

EXTENT

**HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC**

Incorporating AHMS and Futurepast

Byron Bay Bus Interchange Redevelopment

Statement of Heritage Impact

Final

SMEC

November 2018



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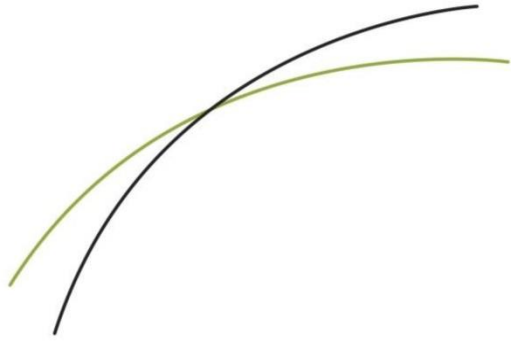
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CLIENT: SMEC

PROJECT: Byron Bay Bus Interchange Redevelopment - Statement of Heritage Impact

ADDRESS: Butler Street, Byron Bay

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1 INTRODUCTION

1.1 Project Description

In 2018, EXTENT Heritage Pty Ltd was commissioned by SMEC to prepare a Statement of Heritage Impact for the redevelopment of the western side of Byron Bay Railway Station to create a Bus Interchange area accessed from Butler Street, Byron Bay. The purpose of the report is to assess the proposed works for the potential impacts they may have on the heritage significance of the *Byron Bay Railway Station and Yard group*, which is a place of State heritage significance listed on the NSW State Heritage Register.

1.2 Approach and Methodology

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the latest version of the Statement of Heritage Impact Guidelines (2002) by the NSW Office of Environment and Heritage.

This Statement of Heritage Impact (SOHI) will review the relevant statutory heritage controls, assess the impact of the proposal on the subject property and make recommendations as to the level of impact.

1.3 Limitations

The site was inspected and photographed by the authors of this report on the 12th of March and 29 August, 2018. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

This report considers the non-indigenous heritage and archaeology at Byron Bay Railway Station relevant to the proposal. It does not address Aboriginal archaeology, which has been subject to a separate assessment.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this Statement of Heritage Impact:

Tony Brassil
Vidhu Gandhi

Senior Heritage Advisor
Senior Heritage Advisor

1.5 Ownership

The site is owned by Transport for NSW and managed by John Holland Rail – CRN.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2 SITE

2.1 Location

The land which is the subject of this report is a part of Byron Bay Railway Station and is located between the Railway Station and Butler Street, Byron Bay. It is part of Lot 4729, DP1228104. This area is referred to in this report as the 'Loco Siding' area.



Figure 1. Red outline on map indicating the location of the Loco Siding area at Byron Bay Railway Station (Source: LPI SIX).



Figure 2. Red outline on Aerial Photo indicating the location of the Loco Siding area at Byron Bay Railway Station (Source: LPI SIX).



Figure 3. *Aerial Photo indicating the location of the key elements at Byron Bay Railway Station (Source: LPI SIX).*

3 LISTINGS AND CONTROLS

3.1 Statutory Listings

3.1.1 Environment Protection and Biodiversity Act 1999

The site is not included on the National Heritage List under the *Environmental Protection and Biodiversity Act 1999*.

3.1.2 NSW Heritage Act 1977

State Heritage Register

The site is included on the State Heritage Register (SHR) as *Byron Bay Railway Station and yard group* (Item 01107). The statutory curtilage is contained within Lot 4729, DP1228104 and is shown below in Figure 3.

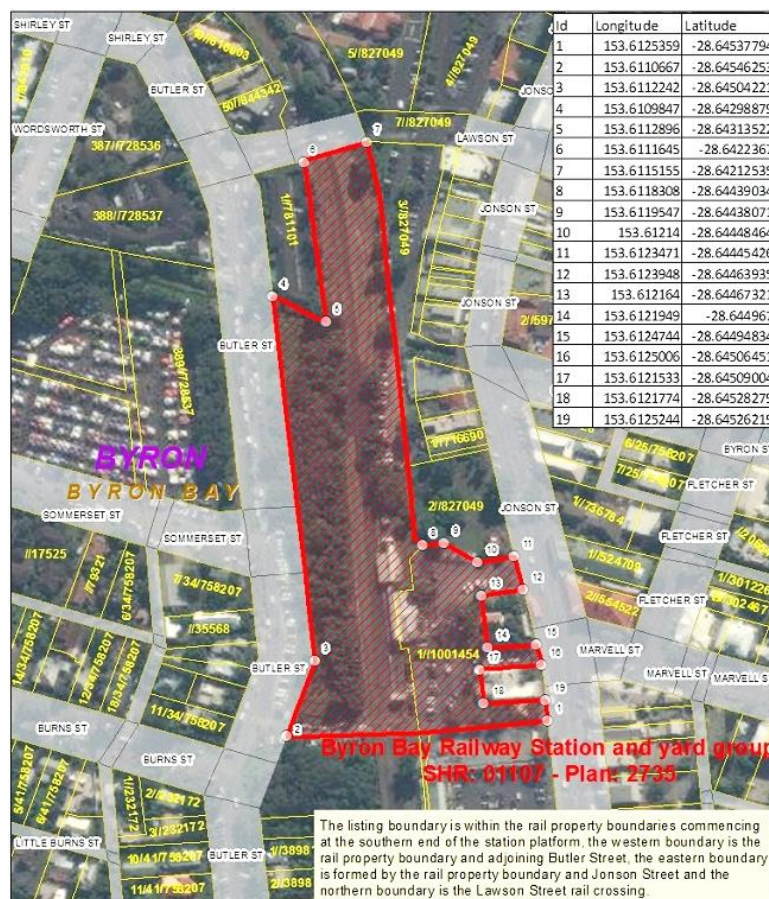


Figure 4. The SHR curtilage for Byron Bay Railway Station and yard group, shown within the red boundary. (Source: OEH).

State-Agency Heritage and Conservation Registers

Section 170 of the Heritage Act requires all State-Agencies to maintain a Heritage and Conservation Register, listing all places and items under their control that are recognised as having heritage significance. RailCorp is a State Agency and *Byron Bay Railway Station and yard group* is included in the RailCorp Heritage and Conservation Register. In recent years, reorganisation of the NSW Railway system has seen the separation of various parts of the network into separate operating divisions,

under the control of Transport for NSW. In 2011, the part of the network that includes Byron Bay Railway Station was transferred to the Country Regional Network (CRN).

The Country Regional Network (CRN) is owned by Transport for NSW and is operated and maintained by a commercial rail infrastructure manager, John Holland Rail (JHR), under a 10-year contract that commenced in January 2012.

3.1.3 Local Environmental Plan

Schedule 5 - Environmental Heritage of the *Byron Local Environmental Plan 2014* includes the following items relating to the Byron Bay Railway Station site:

| Item | Address | Property ID | Significance | Item No. |
|--|------------------|--|--------------|----------|
| Former railway water tower | Butler Street | In road reserve adjacent to railway line | Local | I064 |
| Cottage | 60 Butler Street | Lot 10, DP 1027557 | Local | I065 |
| House including brick pier fence mouldings | 62 Butler Street | Lot 11, Section 34 DP 758207 | Local | I066 |
| Byron Bay Visitors Centre | Jonson Street | Lot 1, DP 827049 | Local | I072 |
| Cottage | 86 Jonson Street | Lot 1, DP 1001454 | Local | I077 |
| Railway station | 86 Jonson Street | Lot 1, DP 1001454 and adjoining railway land | State | I078 |

The Railway Station is also within or adjacent to two Heritage Conservation Areas.

| Name of heritage conservation area | Identification on Heritage Map | Significance |
|---|--|--------------|
| Burns Street Conservation Area | Shown edged heavy red, hatched and marked C002 | Local |
| Railway precinct, Byron Bay Conservation Area | Shown edged heavy red, hatched and marked C004 | Local |

These Heritage Conservation Areas, along with the identification of individually-identified items, are shown in the Byron LEP Heritage Map 03CC. The relevant extract from this map is shown in Figure 4 below.

It is relevant that the specific area of Byron Bay Railway Station land between the railway tracks and Butler Street, i.e. the area containing the Water Tower, is outside of the boundaries of both Conservation Areas.

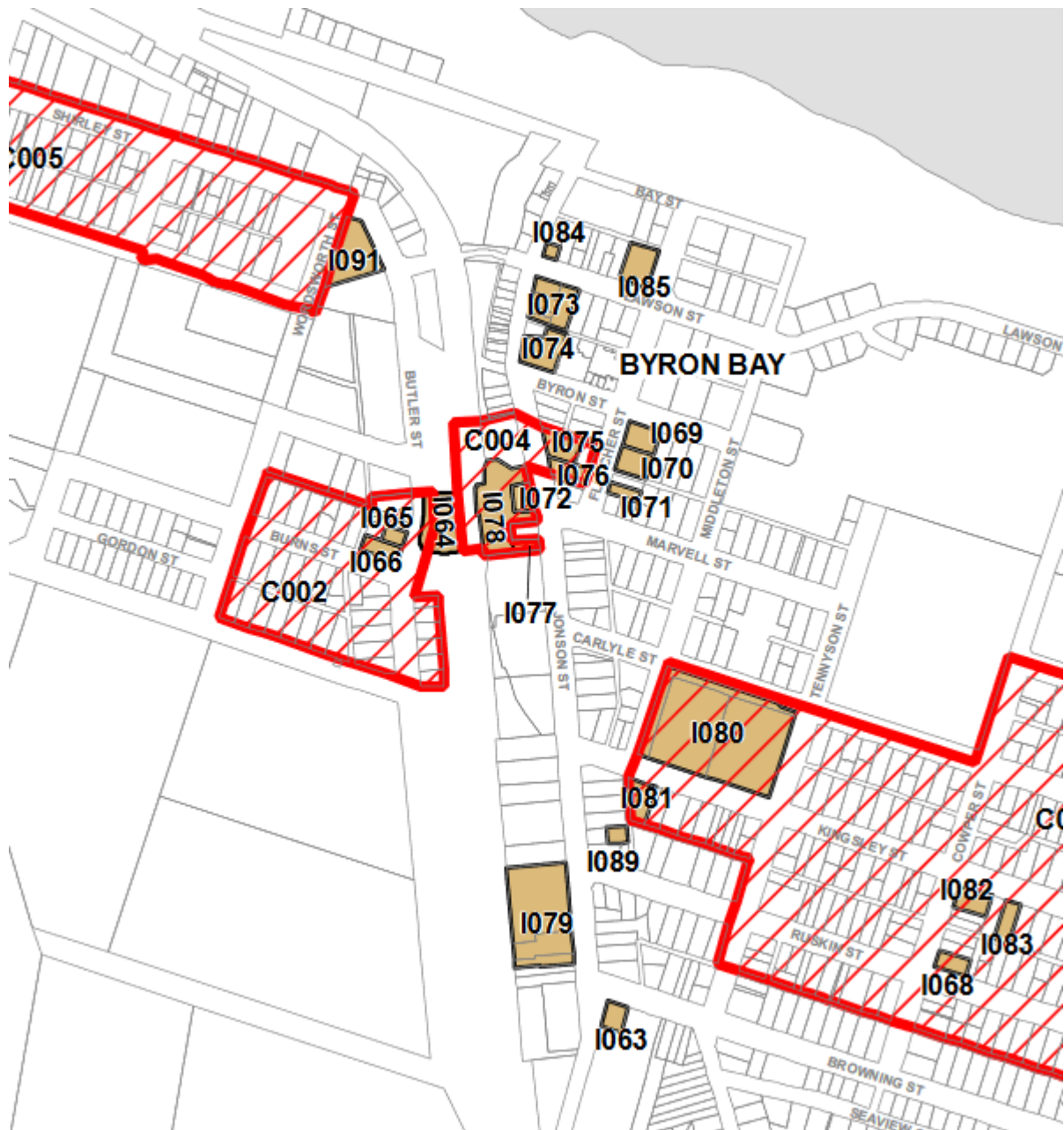


Figure 5. The Heritage Map for Byron Local Environmental Plan 2014 (Source: Byron Shire Council).

3.1.4 Byron Development Control Plan 2013

In 2014, the *Byron Shire Development Control Plan 2014* (Byron DCP 2014) was gazetted to control development in the Byron Council area. Chapter C1 addresses the management of Non-Indigenous Heritage in Byron Shire. The DCP does not identify any additional heritage items, relying on the items listed in the LEP. It does provide design objectives and standards for assessment of proposed works to or in the vicinity of heritage items and heritage conservation areas.

4 HISTORIC CONTEXT

4.1 Byron Bay - Indigenous Background.

When the far North Coast was first entered by Europeans, the area around Byron Bay and the Brunswick River was the land of the Arakwal people, one of the tribes of the Bundjalung Nation whose traditional country extended along the east coast between the Clarence River in New South Wales and the Albert River region in southern Queensland and west to the Great Dividing Range. Arakwal country extends from Seven Mile Beach south of Broken Head to the Brunswick River up north, out to the escarpment west of Byron Bay and east out into the Tasman Sea¹. Byron Bay ('Cavenbah') was an important meeting place for the Arakwal, neighbouring clans and people of the Bundjalung nation. Cape Byron was 'Walgun'. Other tribes travelled to Arakwal country to spear and trap fish during the mullet runs up the coast.

However, with the arrival of the cedar-getters in the late 1850's and the passing of the Crown Lands Alienation (Settlement) Act in 1861, the Arakwal world changed dramatically. In the 1880's the first European settlers claimed and cleared land, which was now regarded as individually and exclusively owned. Forests were replaced by grass or crops and native animals were replaced by cattle and sheep. Arakwal families continued to live in the area but, by the late 1800's, Arakwal people found it increasingly difficult to use their country and their traditional way of life collapsed.²

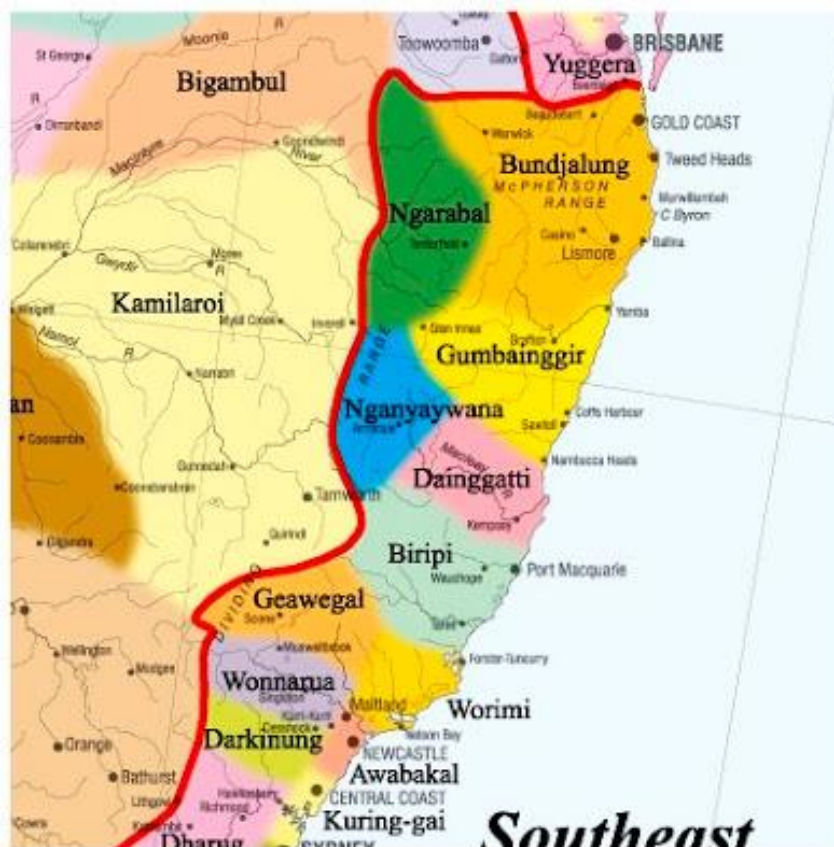


Figure 6. Extract of the Aboriginal Nations map, showing the Bundjalung lands on the far North Coast of NSW (Source: <https://aiatsis.gov.au>)

¹ <http://arakwal.com.au>

² <http://byronbayhistoricalsociety.org.au/history-trail/>

The NSW Aborigines Protection Board was established in late 1883 and, amongst other actions, created Aboriginal Reserves, forcing Aboriginal people to relocate to these places. An Aboriginal reserve was set aside in the vicinity of today's Island Quarry, on the Ewingsdale Road, in 1880 and another in 1890 on part of what is now the Byron Bay golf course. Another reserve was established west of Tallow Creek, enduring from 1908-1924. Larger reserves existed at Ballina and at Cabbage Tree Island in the Richmond River³.

