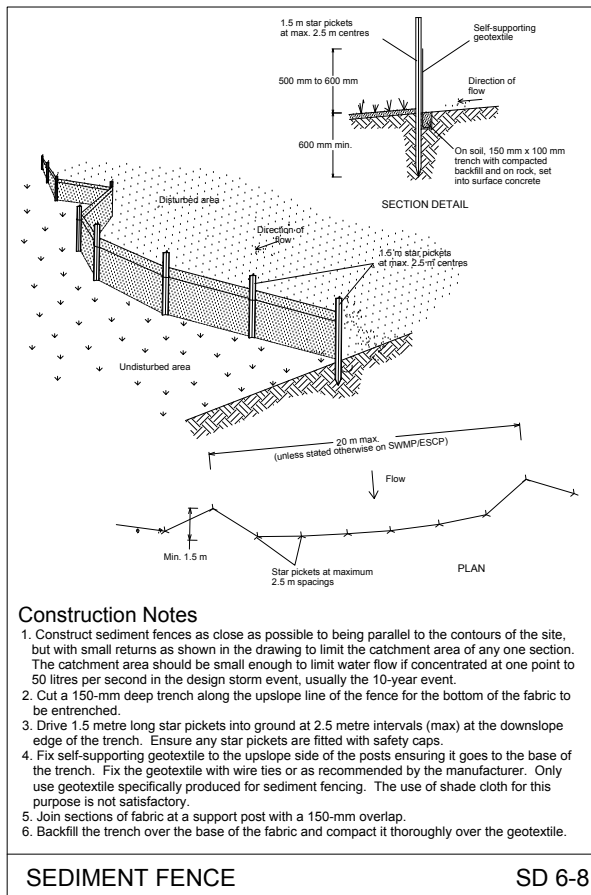
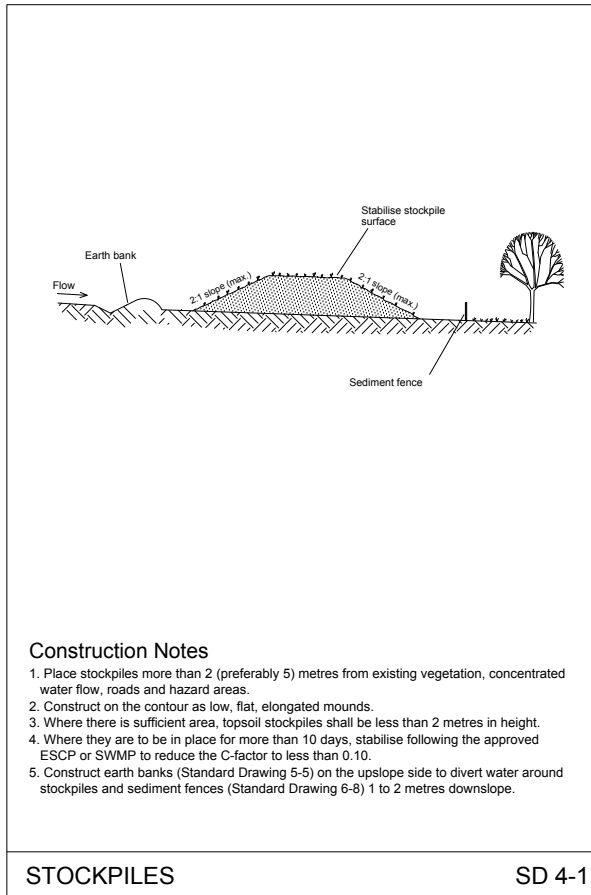
INSPECT AND MAINTAIN CONTROL MEASURES

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

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

EROSION & SEDIMENTATION CONTROL COMMENTARY

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



ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE	# USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.
1	CONSTRUCTION ISSUE	J.B.	J.F.	28.08.18	

ACAD FILE No:

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



APPROVED DATE

DESIGNED	J.F. / J.B.	28.08.18
DRAWN	J.B.	28.08.18
CHECKED	J.F.	28.08.18
HORIZONTAL DATUM		
VERTICAL DATUM	AHD	

PROJECT: **DRAINAGE UPGRADE
IRONBARK AVENUE, BYRON BAY**

PROJECT NUMBER:
2663

PLAN TITLE:
**EROSION AND SEDIMENT
CONTROL NOTES**

DRAWING NUMBER	ISSUE
2663-06	1