

# RAILWAY CORRIDOR, BYRON BAY

## PARK & RESTORATION WORKS

### ADDENDUM TO LANDSCAPE WORKS PACKAGE

The following pages and the site photos and explanatory text they contain are intended to clarify certain areas of demolition and/or proposal intent within the extent of works area.

This document is to be read in conjunction with the Demolition Plan and Landscape Plans and is to accompany detailed site review prior to any works taking place.

Any works described here-in are to be site approved prior to taking place.

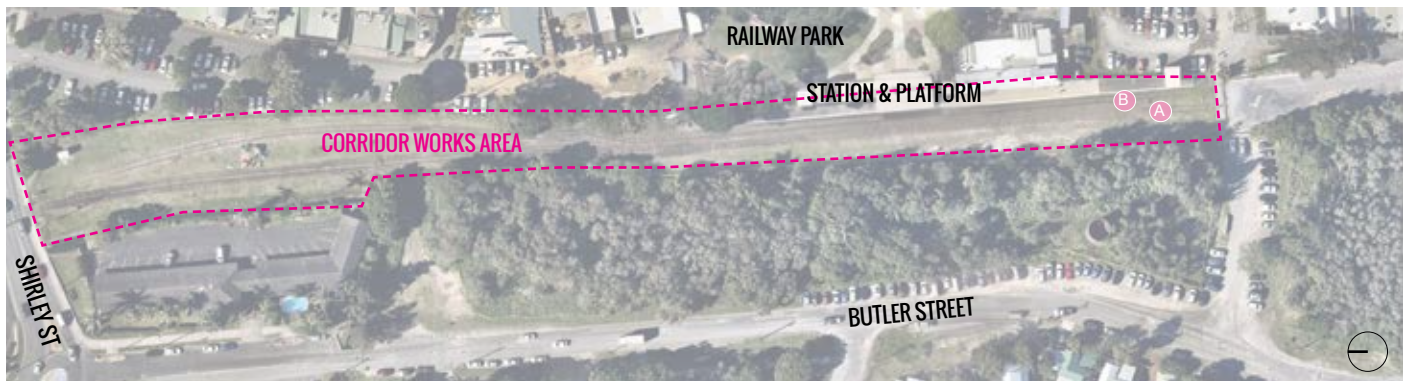
addendum to tender package 31.07.20

PLUMMER & SMITH





CORRIDOR WORKS AREA- image reference



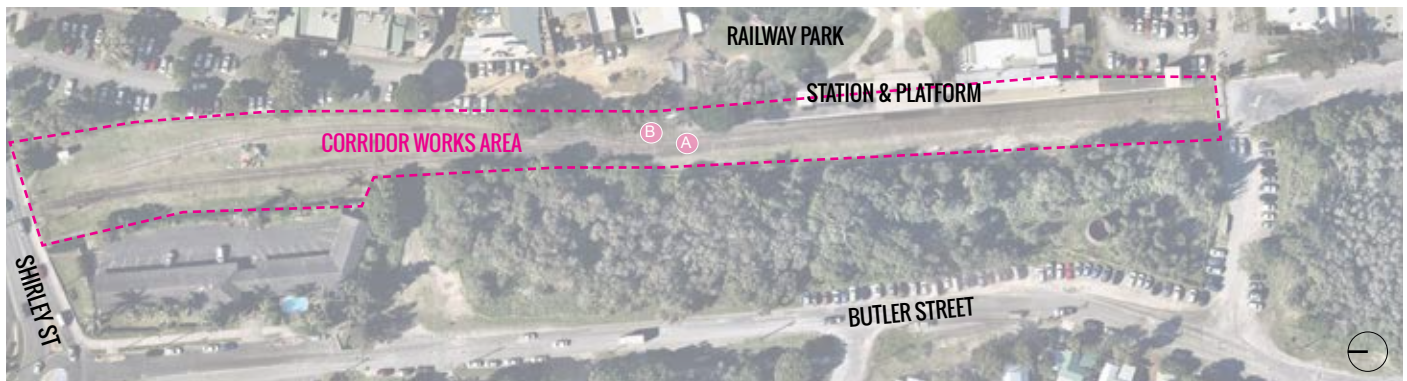
1. Timber sleepers to be removed from path alignment. Store sleepers for reuse
2. Existing surfaces will be raised to ensure finished turf levels are flush with top of tracks
3. Gravel installed within existing tracks- finish flush with top of track level. (Unless directed otherwise for heritage purposes)
4. Pressure clean concrete platform surfaces. Note- cleaning of vertical face of platform as per Heritage Architect Specification
5. Existing track to be retained



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CORRIDOR WORKS AREA- image reference