From the 1960s, Aboriginal people, including the Bundjalung, have achieved recognition as citizens and of their rights as prior owners of the lands now occupied by Europeans. In 1985, a 16 hectare section of the southern part of Goanna Headland, near Evans Head, became the first Aboriginal land grant in New South Wales⁴. The major part of Goanna Headland is now a reserve which is managed for the wider community by the Dirawong Trust. In 2007, the Bundjalung achieved Native Title recognition over an area of about 2,750 square kilometres, from Evans Head north-west to Casino, inland to Busby Flats and south to Junction Hill near Grafton.

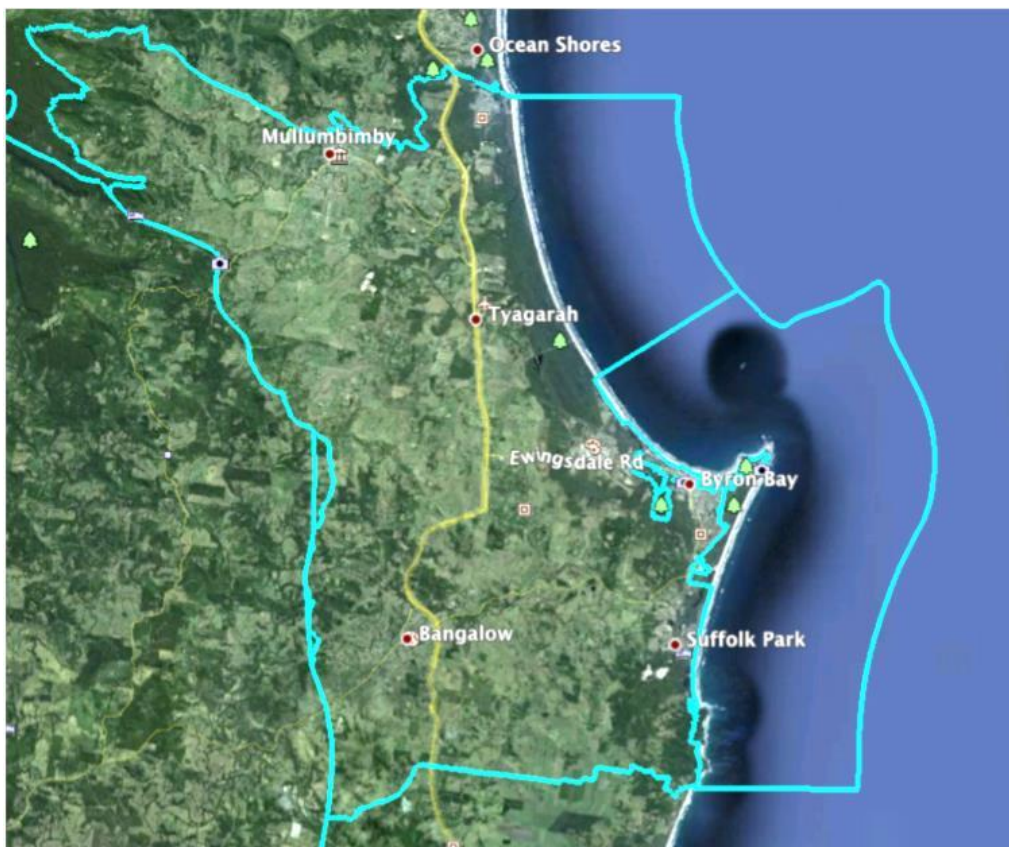


Figure 7. Arakwal Country extends from Seven Mile Beach south of Broken Head to the Brunswick River up north, out to the escarpment west of Byron Bay and east into the Tasman Sea. (Source: Arakwal People of Byron Bay- <http://arakwal.com.au/about-us/>)

³ http://nma.gov.au/blogs/inside/files/2011/02/connectkin_guide1.pdf

⁴ https://en.wikipedia.org/wiki/Bundjalung_Nation_Timeline

4.2 European Colonisation

Between 1828 and 1860⁵, European cedar cutters and a very small number of pioneer settlers became active in the far north coast area but the Byron Bay area remained largely untouched by development. A government reserve around the Cape Byron area was identified on a map in 1861, a month before the lands in the surrounding districts were opened for free selection under the *Crown Lands Alienation Act 1861*. This reserve wasn't surveyed on the ground until 1881, when surveyor C F Napier North also surveyed the first conditional land purchases at the same time.

Until the 1880s, transport and commerce with settlements to the south was based on a small landing area at the mouth of the Brunswick River, with a cedar getters camp at Brunswick River recorded in 1849. A track developed between Lismore and Brunswick River (Brunswick Heads) during the 1860s, the alignment following today's Eureka, Federal and Goonengerry Roads through Mullumbimby to the coast. However, the mouth of the Brunswick River was a difficult landing place and, in the early 1880s, the NSW Harbours and Rivers Department pursued a plan to develop the Byron Bay area as a shipping locality. The first official government land sales at Byron Bay were held in 1881 and, in 1884, a government surveyor had laid out a town plan for the village of 'Cavvanba'. The NSW Government co-incidentally allocated funding for the construction of a public jetty at Byron Bay in 1884. Sales of land took place from 1886 and construction of the government jetty commenced the same year.



Figure 8. *The SS Orara at Byron Bay Jetty c 1910 (Source: EJ Wright Collection #274 – Richmond Tweed Regional Library)*

⁵ This section is summarised predominantly the information provided in Byron Bay Historical Society website: byronbayhistoricalsociety.org.au, and Weir Philips Heritage, *Byron Bay Railway Station Conservation Management Strategy*, 2018.

The decision to develop the jetty demonstrated that, while there may have been little settlement, the Government in Sydney was interested in the establishment of a serviceable port area to aid the commerce of the region and attention had settled on Byron Bay, on the north side of Cape Byron. In 1883, Captain Frederick Howard, a Nautical Surveyor in the Department of Harbours and Rivers, made an examination of the bay and expressed the opinion that Byron Bay was *'well fitted to become the port of this district, and, if facilities for shipping were given, would soon become an important place'*.

The jetty opening occurred in July 1888 and, the same year, the decision was made to build a branch line from the Great Northern Railway, from Lismore to the Tweed River at Murwillumbah. The opening of this railway line in 1894 had a profound effect on the pattern of settlement within the area. In particular, the railway catapulted Byron Bay from a small seaside village to an industrial and port town. The railway station itself was named Byron Bay and the name of the village was changed in 1894 to match.

The railway provided a reliable link between the agricultural hinterland and the seaport and facilitated the reliable export of local products. It was provided with goods sidings which included a rail connection to the Jetty, with horses and, later, steam shunting engines transferring goods between the jetty and the railway station sidings. The timber industry remained an important activity in the district, with attention turning from cedar to the other native forest trees, such as Ironbark and Turpentine. However, the timber industry was dwindling and, by the turn of the century, was of minor importance.

Dairy farming in the hinterland of the Far North Coast was responsible for opening the district to settlement, and this, together with the development of large-scale refrigeration, enabled the marketing of dairy products from the North Coast region throughout Australia and to the British butter market. The North Coast Fresh Food and Cold Storage Co-operative Company butter factory opened in 1895 in Byron Bay alongside the railway line and soon became the major industry at Byron Bay. The factory added pork and smallgoods processing and, by 1939, employed 350 people. A meat cannery opened in the 1912 at Belongil and, after a fitful start, became a significant local industry.



Figure 9. *The Byron Bay NORCO Factory in 1947, located south of the railway station (Source: SLNSW)*



Figure 10. Jetty goods sidings at the north end of Jonson Street, circa mid-1920s - The level crossing gates are at Lawson Street and the Water Tower in in the centre background (Source: EJ Wright Collection #226 – Richmond Tweed Regional Library)

The township of Byron Bay was at its most prosperous between 1900 and 1928, when grand hotels were built, dining and amusement parlours were popular, the railway provided a comfortable form of local transport and the Literary Institute provided a library, films, and a venue for community organisations and recreational clubs. A police station, courthouse and Post Office were added and a number of banks were established.

The wreck of the SS *Wollongbar* at the Jetty in 1921 highlighted the deficiencies of this now aged structure and a new jetty was constructed at Belongil, completed in 1928. The old jetty remained as a popular fishing pier until its removal in 1948. The old jetty goods sidings evolved into the present day Lawson Street carpark.

The second half of the twentieth century brought many changes to Byron Bay. The (new) jetty was destroyed by a storm in 1954, coinciding with the collapse of the coastal shipping industry, and the growth of the trucking industry and the spread of private car ownership saw the decline in the importance of the railway. Newer industries, including sand mining and whaling, came and went but, by the 1970s, changing economics saw the closure of the Norco factory and the meat processing works followed in 1983. As the old industries were waning, though, Byron Bay was discovered by the tourist and holiday industry as well as the 'alternative life-stylers' and the tourists, holiday-makers, surfers, hippies and environmentalists created a new economy.

By the 2000s, Byron Bay was again a thriving town, with a services-based economy and high land prices. This new economy has generated new tensions between residents, visitors and investors, with considerable pressure to develop the land balanced by strong desires to protect the qualities that underlie the attractiveness of the area.



Figure 11. *Byron Bay, looking east from the Jetty sidings to the intersection of Bay and Jonson Streets, circa 1920s (Source: EJ Wright Collection #224 – Richmond Tweed Regional Library)*

4.3 Byron Bay Railway Station

As the primary industries of Byron Bay expanded and changed, the local railway network adapted to these changes. These began in 1898 and started with the addition of a fireman's cottage. Shortly after, in 1900, the creamery siding was extended and the goods siding was converted to a crossing loop. In 1904, a suite of new works followed which included the replacement of the original 40-foot turntable with a 50-foot turntable, the addition of a new water tank and sidings and a Station Master's house for the newly appointed Station Master. By 1906, a refreshment room, lamp room and 'Out-of' shed were added to the station precinct and the creaming siding was once again extended.



Figure 12. *Byron Bay station circa 1896. Note the rail track is at building level and the Refreshment Room has not been added. (Source: NSW Railway Archives; reproduced in *Byways of Steam*, op cit).*

By 1908, the railway station required two porters, two junior porters, a gatekeeper and a Station Master. Apart from the operation of a frequently-used network of sidings and the goods lines to the jetty, station staff also undertook the day-to-day maintenance of the station and its facilities. On the night of 13 September 1908, a fettle noticed flames coming from the Refreshment Room kitchen and notified the Stationmaster in his nearby house. The Stationmaster punctured the adjacent water tanks with a reaping hook and the water extinguished the fire. A railway engineer, Mr Watson, noted that the damage had been restricted to about £20.⁶ A fire was also quickly extinguished in similar circumstances in 1914.

In 1914, a major improvement program was commenced. A notable part of this work was the construction of a platform of 194 metres (210 yards) long and 4.5 metres (15 feet) wide in front of the station buildings. The platform was to improve passenger amenity at the station by allowing passengers into carriages without using step ladders. The platform had a brick retaining wall with concrete coping and was paved with blue-metal gravel. The works were designed to minimise the impact to traffic schedules and, rather than realigning the station, the floors were lifted and the walls of the original buildings were raised to suit the height of the new platform. A new parcel room was constructed and the Refreshment Room was extended to nearly twice its former length, with a kitchen and yard added. The water column for supplying engines was relocated to between the lines, to enable its use by locomotives on either of the two lines.⁷



Figure 13. *Passengers leaving the Byron Bay station circa 1915. Note the Refreshment Room on the left and the Water Tower in the background. This picture also shows the Alcorn monument in the left foreground. (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

⁶ Grafton Argus and Clarence River General Advertiser; 17th September 1908; "Fire at Byron Bay", p.2.
⁷ Northern Star; 26th April.1915, "Railway Improvements", p.3.



Figure 14. *Similar to Figure 15, in this view, the horse traps have been replaced by motor cars and telegraph poles have appeared. There is an extra section on the southern end of the Refreshment Room on the left (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

Throughout the 1920s and 1930s, a series of precinct improvement works were undertaken, typically aimed at improving the look and surrounds of the station. In 1920, at the request of local residents, the Railway Department provided a park rail fence for a division between the entrance gate and the signal cabin. They also supplied topsoil for the shallower portions of the site, to level out the precinct. The Department also provided timber sleepers and wire for a fence to divide the station from nearby swamp land, though these were to be erected by local residents.⁸ In 1927, the newly appointed Stationmaster, Mr G. Harris, took to installing garden beds and planting Pepper trees and Willows along the lines, in an effort to improve the look of the station. Following this, the railway department dispatched fifty plantings to Byron Bay.

In the 1950s, the North Coast Line became one of the earliest to convert to all-diesel locomotive operations. By the early 1960s, there were no steam engines in use on this line (apart from rare Vintage Excursion trains). At Byron Bay, this rendered the loco siding, including the coal stage, ash pit, water tower and turntable obsolete. By 1956, the water jib had been removed from the water tower.⁹ The water column was likely removed from the track area at the same time.

The station continued in operation until May 2004, when the last rail service from Casino to Murwillumbah was discontinued and the line, and the station, closed permanently. The Stationmaster's House was restored and transferred to the Local Council. It now serves as the Byron Bay Visitor Information Centre. The main station building itself is vacant but the former Refreshment Room continues to operate as a licensed bar known as the 'Railway Friendly Bar'.

⁸Tweed Daily, 5 August 1920 'Improvements at Byron Bay Station', p.2

⁹ Plan 40013 – Department of Railways - *Byron Bay Water Service* 3/12/1935 – amended 1951 & 1956.



Figure 15. *The south end of Byron Bay Station in 1929, with the Water Tower in the background. (Source: C Henshaw - Museums Victoria Item- MM 8739).*



Figure 16. *Passengers at Byron Bay station in the 1930's. (Source: EJ Wright Collection #1055 – Richmond Tweed Regional Library).*



Figure 17. *Captain Cook Bicentenary Special Train, hauled by Loco 1243 (176), passing through Byron Bay in 1970. Note the Water Tower in the background, served by the inclined loco siding (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

4.4 The Loco Siding Area

4.4.1 General Arrangement

Byron Bay Station was established with a Loco Service siding on the western side of the main line, equipped with a Water Tower, coal stage, ash pit and turntable. These elements were all necessary for refuelling and replenishing the water tanks for steam locomotives.

The siding was accessed along a single line of straight track, branching south-west from the main line approximately 100 metres north of the station buildings. The track terminated approximately 15 metres south of the turntable used to reverse the locomotive. The water tower and coal stage were situated on either side of the track, with the ash pit located between and below the tracks.

Later, the Loco Siding was also used for loading and unloading live animals; usually pigs, onto wagons. A stockyard and 'race' were erected on the western side of the siding. Early plans show the stockyard and race on the south side of the turntable (see Figure 19). Later plans and photographs show the stockyard and race on the north side of the water tower (See Figures 20 and 21).

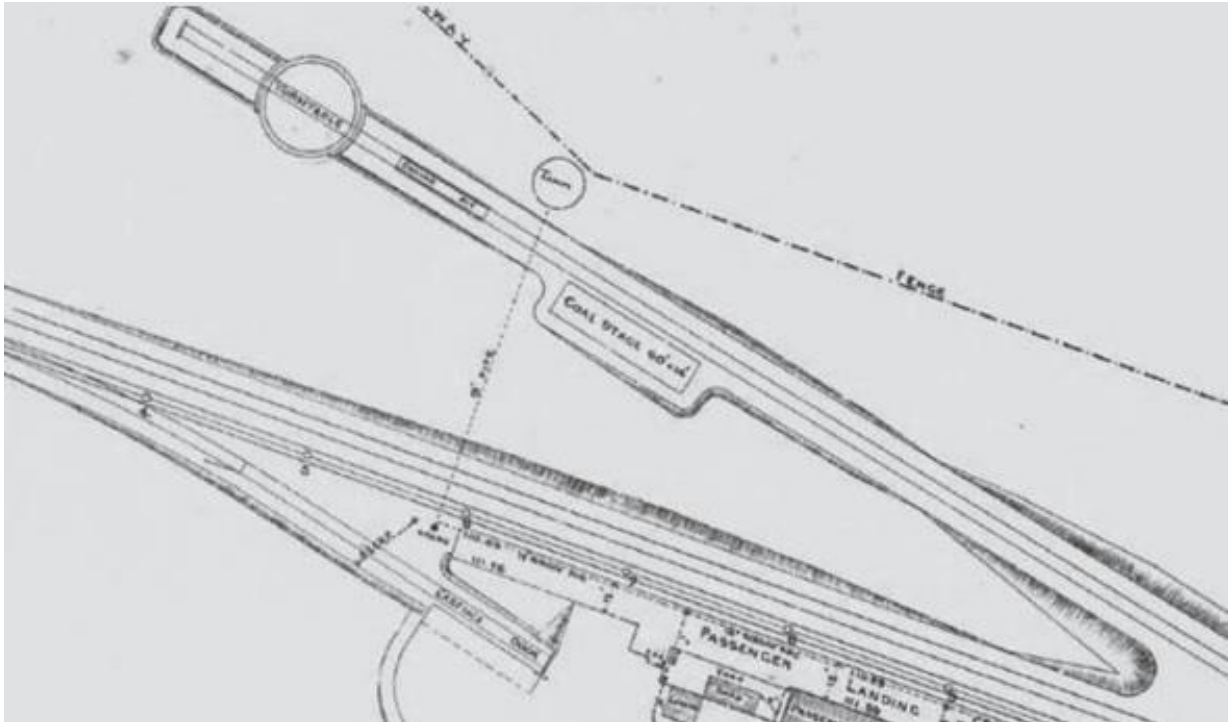


Figure 18. Extract from the General Arrangement plan of 1892, showing the turntable, ash pit and coal stage. (Source: ARHS – reproduced in Weir Phillips; Byron Bay Station and Yard Group Conservation Management Strategy; 2018).

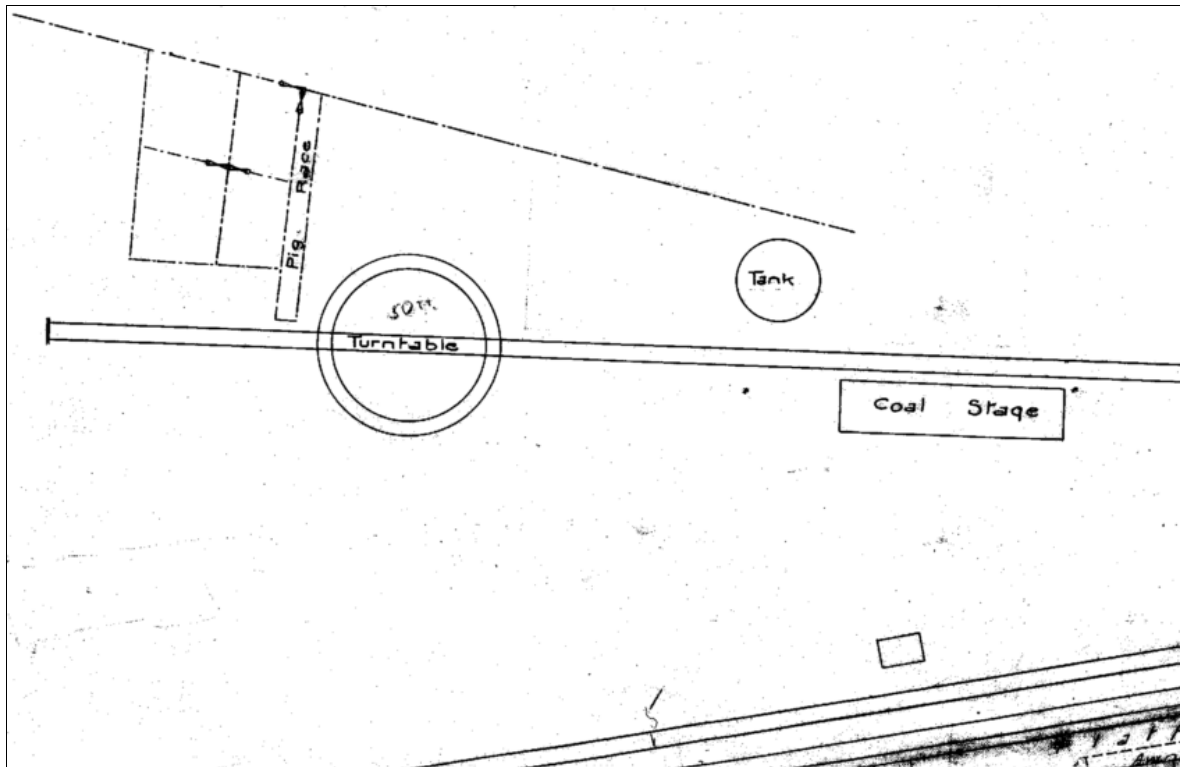


Figure 19. Extract from Byron Bay Station Plan circa 1914, showing the Loco Siding and the layout of water tower, turntable and coal stage. Pig pens and a fenced race are shown on the western side, south of the turntable. (Source: Sydney Trains).

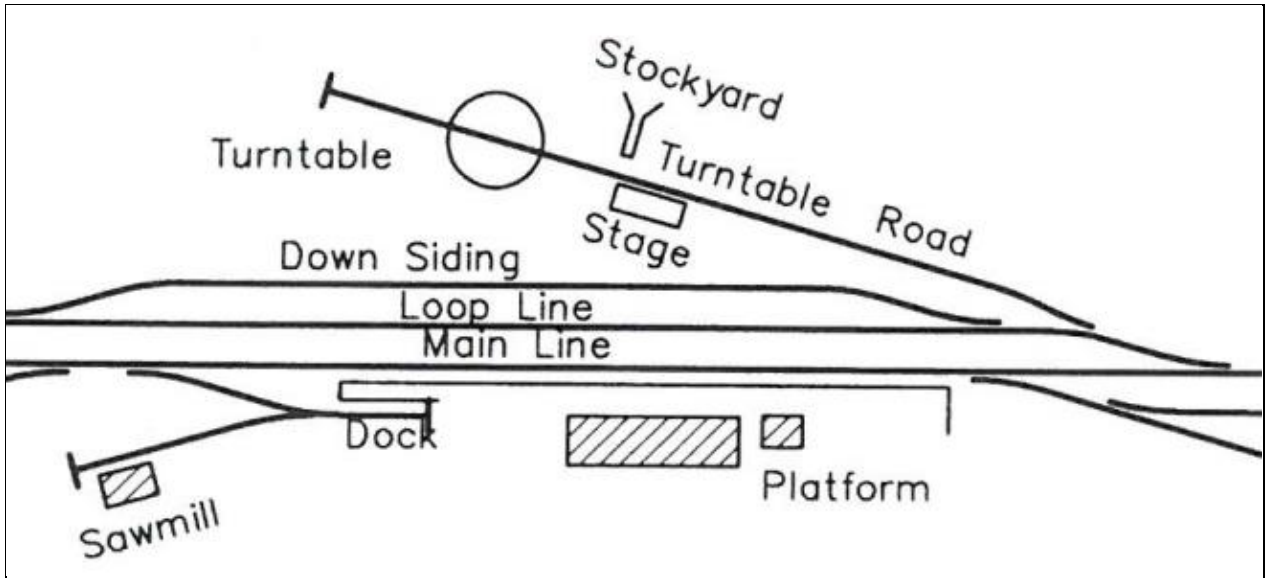


Figure 20. Extract from the Byron Bay Station Track Diagram, circa 1926, showing stockyard and race located on the north side of the water tower, as illustrated in Figure 21. (Source: 'Byways of Steam' op cit).

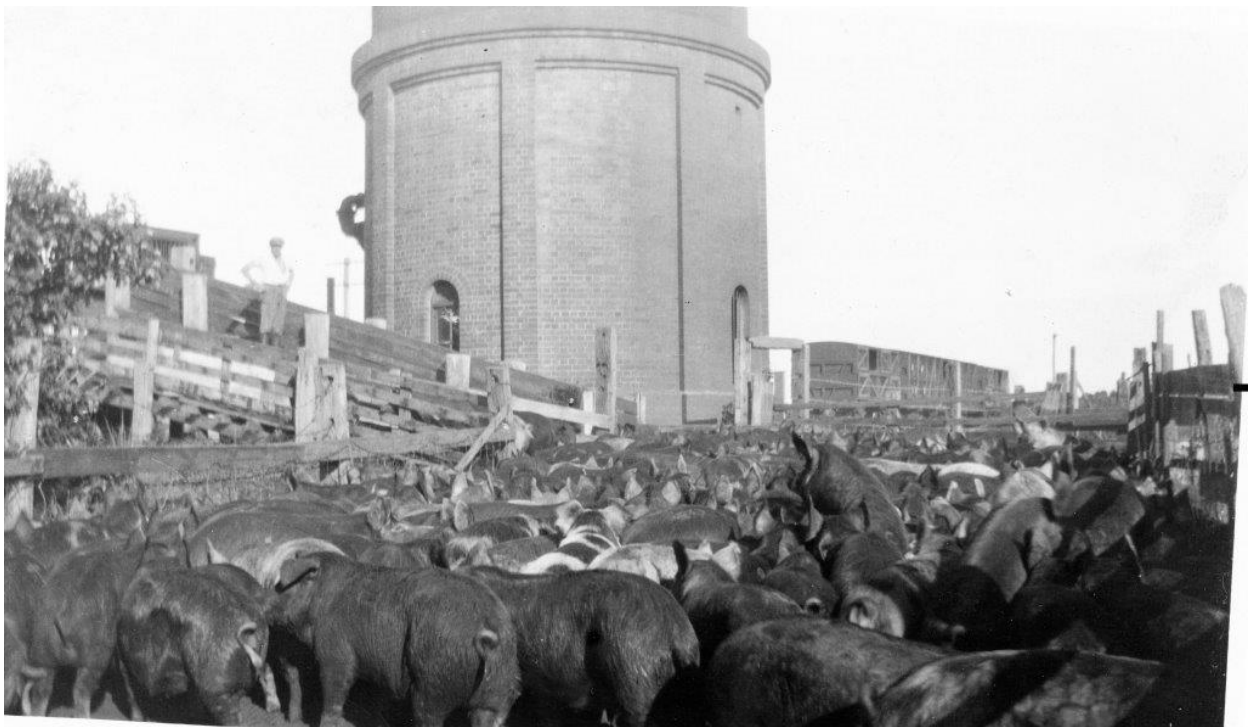


Figure 21. Pigs being loaded onto a train at Byron Bay circa 1930s. This view is from the vicinity of Butler Street, with the visible wagons standing on or near to the turntable. Note the timber fencing and ramp. (Source: J. Hackett via Byron Shire News 12/06/2016).

4.4.2 The Turntable

The turntable at Byron Bay was initially a 12.2 metre (40 feet) diameter standard locomotive turntable, replaced with a larger 15.2 metre (50 feet) diameter turntable in 1904. Depending upon local conditions, turntables were typically mounted in a pit, approximately 1 metre deep, with brick or concrete side walls. In some cases, the outer wall of the pit was reinforced with concrete.

The turntable was comprised of a pair of fabricated iron plate girders, attached to a central cast iron pivot frame, turning on the pivot mount which was fixed to a concrete footing in the centre of the earthen floored well. The girders carried two heavy timber beams which were fixed to the track. Support wheels attached to the outer ends of the girders ran on a circle of rail fixed to short sleepers.

No photos of the Byron Bay turntable have been identified, however, it was one of several built to the same design along the Lismore to Tweed Railway Line and later replaced with a larger sized turntable in the early twentieth century. The turntable at Byron Bay is believed to have been removed in the 1960s.



Figure 22. *Murwillumbah railway turntable in 1904, showing the original 40ft turntable arrangement. This turntable, like Byron Bay, was replaced with a larger type in the early twentieth century. (Source: Tweed Library: MUS2015.60).*



Figure 23. *Murwillumbah's 60ft railway turntable circa 2005. Note the lowered side walls and concrete wings below the railway track at either end. (Source: RailNet).*

4.4.3 The Coal Stage

The Coal Stage was a standard-design timber coal stage, which was a timber platform with three sides (the open side fronting the track), carried on short timber posts. The Coal Stage at Byron Bay was 18.9 metres (61.5 feet) long and 3.9 metres (12.5 feet) wide, carried on seven rows of three posts. Each row of posts was founded upon a timber tie beam, with each post connected into the tie beam with a mortise and tenon. The platform, sheeted with 228 millimetres (9 inch) wide and 76 millimetres (3 inch) thick butted boards, was set at a height of 1.2 metres (4 feet) above rail level. The Coal Stage is believed to have been demolished in the 1960s.