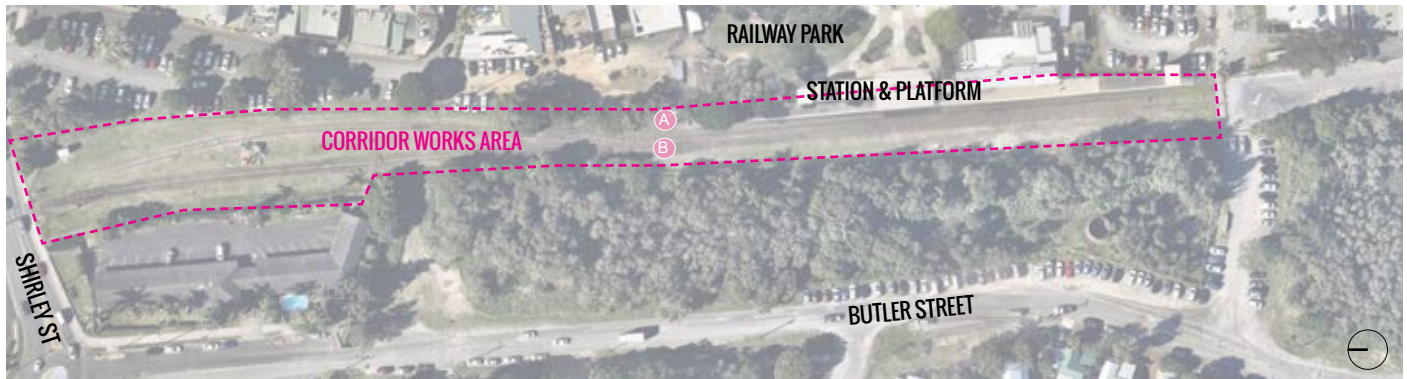
1. Area to have a compressed gravel finish that finishes flush with top of track level
2. Displaced tracks to be removed and stored- see demolition and landscape plans
3. Area of complex rail infrastructure- to be retained- refer to landscape plans for surface finish treatments
4. Rail infrastructure to be retained- sign to be repainted as per Heritage Architect specification



1. Existing rail infrastructure to be retained- see landscape plans for surface finishes
2. Existing light pole to be removed
3. Existing fence to be removed
4. Existing steel bollard to be removed (there are three of these along the eastern edge for removal)



CORRIDOR WORKS AREA- image reference



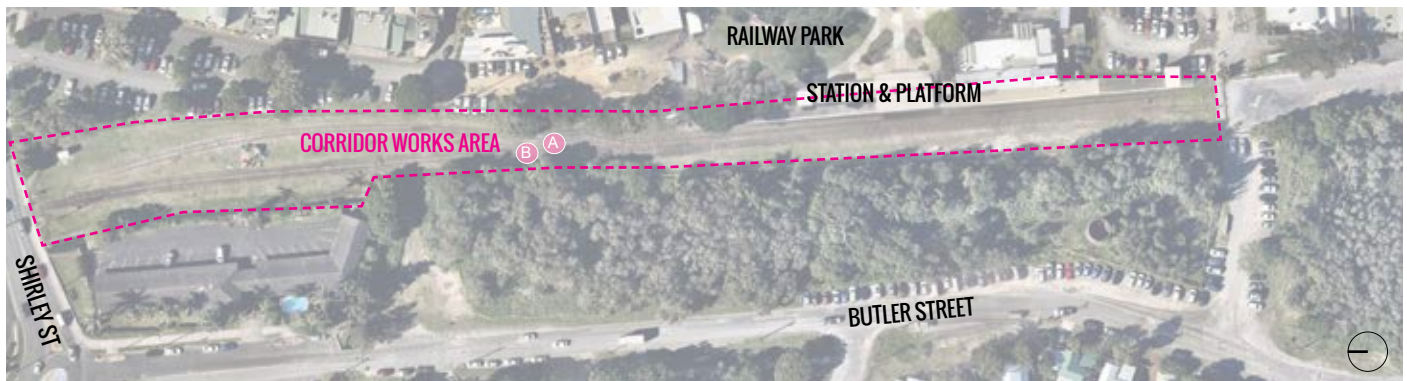
1. Element to be retained
2. Obvious sharp components damaged by vandalism or corrosion will require removal- to be confirmed on site with project representatives. Nothing to be removed without prior approval



1. Example of existing timber sleepers in areas where track removal has previously occurred and removal and reuse of remaining sleepers is proposed. Sleepers in viable condition are to be reused in landscape works. Any surplus timbers are to be stored for collection by Byron Shire Council