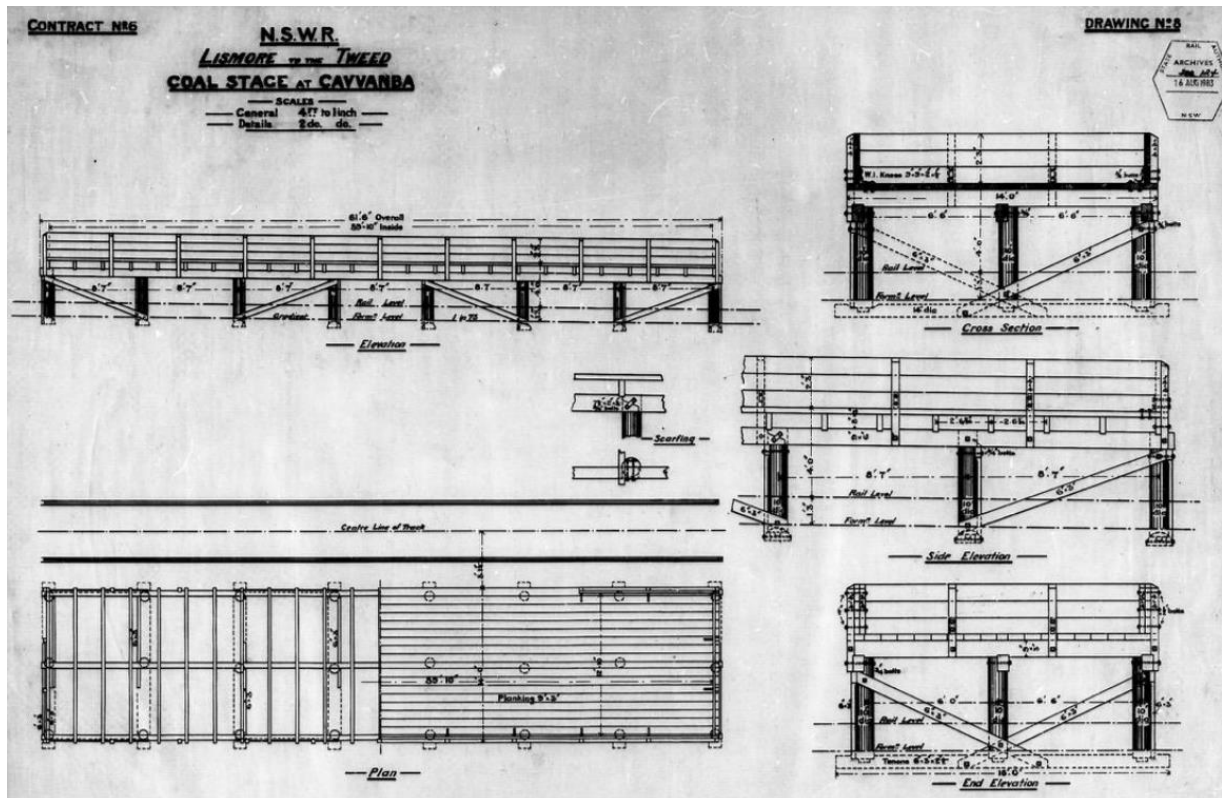


Figure 24. Drawing: “Coal Stage at Cavvanba”, circa 1892, showing the structure of the coal stage at Byron Bay Station. (Source: Sydney Trains).

4.4.4 The Ash Pit

Ash pits were provided at every locomotive service point throughout the NSW railway system. Also known as Engine Pits, ash pits were typically a rectangular brick-lined pit located below and between the rails, approximately 6.1m (20 feet) long, 1.2m (3.5 feet) wide and 1.5m (5 feet) deep. One end was usually given steps down from ground level. No photos of the Byron Bay ash pit have been identified. It is believed to have been buried in situ (or removed) in the 1960s.

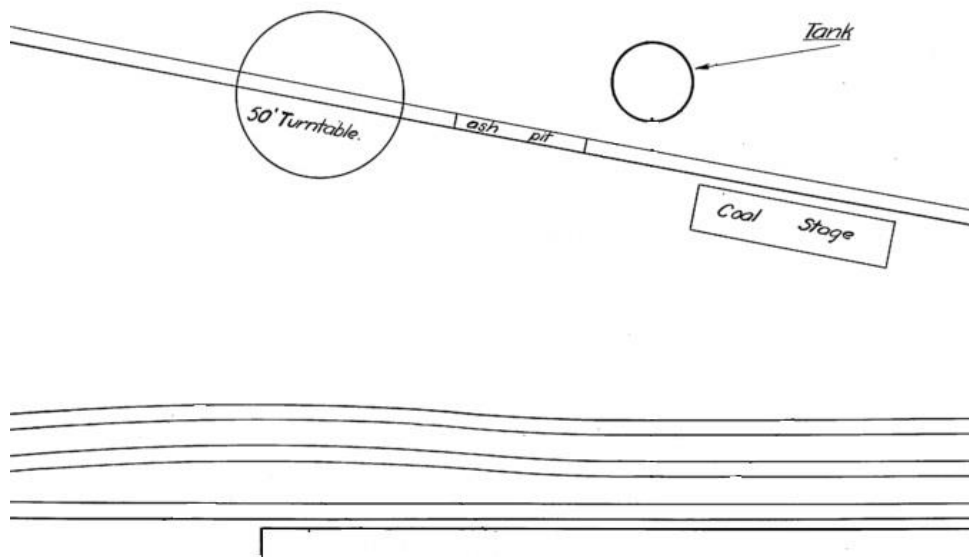


Figure 25. The location of the Ash Pit at Byron Bay - Extract from Byron Bay Water Service Drawing - 3/12/1935 (Source: Sydney Trains).

4.4.5 The Water Tower

The Water Tower at Byron Bay was erected in 1894 and comprises a cylindrical wrought-iron (or steel) tank with a capacity of 20,000 gallons standing on a cylindrical brick masonry tank stand. The tank consisted of three rings of riveted plates, each made up of seven panels of curved wrought iron plates. The brick tank stand was provided with windows and a door and provided storage under the tank.



Figure 26. Byron Bay Railway Station in the 1970s, viewed from the south-western (Butler St) with the water tower in the foreground. Note the cleared and level nature of the Loco Siding area. (Source: EJ Wright Collection – Richmond Tweed Regional Library).

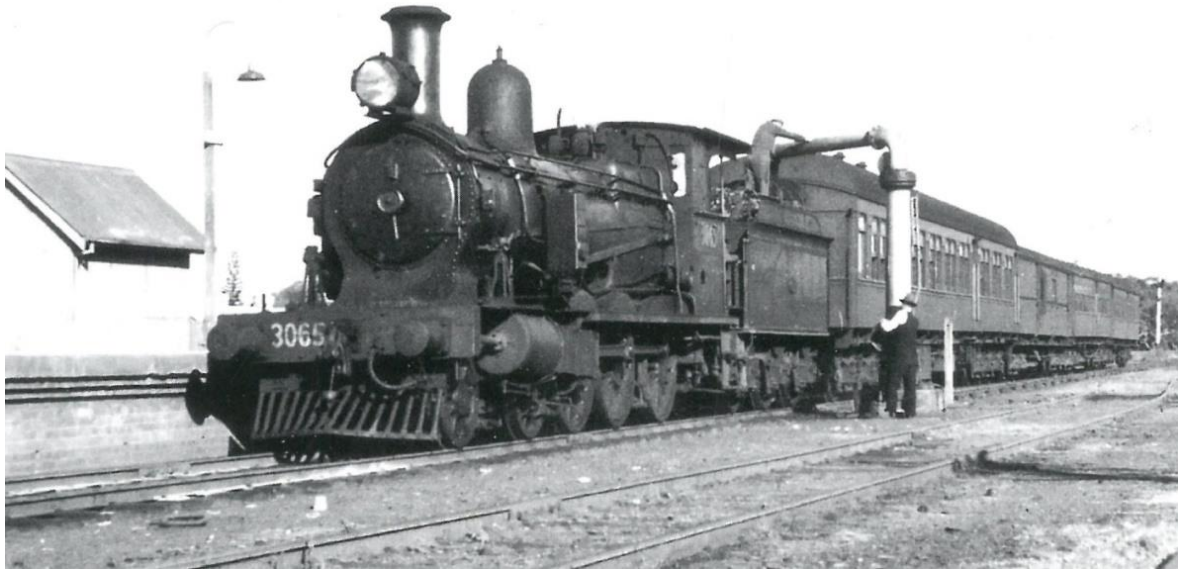


Figure 27. *Photo showing a steam locomotive watering from the water-column located between the tracks at the south end of Byron Bay Station. (Source: J L Buckland, reproduced in 'Byways of Steam 18' op cit).*

The water tank supplied water to an outlet pipe mounted on the side of the brick tower base, serving locomotives on the adjacent siding. Another pipeline led to a water crane located at the southern end of the station platform, between the main line and the passing loop. The water tower operated until the removal of steam locomotives from the Line in the 1950s. It is believed that the window frames and door were removed from the water tower in the 1960s.

4.5 Byron Bay Railway Water Supply Arrangements

The water supply arrangements for Byron Bay Railway Station are shown in Figures 28, 29, 30 and 31 below. Archival plans do not always accurately reflect the arrangements as they may have been built and documentary records may not always be complete.

Figures 28 and 29 are contemporary (both pre-date the opening of the station) and reflect the original (or planned, at least) water supply arrangements. The water tank was filled by a small self-contained steam pumping plant drawing from a well sunk into the ground and delivering through an underground 103 millimetres (4 inch) diameter cast-iron pipe. The water tank supplied water to a 231 millimetres (9 inch) diameter cast-iron pipe running eastwards underground to a water crane (or 'water column') located at the southern end of the Byron Bay Station Platform (on the eastern side of the Main Line).

The well is shown to be 14.2 metres (46 feet) (centre of tank to centre of well) from the water tank, with the pump house located approximately 6.2 metres (20 feet) from the water tower brick wall. The direction of the pipework shown in the plan suggests that the well and pumping hut were located to the east of the water tower. No other drawings or plans suggest that this arrangement was enacted.

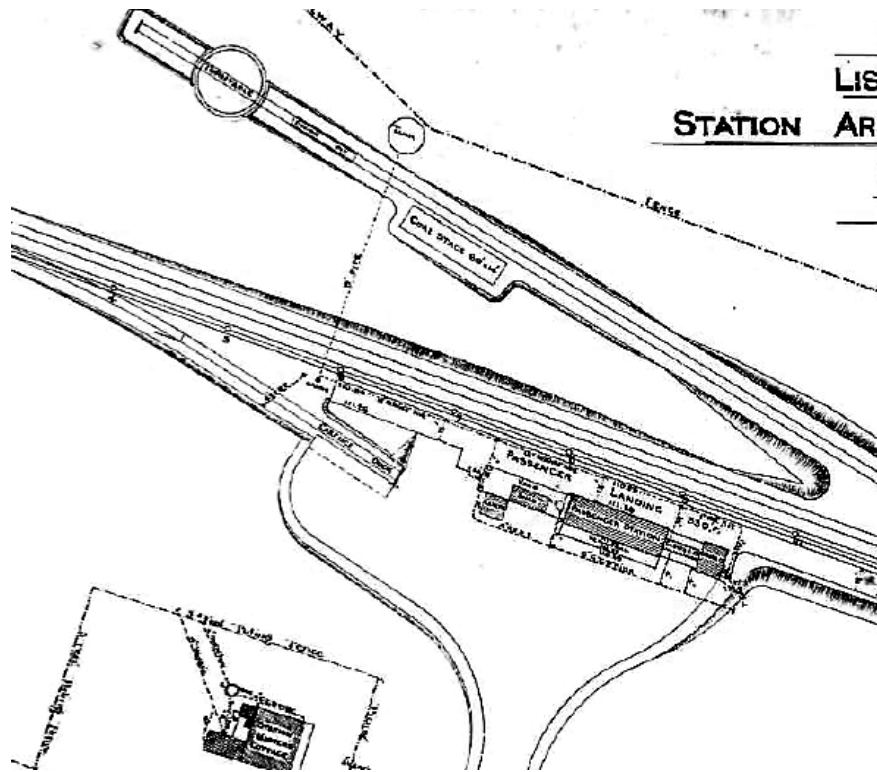


Figure 28. Extract from the General Arrangement plan of 1892, showing the turntable, ash pit, coal stage and 9 inch pipeline to a water column at the south end of the platform (Source: ARHS – reproduced in Weir Phillips; op cit).

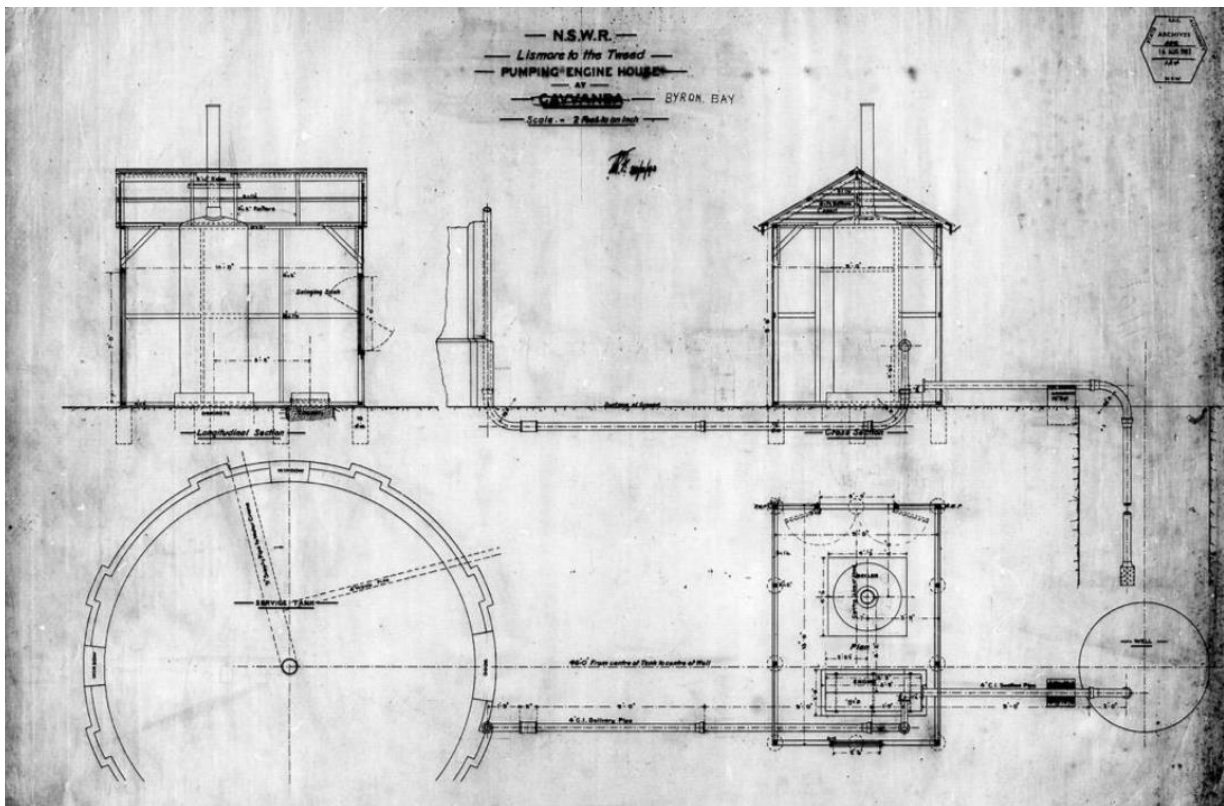


Figure 29. Pumping Engine House at 'Cavvanba' (corrected to "Byron Bay"), circa 1890, showing the water tower supplied from a well via a small steam pumping plant. The plan states that there is 45 feet between the centre of the tank and the centre of the well. (Source: Sydney Trains).

Figures 30 and 31 are contemporary and date from the mid-1930s. Figure 30 dates from 1934 and, while it is a 'signals' diagram, it shows a 'pump house' located between the loco siding and the main railway line (noting also that the water tower is not shown in this plan). The distance between the centre of the water tower and the location of the pump house in this plan is approximately 33.9 metres (110 feet). For this reason, it seems unlikely that this is the same pump house shown in Figure 29 (if that was, in fact, ever built).

Figure 31 is a water service diagram and shows that water supply to the tank is obtained from a 103mm (4 inch) pipe coming from a dam 923 metres (3000 feet) away. This dam is shown as a 20.3 metres x 46.2 metres x 6.2 metres (66 feet x 150 feet x 20 feet) deep rectangular 'dam' located on the south side of Carlyle St, with the measured distance indicating a location in the vicinity of Massinger Street. The pump house is located adjacent to the dam. There is no indication of the means for filling this dam. In this context, then, the purpose of the pump house shown in Figure 30 is unknown (unless it represents a situation that predates the operation of the Carlyle St dam). It is also speculated that the kink shown in the course of this pipeline, east of the water tower, may indicate the location of the original pump house and well.

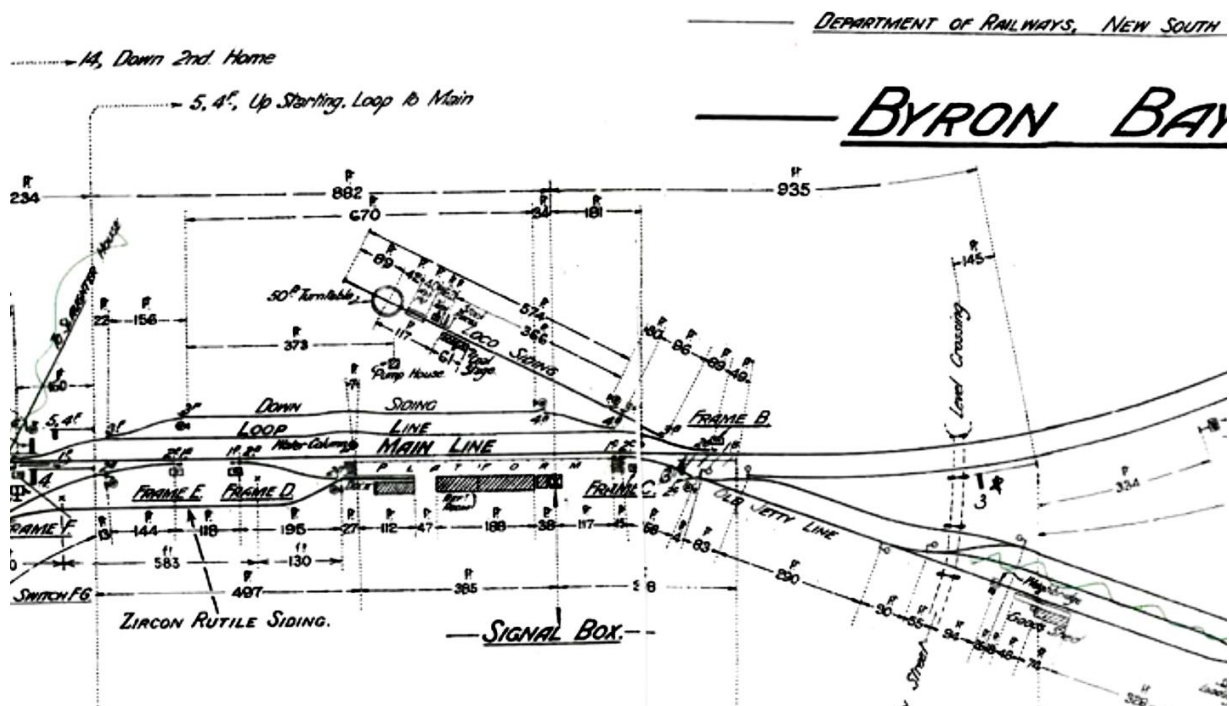


Figure 30. Extract from Byron Bay Signal Layout plan circa 1934. This plan shows a pump house between the station and the Loco Siding, although the dimensions do not match those shown on the original plan in Figure 42 above. (Source: Sydney Trains).

Figure 31 also shows that water is still delivered to the water crane via a 231mm (9 inch) underground pipe, however, the station platform appears to have been extended southwards and, as a consequence, the water crane has also been moved southwards. The 231 millimetre (9 inch) pipe from the water tank connects to a transverse 231 millimetre (9 inch) pipe laid between the railway tracks running southwards approximately 30.8 metre (100 feet), with the water crane standing between the Main Line and the Loop Line (see also Figure 27). This plan also indicates that there was a water 'jib' attached to the side of the water tower, for supplying locomotives parked on the loco siding. An annotation on Figure 31 indicates that this jib was removed in 1956.

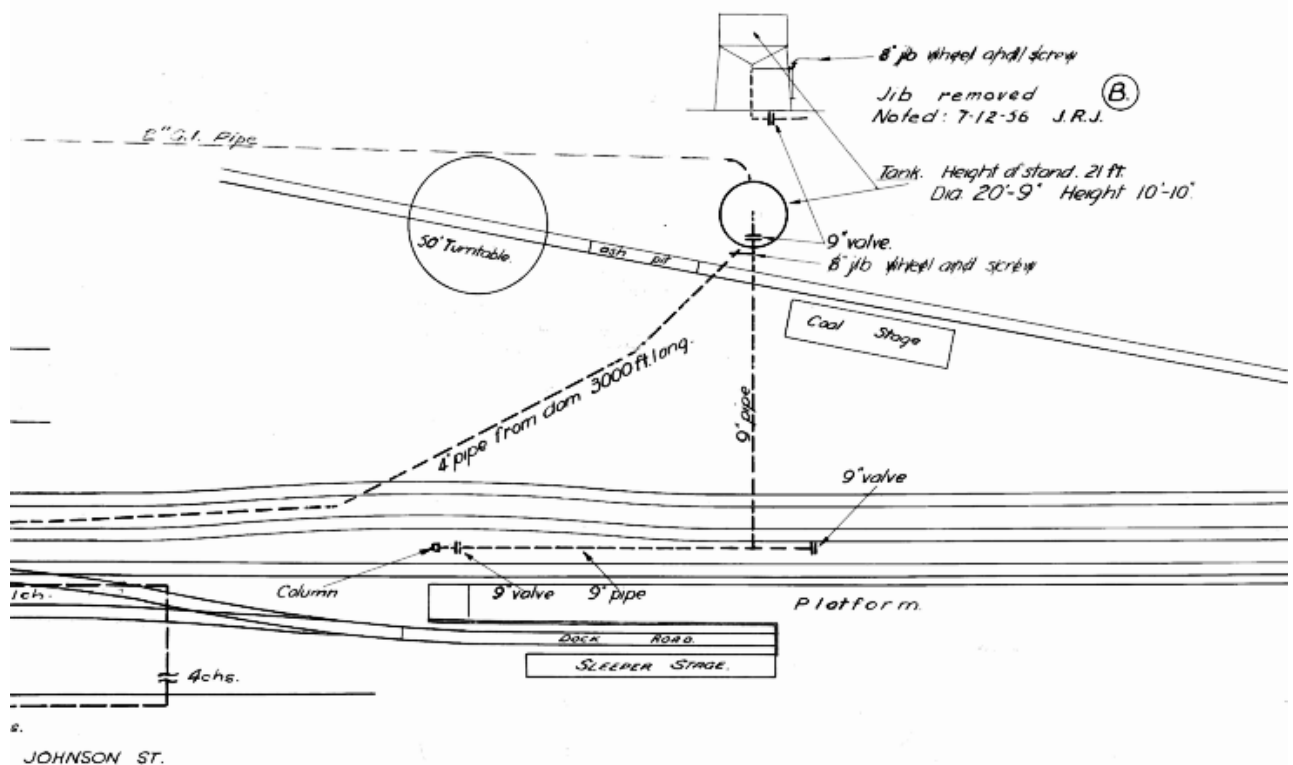


Figure 31. Extract from Byron Bay Water Service Drawing - 3/12/1935, showing the Loco Siding with water tower, turntable, ash pit and coal stage. Note the water supply line to the water column between the tracks at the south end of the station. Also note that supply is now obtained from a 3000 feet long, 4 inch diameter pipe along Carlyle Street from a dam. (Source: Sydney Trains).

4.6 Railway Water Tanks: 1892 - 1898

The early years of the NSW Railways, from 1855 to 1892, saw a range of water supply facilities used to supply water to the steam locomotives.¹⁰ From the earliest years, when each situation was given a tailored solution, two standard designs for railway water tanks evolved.

These early water tanks were rectangular, built up using wrought iron plates and were supported on timber and brick or stone masonry stands; there were two types. The first was a 'plate' type, using square buckled plates riveted to each other by joining strips, with internal steel rod bracing. The joints between plates are expressed on the exterior by double rows of rivets between each plate. The second type used flat plates with flanged edges which were riveted on the inside of the tank, leaving little external evidence of the joints. Both types of tank had shortcomings, the most critical being that they could not be increased in capacity, if required.

From the 1890s, the main (trunk) lines were largely completed and railway construction was largely focussed on the construction and extension of branch lines in regional areas. Responsibility for the design, construction and maintenance of new structures and facilities was transferred to the Public Works Department (PWD) in 1888 but wasn't fully in effect until 1892. This led to the redesign of many of the standard structures, including station buildings, bridges and watering facilities. The

¹⁰ The historical material for this part is summarised from previous report "Watering Facilities – Country Regional Network - Heritage Planning and Conservation Planning Report" prepared by Extent Heritage Pty Ltd for John Holland Rail; 2016.

railway extension from Nyngan to Cobar in 1892 used entirely new water tank designs, one at Boppy Mountain and the other at Cobar.

The new design, with a capacity of 20,000 gallons, was cylindrical and consisted of three rings, each made up of seven panels of curved wrought iron plate standing on a cylindrical brick masonry tank stand. The brick tank stand had windows and a door and provided storage on the underside of the tank. In addition to Boppy Mountain and Cobar, other early examples were located at Brocklesby, Corowa, Milsons Point, Springdale, Meranburn, Mandagery, Parkes, Forbes, Lismore and Byron Bay. All but the Milson's Point water tower remained in use until the end of steam locomotion.

Within a short time, a second, economical style of 'round tank' was developed. Constructed between 1894 and 1899, these tanks were basically the same as the first set but they no longer included the architectural features present in the previous brick tank stands. This second style was used along branch extensions in Murwillumbah, Carlachy, Condobolin, Warren, Finley and Yagobie.

At the end of the 1890s, economic and political circumstances led to a greater emphasis on economy. From 1898 through to 1915, the PWD introduced a more economical design of water tank. Consisting of a steel plate tank on a timber or steel frame, these tanks utilised standardised flanged plates that could be bolted together in various patterns to increase or decrease the holding capacity. The tanks also sat on new 'T' shaped brackets which simplified their attachment to the stands. The sizes of the tanks ranged from 5000 to 15,000 gallons and were installed according to the requirements of the line.

These water tanks were manufactured for lines extending to Koorawatha, Grenfell, Lockhart, Brewarrina, Tarrion, Inverell, Holbrook, Mount Horeb, Tumut, Barmedman, Wyalong, Wee Waa, Burren, Clearfield, Gurrang and Grafton. After 1915, there were few new railway constructions in NSW and, consequently, little development in the design of water tanks. The stands became universally fabricated from steel RSJs; a development that occurred owing to the commencement of steel manufacture in NSW at Newcastle from 1915.



Figure 32. *Early style of metal-plate water tank used on the NSW Railways (Source: Extent Heritage).*



Figure 33. *Later style of metal-plate water tank used on the NSW Railways (Source: Extent Heritage).*

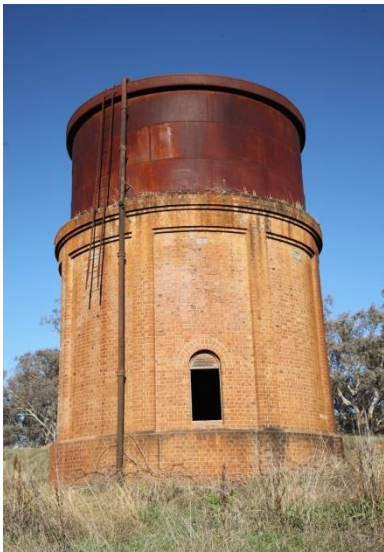


Figure 34. *Meranburn (L) and Murwillumbah (R) are the two surviving railway water tanks of this type (Source: Extent Heritage).*

5 PHYSICAL DESCRIPTION

5.1 The Loco Siding area

The Loco Siding area is a strip of land on the western side of Byron Bay Railway Station, between the railway tracks and Butler Street. The land is vacant and overgrown with vegetation, the only visible structure being the brick water tower in the south-western corner. The Byron Motor Lodge Motel is located beyond the northern boundary and, to the south, the land is occupied by more substantial native vegetation, merging southwards into the bushland of the Currumbin Swamp.



Figure 35. *Aerial views of the Loco Siding area, in circa 2012 (left) and 2017 (right). Note the growth of vegetation around the water tower (Sources: LPI Six (l) NearMap (r))*

The land is generally flat, with a gentle fall from the centre northwards into swampy ground. The eastern side is bound by the embankment of the railway permanent way, which is approximately 1 – 2 metres below the level of the Loco Siding area. The western side is bound by a chain mesh fence along the eastern side of Butler Street, the verge of which is used as public parking, predominantly during daylight hours.

The southern end of the Loco Siding area is dominated by the informal side road off Butler St, which provides additional car parking and terminates at the western side of the railway track reserve. A fenced pedestrian pathway crosses the railway tracks at this point and this pedestrian level crossing is an important and long-standing access route from one side of the railway line to the other. The roadway is an old access road into the railway land and is not a gazetted road.

South of this roadway, the land is heavily vegetated and drops approximately 0.5 – 1 metre in height and is consequently swampy as it collects the stormwater runoff from the surrounding lands.

Figure 36. *The Loco Siding area viewed south-eastwards from Butler Street*



Figure 37. *The Loco Siding area viewed north-eastwards from Butler Street*



Figure 38. *The informal side road leading to the pedestrian crossing of the railway tracks*



Figure 39. *The area south of the side road is heavily vegetated, low-lying and swampy.*



5.2 The Water Tower

The former railway water tower is a circular brick tower, 6.5 metres in height, surmounted by a riveted wrought iron water tank of 6.4 metres diameter and 3.3 metres height. The brick tower has expressed pilasters framing eight recessed panels, with a strong, simple cornice around the top. Every second panel features a semi-circular arched opening, each with two rows of brick voussoirs, infilled with wire mesh, with the one on the eastern side larger in dimensions to form a person opening.

The interior of the brick tower is empty, with only the base of the tank and the pipework visible overhead. Exterior pipework is located on the eastern side, with the outlet pipe projecting through the brickwork at approximately 4 metres above ground and the inlet pipe running from ground level up the side of the tower and tank to the top of the tank.

The brickwork is generally in good condition except around the cornice, where vegetation has become established in the mortar of the coping and between bricks. The iron plates of the tank are very corroded, with many pinholes in the sides.



Figure 40. The Water Tower, seen from Butler Street.