## CORRIDOR WORKS AREA- image reference



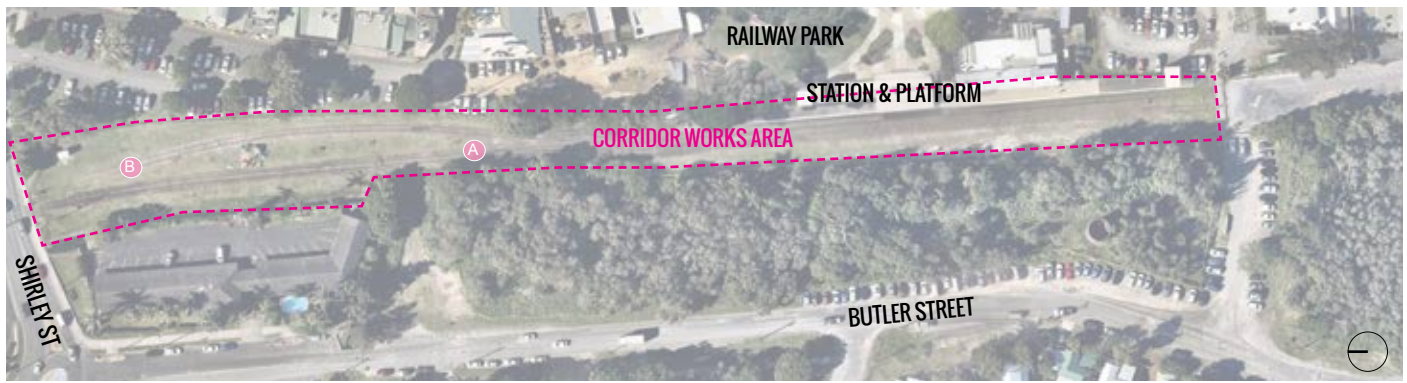
1. All existing train tracks to be retained (area shown in detailed image below)
2. Gravel areas to finish flush with top of track level
3. Proposed turf areas to finish flush with top of track level
4. Proposed alignment of compressed gravel path (train tracks are retained). In some small areas where compressed gravel finishes are proposed, existing ballast gravel will need to be removed to allow for required compressed gravel depths. Clean ballast can be re-used in the relevant gravel areas- refer to landscape plans
5. Existing stock pile of damaged and rotten sleepers to be removed



1. Area between tracks to be filled with gravel. Finished level to be flush with top of track unless directed otherwise
2. All existing train tracks to be retained
3. Small areas of track retained planting proposed- see landscape plans
4. Adjacent turf areas to finish flush with top of tracks



CORRIDOR WORKS AREA- image reference



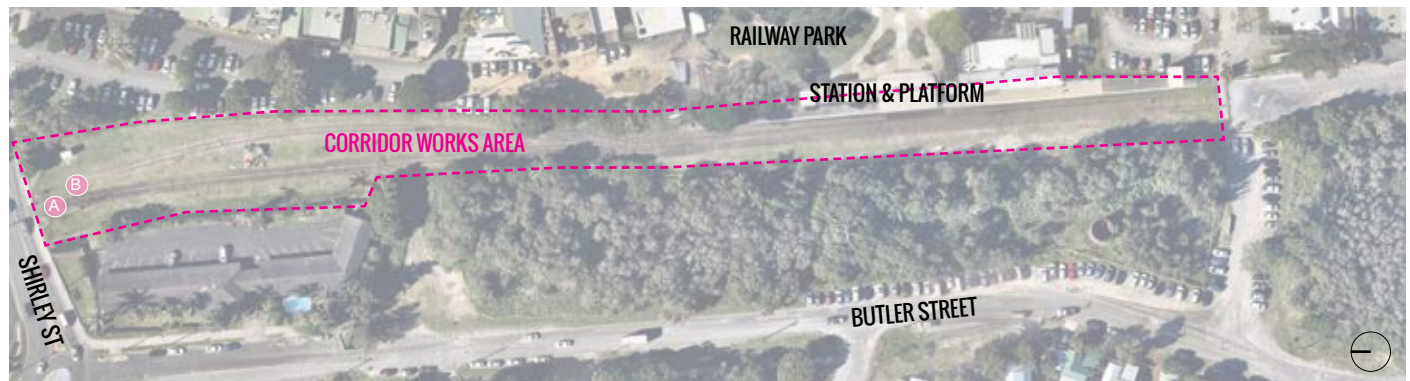
1. Examples of rail infrastructure that is to remain visible. Gravel and landscape finishes associated with this area are to be completed in a way that leaves these elements exposed- seek further site direction if required



1. Surface levels of proposed finishes (in this case compressed gravel path) to finish flush with top of tracks
2. 2 x bolts and associated connector plate to be removed for public safety (trip hazards in a circulation zone)
3. Existing train tracks to be retained
4. Adjacent surfaces (in this case turf) are to finish flush with the level of the top of the tracks



CORRIDOR WORKS AREA- image reference



1. In some areas where turf is proposed adjacent to tracks some removal of existing gravel ballast will be required to ensure appropriate topsoil depths and moisture retention are achieved
2. Area between tracks to be filled with gravel (aggregate)- surface to finish flush with top of tracks
3. Existing rail infrastructure to be retained
4. Management of climbable elements required to ensure public safety and heritage protection- retain bottom rung and then remove next 4 rungs- to be confirmed on site



1. Surface levels of proposed finishes (in this case compressed gravel path) to finish flush with top of tracks
2. In some areas where turf is proposed adjacent to tracks some removal of existing gravel ballast will be required to ensure appropriate topsoil depths and moisture retention are achieved
3. Existing infrastructure to be retained
4. Existing steel pegs and associated cabling to be removed
5. Small steel pegs in turf area to be removed- see demolition plan