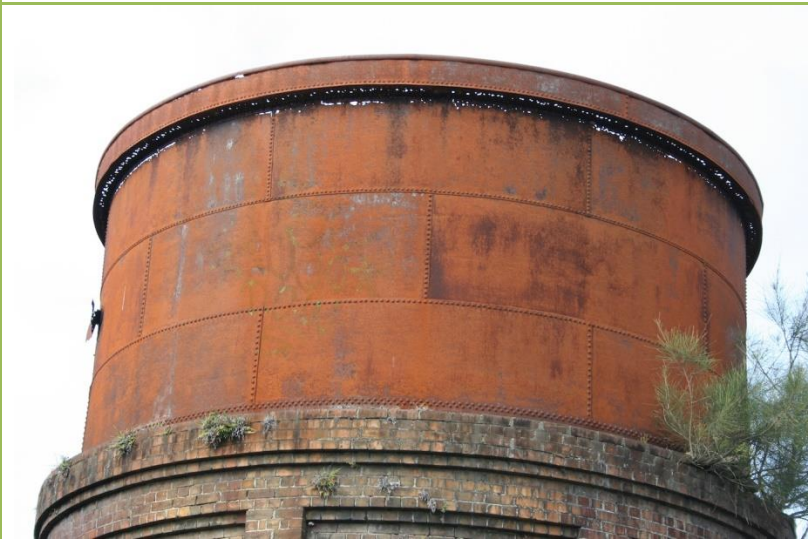


Figure 41. The Water Tank on the top of the brick tower has some notable corrosion issues



Figure 42. The brick tower is generally in good condition, except where affected by vegetation and metal corrosion around the top.



Figure 43. The underside of the water tank and outlet piping viewed from within the brick tower. The tank floor appears to be relatively sound.



Figure 44. Brickwork around the upper rim is badly affected by vegetation growth.



Figure 45. The metal work of the tank already shows evidence of previous corrosion repairs

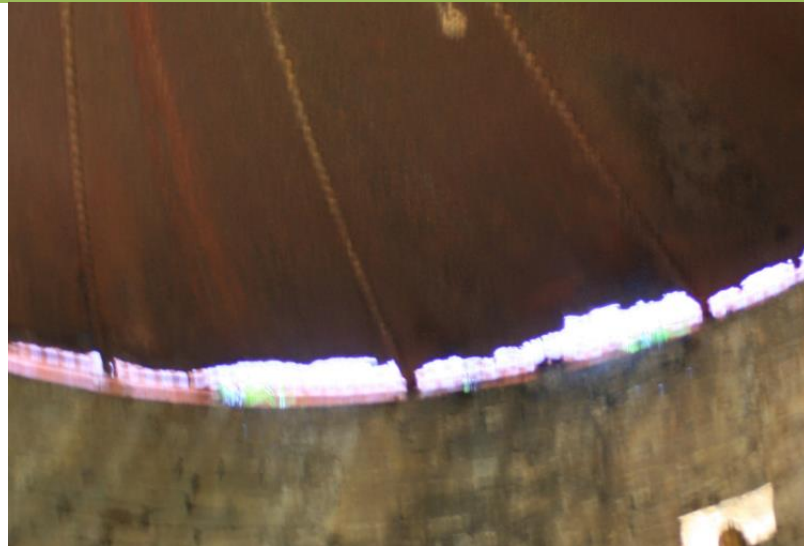


Figure 46. *The floor of the tank has become largely detached from the sides*



Figure 47. *The lower flange attached to the tank and the rendered coping on the brickwork were designed to shed stormwater but both are in poor condition.*

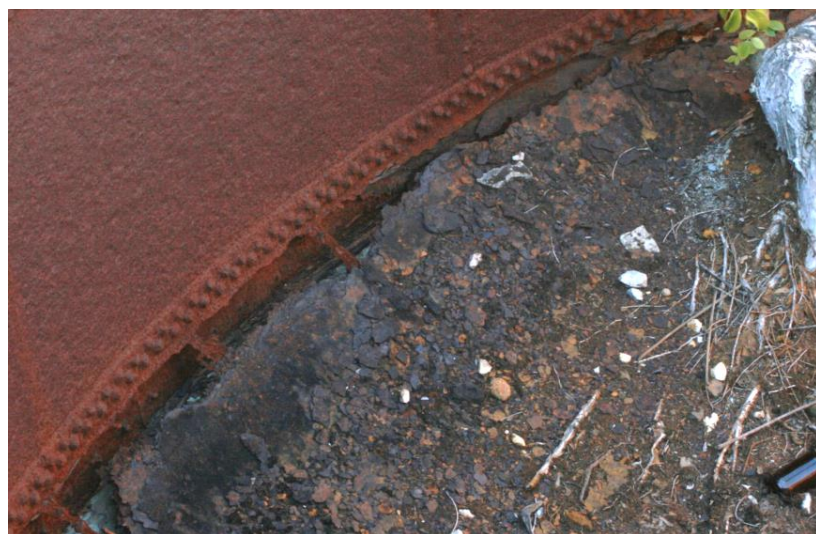


Figure 48. *Viewed from above, the corrosion of the tank floor at the connection to the tank walls is very apparent. There is vegetation growing in the rust and debris on the floor of the tank.*



Figure 49. *The corrosion of the upper horizontal tank lip appears more advanced than corrosion of the vertical surfaces.*



Figure 50. *The arch brickwork of the western window has moved and one brick has been crushed.*



Figure 51. *This brickwork crack is moving vertically downwards and is apparent on the inside of the brickwork as well.*

5.3 Other features

A number of other features and elements were identified on or in the ground within the Loco Siding area. These are:

- The circle of brick/concrete at ground level which is the top of the wall of the turntable pit;
- The concrete slab pier on the north side of the turntable pit;
- The large concrete slab pier on the southern side of the turntable pit, outside of the fence within the side road;
- A concentration of coal ash in the soil in the vicinity of the location of the ash pit; and
- Scatters of old rail and remains of railway fence lines.

The turntable pit and concrete piers are related items, with the concrete piers supporting the railway track where it crossed over the edge of the pit.

5.3.1 The Turntable Pit

The turntable was a 15.4 metre (50 foot) diameter railway turntable, comprising a central iron or steel bridge revolving on a central pivot and an outer circular rail. In this case, the turntable was specifically for the purpose of reversing the direction of locomotives and a single line of track approached the turntable from the northern side. A short length of track is shown on drawings on the opposite (south) side, provided as an end siding for flexibility on working the locomotives on and off the turntable.

The turntable bridge is missing and the pit has been filled with soil to its uppermost level, leaving only a circle of bricks and concrete visible in the ground. (Note that, on some occasions, the pit floor was on ground level, with the track set on an embankment.) Consequently, it is unknown what remains within the pit. Typically, turntable pits had a slightly concave conical concrete floor with the pivot bearing in the centre and an outer circular rail, which may be located on the floor or may be located on a step on the outer wall. Figures 55 – 57 below illustrate different arrangements of turntable pits used within the NSW railway system.

To support the weight of the locomotive, the railway track at the edges of the pit was supported by sturdy piers. At Byron Bay, these piers are of mass concrete, approximately 2 metres long and 30 cm thick, with the height above present ground level indicating that the track was carried on an embankment which has subsequently been removed.

Figure 52. The turntable pit is visible as a circular outline in the ground between the two concrete piers. (Source: Nearmap)



Figure 53. The northern concrete pier is largely buried in the ground.



Figure 54. The southern concrete pier has been left standing, with the soil excavated from its southern side to form the present side road. It has been colourfully painted.





Figure 55. The turntable at Crookwell, NSW demonstrates one of the simplest arrangements (Flickr – J Webb)

Figure 56. The Turntable at Armidale Station (Flickr – Dermis50)



Figure 57. The Turntable at Cooma (Flickr - highplains68)

5.3.2 Possible Ash Pit

An ash pit is shown on the plans of the Loco Siding, below the centre of the rail siding track adjacent to the water tower (See Figure 18). Ashes were typically hot and were characteristically dropped into a brick-lined pit excavated below the railway track, between the rails. The size of the pit varied according to the typical size of engine being serviced and the frequency of use. At Byron Bay, there was no obvious evidence of a brick structure visible at ground level, although there was a distinct concentration of coal ash observed in the location shown on the plan. The ash pit may have been removed; it may be buried.

5.3.3 Coal Stage and Stockyard

The Coal Stage and Stockyard were timber structures constructed above ground but which relied upon posts and timber piers. Some evidence of the former locations of these structures may be identifiable through subsurface evidence of the former location of postholes.

5.3.4 Well, Pumphouse and pipework

Early plans of the water supply arrangements at Byron Bay indicate that the first water supply was obtained from a well located approximately half way between the water tower and the western edge of the railway track formation (Figure 42). The pumphouse was located approximately halfway between the well and the water tower. Later drawings and photographs indicate a different pumphouse, located further east. The pumphouses are unlikely to have left much residual evidence, being above ground buildings, but the underground pipework and some evidence of the footings for the boiler and pump may still be in place.

5.3.5 Scattered artefacts

In the general area of the loco siding, various items of railway origin were noted as scattered artefacts. These included a collection of old rails sitting on the ground, pieces of rail used as fence posts and odd pieces of track furniture. No obvious evidence of the coal stage was observed, nor was evidence of any other structure, such as the stockyards and races or the pump house or well. Local oral history suggests that the well did exist and was visible until the mid-twentieth century; after which it was covered¹¹.

¹¹ Pers comm: Brian Parkes – ‘The Green Frog’ driver/ custodian 31/05/2018

Figure 58. A small pile of old rails lying in the bush, now very corroded.



Figure 59. A small section of fencing constructed with pieces of old rail. It is impossible to determine the age and origin of this fence.



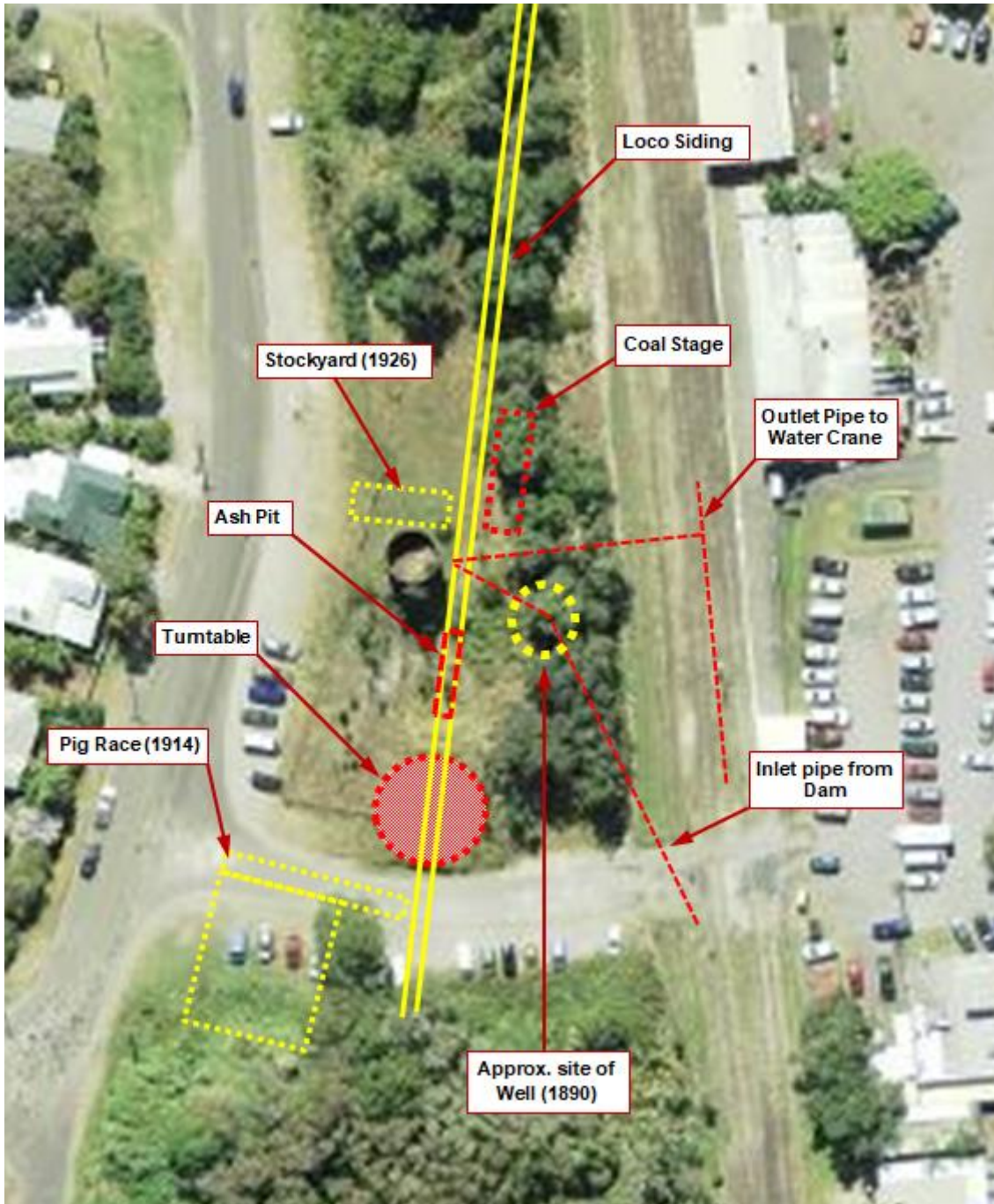


Figure 60. *Overlay plan showing the location of former structures and elements within the Loco Siding area at Byron Bay Railway Station.*

6 HERITAGE SIGNIFICANCE

6.1 Byron Bay Railway Station

6.1.1 Existing Assessments

State Heritage Register

The Byron Bay Railway Station is included on the State Heritage Register (SHR) as *Byron Bay Railway Station and yard group* (Item 01107). The Statement of Significance provided in the SHI Database is:

Byron Bay station group is a coherent group of railway buildings with good detailing and containing a number of unusual features including the round water tank on a brick base and the railway hotel attached to the station building. The station building is an excellent example of the timber standard roadside type and the location of the station and residence in the main street of Byron bay contribute in a significant way to the streetscape of the town. The water tank is one of two tanks of this design known to survive and is therefore of high significance.

State Agency Heritage and Conservation Register

The Byron Bay Railway Station is included on the Country Rail Network (CRN) Heritage and Conservation Register as *Byron Bay Railway Precinct* (Item 01107). The Statement of Significance provided in the SHI Database is:

The Byron Bay station building is a significant representative example of a timber, standard roadside station building. It is an elegant and aesthetically significant building with a notable platform awning and decorative veranda awning to the roadside. The circular water tank is a rare example of its type and probably one of only four remaining water tanks of this type in NSW.

Local Environmental Plan

The Schedule 5 (Heritage Items) of the Byron Bay Local Environmental Plan 2014 contains two items relevant to the heritage values of Byron Bay Railway Station. These are: *Byron Bay Railway Station* (Item I078) and *Byron Bay Railway Precinct, Byron Bay Conservation Area* (Item C004).

The Statement of Significance provided in the SHI Database for *Byron Bay Railway Station* is:

Byron Bay Railway Station is one of the two substantial stations opened on the Tweed Railway in 1894. It remains largely intact with original exterior features. Located in the centre of the modern day commercial area it is pivotal to the cultural landscape of the town and to the identity of the town centre. It lies on the East-West axis of the town centre at the edge of the Railway precinct group, which takes its name from this building. It is one of the few intact historic timber buildings, together with the former Post Office and School of Arts in the same group.

The Statement of Significance provided in the SHI Database for *Byron Bay Railway Precinct, Byron Bay Conservation Area* is:

The place is a group of modest civic buildings and landscape elements, which help define both the historical antecedents and the locus of community activity in the township of Byron Bay. Its current elements together form an unbroken link with the first settlement of the township.

Although the passage of years has wrought cosmetic changes to the area (such as some kerbing and guttering, road sealing, footpath, public toilet and telephone installations) and renovations to many of the buildings, the character of the location remains intact, despite progressive redevelopment of the remainder of the township.

The landscape remains an open area, from the central point of which all but one element can be seen. An aesthetically pleasing aspect of the landscape is that the area contains only one building of two storeys (The Community Centre), on the eastern perimeter.

Byron Bay Railway Station CMS¹²

Weir Phillips Heritage Pty Ltd undertook a re-assessment of the heritage significance of Byron Bay Railway Station in 2017 as part of the preparation of a Conservation Management Strategy for the site. The Statement of Significance for the Byron Bay Railway Station produced in that study was:

Part of the site in Railway Park is noted as potentially being of importance to the Arakwal Family group as a contemporary meeting place.

Byron Bay Railway Station and yard group is historically significant to the town of Byron Bay and also as being part of the former Tweed Railway line. The Railway Station and yard group is an important piece of transport infrastructure provided support to the region and aided the growth of several key industries including shipping, farming, timber, food production and tourism.

Aesthetically the building is noted as being part of a cohesive group located to the centre of the town. Its role as an important piece of transport to the region would result in the building and surrounding having landmark significance and would have undoubtedly be held in high esteem by the local community. The social significance of the railway station would also extend to former regular users of the line, as well as for the agencies and personnel in charge of its operation. It is also considered that the unique formation of the Tweed Railway line would be significant for rail enthusiast and local historians.

The station building is noted as being a representative example of timber framed, weatherboard clad roadside station group. The design of the building was a standard design with many surviving examples.

The water tower, which was constructed by William Mitchell, builder of the station, is also noted for its decorative brick work and is believed to be one of two surviving water towers of its type. It is also considered that the area surrounding the water tank has archaeological potential as the location of the former siding and turntable.

The significance of the group has been reduced by the cessation of use as a railway station and train services.

In relation to the Water Tower, the following specific statements in relation to the individual criteria were made:

Aesthetic Value: The water tank is noted for its decorative brick work which is believed to be one of two remaining buildings of this type in NSW.

¹² Weir Phillips Heritage | *Byron Bay Railway Station – Former Countrylink Ticketing Office Building | Conservation Management Strategy*; Report for Byron Shire Council, 2018.

Research Value: *The area surrounding the water tank is considered to have archaeological potential as the former siding and turntable were located in close proximity to the structure. If it is still present, the turntable and side (sic) may yield further information regarding the use and technology employed during the steam era.*

Rarity: *The design of the base of the water tank is noted as being rare and considered to be one of two surviving water towers of this type in NSW.*

Representativeness: *The water tower is an outstanding example of its type.*

Within that study, an assessment of the relative heritage significance of the components of the site was undertaken. The Water Tower was the only element given an 'Exceptional' rating. Exceptional is defined as:

Exceptional: *elements identified as being of exceptional significance include those which are rare or outstanding in their own right and/or are fundamental to demonstrating the significance of the site. These elements will usually display a high degree of integrity.*

The research undertaken for this report did not take account of the research and information provided in the report on "Railway Watering Facilities" report prepared by Extent Heritage in 2016. Consequently, the information provided is imprecise in regard to its historic design context and the nature and extent of comparative examples. These aspects of the assessment of the significance of the water tower are provided in detail in the following section.

The Byron Bay Draft Conservation Management Plan 2018¹³

Associated with the preparation of this Statement of Heritage Impact, Extent Heritage was commissioned to prepare a Conservation Management Plan (CMP) for the Byron Bay Railway Station, incorporating the work already undertaken by Weir Philips and others. Having regard to the various pre-existing Statements of Significance, the following is provided in the CMP as a succinct statement of the place's cultural heritage values:

Byron Bay Railway Station and Yard Group is historically significant to Byron Bay and as part of the former Tweed Railway line. The Railway Station and Yard Group is an important piece of transport infrastructure which provided support to the region and aided the growth of several key regional industries, including shipping, farming, timber, food production and tourism.

Aesthetically, the station forms a cohesive group located in the centre of the town and its forecourt has traditionally functioned as a civic centre for the town. It has landmark visual and social significance and is a key element in a group of historic timber buildings in the main street of the town, together with the former Post Office and School of Arts in the same group.

The Railway Station building is a significant representative example of a timber, standard-pattern roadside station building. It is an elegant and aesthetically significant building with a notable platform awning and decorative veranda awning to the roadside. The water tank is a rare surviving example of its type in NSW.

¹³ Extent Heritage; *Byron Bay Draft Conservation Management Plan 2018*; report for Transport for NSW.

6.2 Water Tower

The Water Tower features prominently in the existing assessments as an important and rare element of the railway precinct. At the time that steam engines provided to primary form of locomotive traction, water tanks, usually elevated, were provided for the locomotives. There are several types of water tank used on the NSW railway system, depending on the era, local conditions and the economics of the individual lines. No estimate of the total number of water tanks erected in NSW has been attempted but, based upon existing knowledge, it would in the vicinity of two hundred.

The water tower at Byron Bay is a circular steel tank on a brick tower. This type of water tank was built between 1892 and 1898 only and had two variants, the early, more elaborate type with storage provided within the brick tower and the later, plainer type with no intended use of the tower interior. Twelve of the first type, including Byron Bay, were built and six of the second type¹⁴.

Of these eighteen water towers, most have been demolished following the cessation of the use of steam locomotive engines in the 1960s and the closure of many branch lines. Byron Bay, Murwillumbah and Meranburn are the only three of the type still surviving in NSW, with Murwillumbah the only surviving example of the later, less elaborate type.

Consequently, the Byron Bay Water Tower is a rare surviving example of its type. The type was, though, only built in relatively small numbers and cannot be described as representative of railway tanks generally. Of the three survivors of the type, Byron Bay is the most prominent in relation to its urban context, where it is a minor local landmark within the township of Byron Bay. Murwillumbah is located away from the centre of town and is obscured by vegetation. Meranburn is located many kilometres from the nearest township (6 km west of Manildra) in an isolated context.

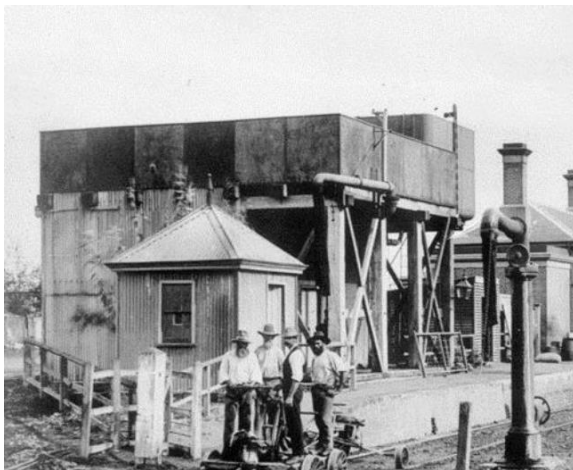


Figure 61. *Early type rectangular railway water tank (l) and the later, more common type of railway water tank (r) (Source: Watering Facilities Report op cit)*

¹⁴ "Watering Facilities – Country Regional Network - Heritage Planning and Conservation Planning Report" prepared by Extent Heritage Pty Ltd for John Holland Rail; 2016.



Figure 62. Meranburn (l) and Murwillumbah (r). (Source: Watering Facilities Report op cit)

6.2.1 Water Tower - Summary statement of significance

The Water Tower at Byron Bay is a rare surviving example of a type of standard railway water tank used by the NSW Railways. The type of tank was only built for a short period in the late nineteenth century in relatively small numbers and is not representative of railway tanks generally. Of the eighteen of the type built, Byron Bay is one of three survivors and one of two of the more numerous sub-type.

The Water Tower at Byron Bay is the most prominent of the surviving examples of its type in relation to its urban context, where it is a minor local landmark within the township of Byron Bay. It provides evidence of the early period of the operation of the Casino – Murwillumbah Railway Line, when Byron Bay was one of the larger stations on the line, with locomotive service and refuelling facilities.

6.2.2 Relative Significance Levels (CMP)

The Byron Bay Draft Conservation Management Plan 2018 provides an assessment of relative significance levels for Byron Bay Railway Station and its components. Relative Significance Levels were assessed against the following values:

| Level of Significance | General Conservation Principles |
|-----------------------|--|
| Exceptional | <i>Elements of exceptional significance are key to the understanding of the place, as they represent its major characteristics and are generally original elements. They may also be rare or exceptional examples of their type. Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the same materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed or damaged, they should be restored.</i> |
| High | <i>Elements of high significance are major components of the place and important to understanding its significance and development over time. These elements may include later but sympathetic additions to the place or original elements, which have been altered sympathetically. Fabric of high significance should generally be retained, conserved or restored using sympathetic methods and materials. Minor changes or alterations to fabric of</i> |

| Level of Significance | General Conservation Principles |
|-----------------------|---|
| | <i>considerable significance are permissible, where changes are relatively minor, fabric is not obscured and changes are reversible.</i> |
| Moderate | <i>Elements of moderate significance have some heritage value but are not key components to understanding the place or its significance. This may include later, introduced fabric or elements in poor or modified condition, which cannot be reasonably conserved. Fabric of moderate significance may be altered if necessary provided such alteration does not compromise the overall significance of the heritage item.</i> |
| Little | <i>Elements of little significance are minor components of the site, elements which have been altered over time or which make little contribution to the significance of the place. They may include items such as fittings and fixtures which have been changed many times over the life of the item. Fabric of little significance may be altered, removed or replaced as necessary, but such actions should not damage or obscure fabric of higher significance.</i> |
| Intrusive | <i>Intrusive elements are those later additions to a site which obscure or compromise elements of the site's significance. Such elements are not sympathetic to the site and may obscure the understanding of the place. Wherever possible, intrusive elements should be removed and replaced (if necessary) with new elements which are sympathetic to the place. New intrusive elements should not be introduced to a place.</i> |

These five levels of significance were applied to the various individual elements of the Loco Sidings Area:

| Precinct | Element | Significance |
|--------------------------|-------------------------|--------------------|
| Loco Sidings Area | Water Tower | Exceptional |
| | Turntable | Little |
| | Landscape and plantings | Little |

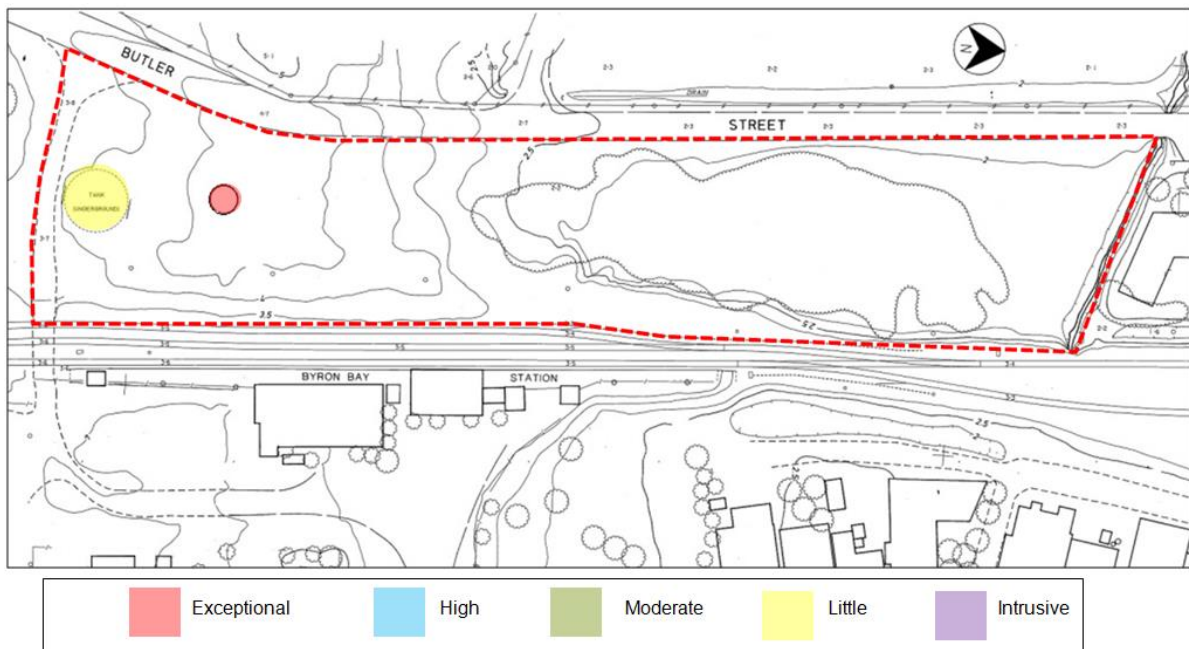


Figure 63. Loco Sidings Area Precinct – Significance of Elements, as assessed in the CMP. The two physical elements are the Water Tower and the remains of the Turntable

6.3 Significance of Other Elements

The other elements within the former Loco Siding area are the possible surviving evidence of the ash pit, the coal stage, the stockyards and any surviving evidence of earlier water supply arrangements.

The presence of an ash pit and coal stage within the area of the works is shown on plans but the nature and extent of any remaining evidence of these structures is unknown. The coal stage was a timber structure standing on timber posts and is likely to have been completely removed at the time of its demolition. Similarly, the stockyards and races were timber structures standing on timber posts and are likely to have been completely removed at the time of their demolition.

All of these elements are relatively common throughout the NSW Railway system and are generic to steam-locomotion world-wide. Stuart Sharpe's study of railway structures in NSW in 1984 counted 139 sites where turntables were installed in NSW, with several sites having multiple turntables. Of these, at least 93 were extant in 1984. Similarly, ash pits were placed at every locomotive service point within the NSW network. In 1984, over 58 were identified as still existing. Sharpe identified over 50 coal stages in NSW, with 24 surviving in 1984 (however, few of the latter are likely to still exist). Over 100 stockyards were erected; in 1984, Sharpe lists 90 still in existence.

The only element for which some in-ground evidence may be expected to remain is the original well from which water was pumped to fill the water tower. It is shown in plans as being within 12 metres (40 feet) of the water tower, between the water tower and the railway lines. Local oral history suggests that it was still evident within living memory and may be buried¹⁵.

Conclusion

In view of their context as examples of generally common and generic facilities associated with steam locomotion, the elements discussed above have heritage value primarily as part of an assemblage of railway elements in a local context, rather than as individual items. These elements, if any evidence was found to be present, are of low heritage significance individually and their value is largely as complementary elements to the Water Tower. At Byron Bay, these elements are, at best, surviving only in remnant form, if at all.

The Conservation Management Strategy report prepared by Weir Philips provides a suggestion that:

“the turntable and site may yield further information regarding the use and technology employed during the steam era.”

In short, there is little information that any evidence of the turntable, coal stage, ash pit or any other evidence of the Loco Siding could provide, as these technologies are well known, well-documented and are still in use in some parts of the world. The modern practices associated with the operation of “Heritage Trains” are themselves little different to the traditional approaches, methods and technologies associated with steam railway locomotion.

¹⁵ Pers comm: Brian Parkes – ‘The Green Frog’ driver/ custodian 31/05/2018

7 PROPOSED WORKS

7.1 Scope

The proposed works which are the subject of this report are the clearing of vegetation within the affected area and the construction of roads and vehicular parking areas to provide a bus and coach terminal, with a waiting platform, canopy shelter and amenities building.

The affected area is the strip of land on the western side of Byron Bay Railway Station, between the railway track area and Butler Street. In general, only the southern half of this area is proposed to be impacted, south of the alignment of the intersection of Butler Street with Somerset Street.

The proposed works include two road elements. A new roundabout will be created at the intersection of Butler Street and Somerset Street, which will include a new exit on the eastern side into the railway land. This will turn southwards to pass a straight waiting platform area, after which it reverses direction in a loop and returns to the intersection/roundabout to exit the railway land. Between this road and Butler Street, north of the loop, a short turn-in from Butler Street will loop northwards past a small group of short-term parking bays and a drop-off zone before returning to exit at the roundabout.

The proposed waiting platform will be a concrete paved strip approximately 2.5 metres wide and 65 metres long between the new roadway and the western edge of the railway track area between the railway platform and the proposed bus terminal. A canopy roof will cover part of this platform. At the south end, the platform will ramp down to meet ground level at the present side road. A second canopy will be erected over the drop-off zone. A small amenities block will be erected at the southern end of the bus terminal, opposite the turning circle.

The designs of the canopies will adopt the following features:

- The design geometry and profile of the canopies reference the angles and roof lines of the existing heritage station buildings;
- The design geometry reflects the proportions of a canopy of trees, helping to visually connect the vegetation to both the north and south of the site;
- Finishes include charcoal grey coloured steelwork, and 'Prodema' (timber look) composite panelling to the roof soffit lining (to soften the structure and help integrate it into the landscape);
- Columns are to incorporate a timber look insert panel, to soften their integration into the precinct;
- A patterning to the soffit lining which references the geometry of a Pandanus Palm (prolific to the local landscape). The patterning casts an intricate shadow onto the ground and helps to create the impression of a landscape;
- The canopies contains opaque sections to allow for light onto the waiting areas below (again referencing the filtered light experienced when walking through the forest);
- The perforated metal windbreak screens involve a scaled silhouette of an old steam train, creating the illusion of a life size locomotive, parked alongside the railway platform beyond. The illusion is a nod to the historic use of the site and aims to bring life back to the former railway station. The image of the train is intended to be visualised from throughout the interchange.

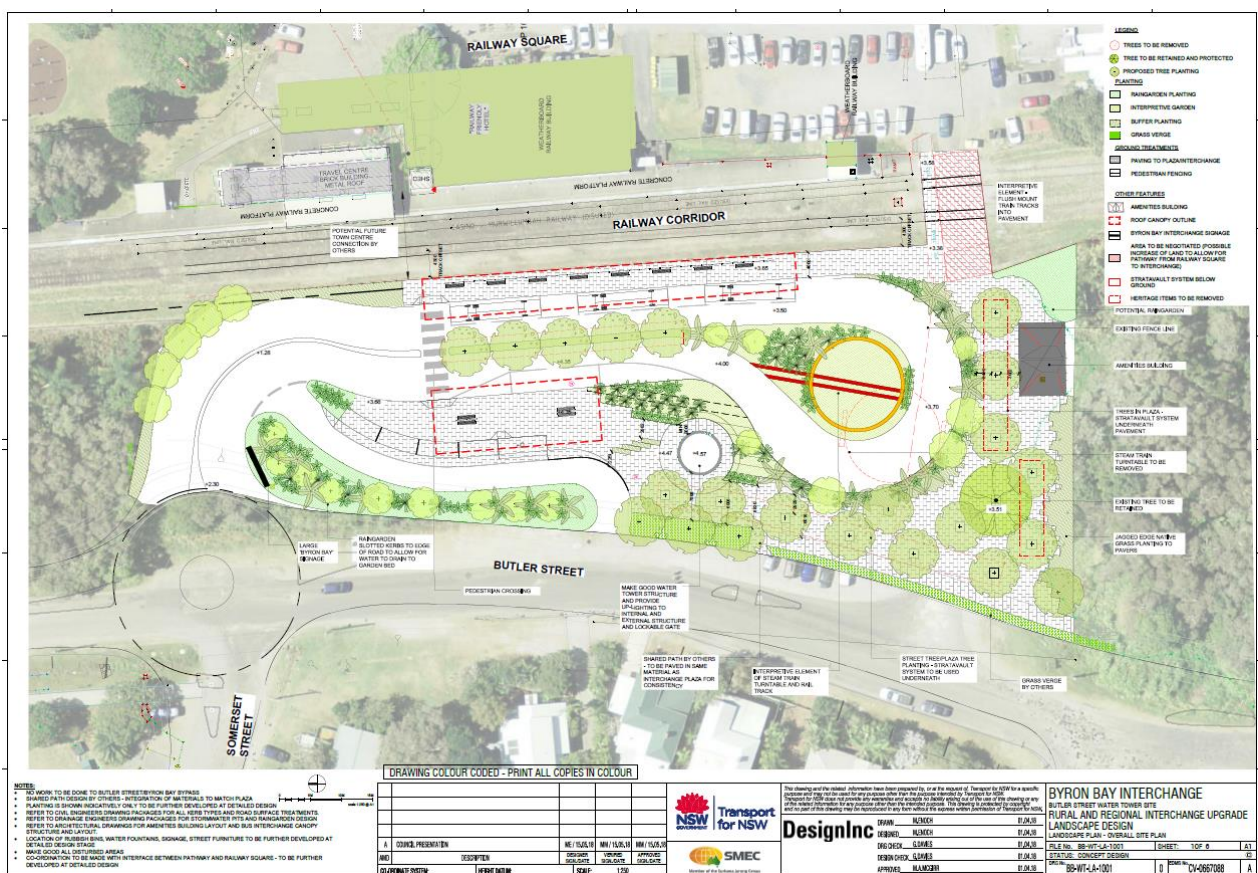
The primary features of the proposed works are shown in Figures 38 – 54 below.

7.2 Rationale

There are two primary reasons for the proposed construction of a bus terminal in this location. The first and most compelling is that the present bus terminal is on Jonson Street, on the eastern side of the railway station and is both affected by, and a cause of, significant traffic congestion, both pedestrian and vehicular, in what is the effective town centre of Byron Bay. Relocation of the bus and coach services to the western side of the railway station will be a significant contribution to improving the levels of traffic congestion currently experienced in Jonson St and at nearby intersections. The proposed location has the advantage of being in close proximity to the current bus terminal and will not require any relocation of the associated travel information, ticketing and amenities facilities.

This proposal is formulated in the knowledge of and to be consistent with the proposed future town centre bypass to be developed with a southwards extension of Butler Street. This bypass will, when built, provide a more substantial carriageway and will have a more modern form and arrangements than the current roads, which have evolved from lightweight local facilities. In this respect, the future Butler Street roadway and its intersections will be better suited to the operation of larger coach services. The town centre bypass will also provide a better entrance and exit route for buses and coaches operating to and from Byron Bay.

A supporting motivation is that this land is currently unused and has become overgrown with invasive species and weeds over the past two decades. It has also had a history of both illegal garbage dumping and 'bush' camping. The use and activation of this area would address what is currently a problem area within the town environs.



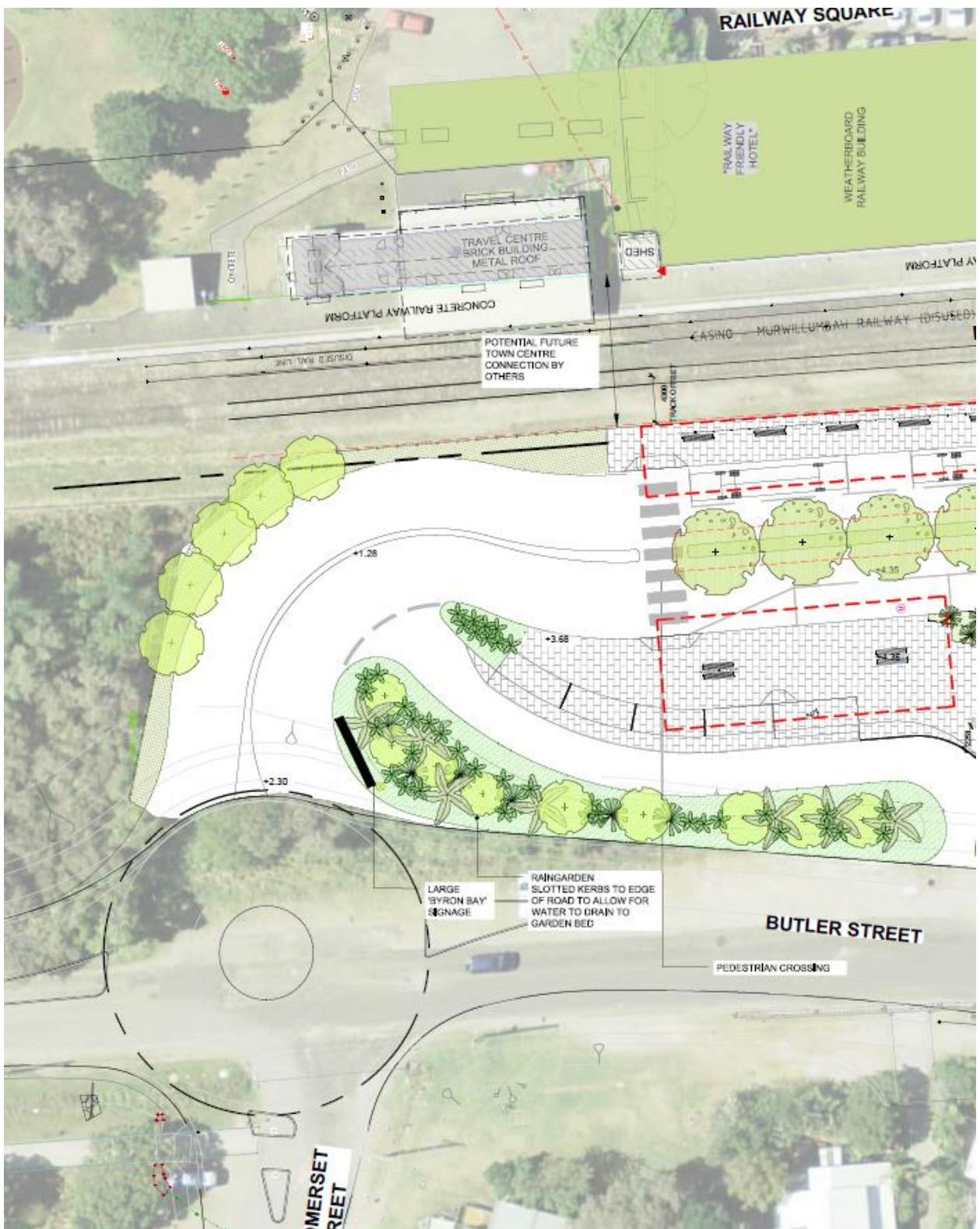


Figure 65. Detail (northern end) of the layout of the proposed Bus Terminal, showing the entry and exits from the Butler St roundabout and the drop-off area (DesignInc - SMEC).

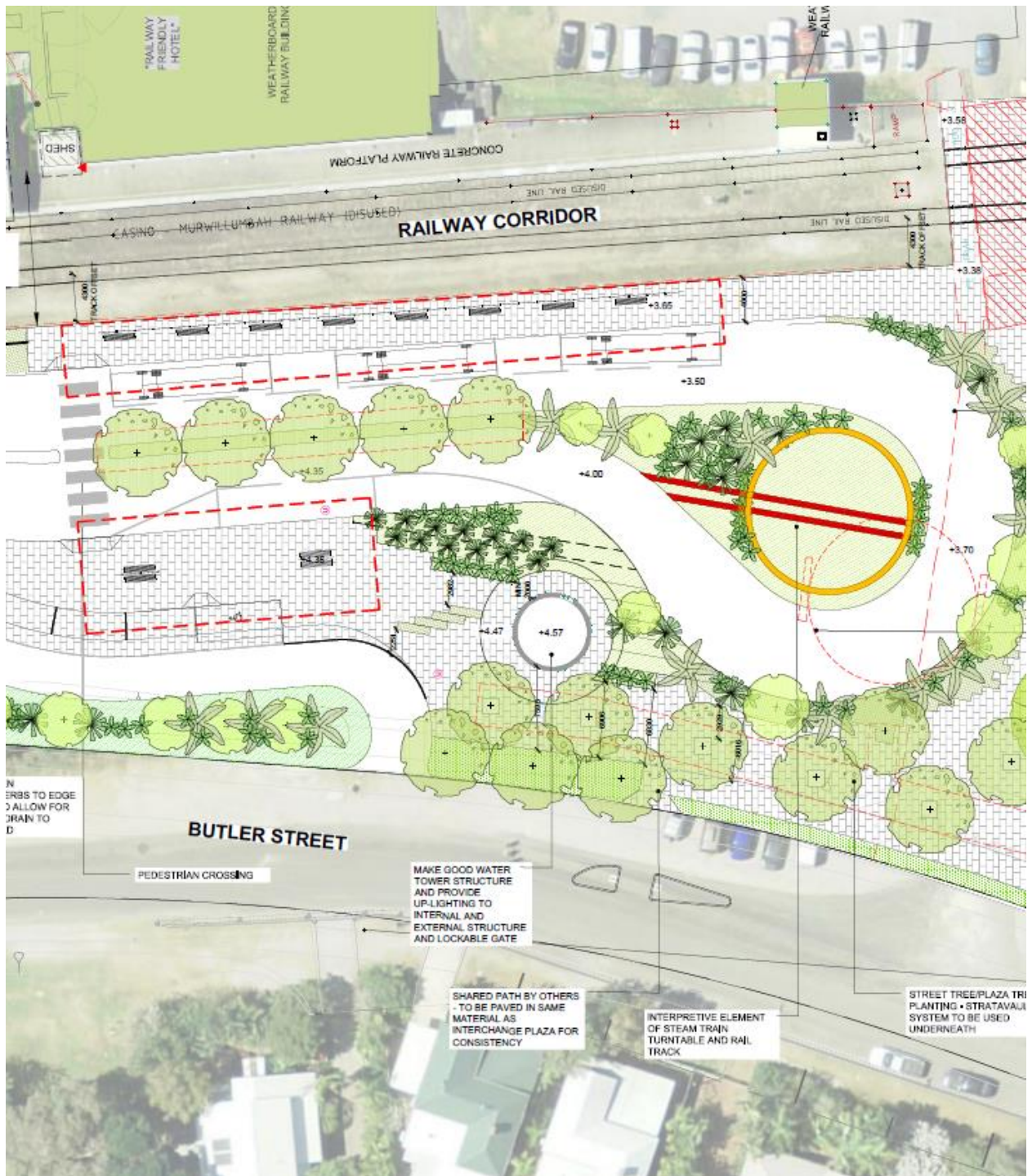


Figure 66. Detail (centre) of the layout of the proposed Bus Terminal, showing the canopies over the paved waiting areas, the roundabout and proposed landscaping and interpretation of the turntable. (DesignInc - SMEC).

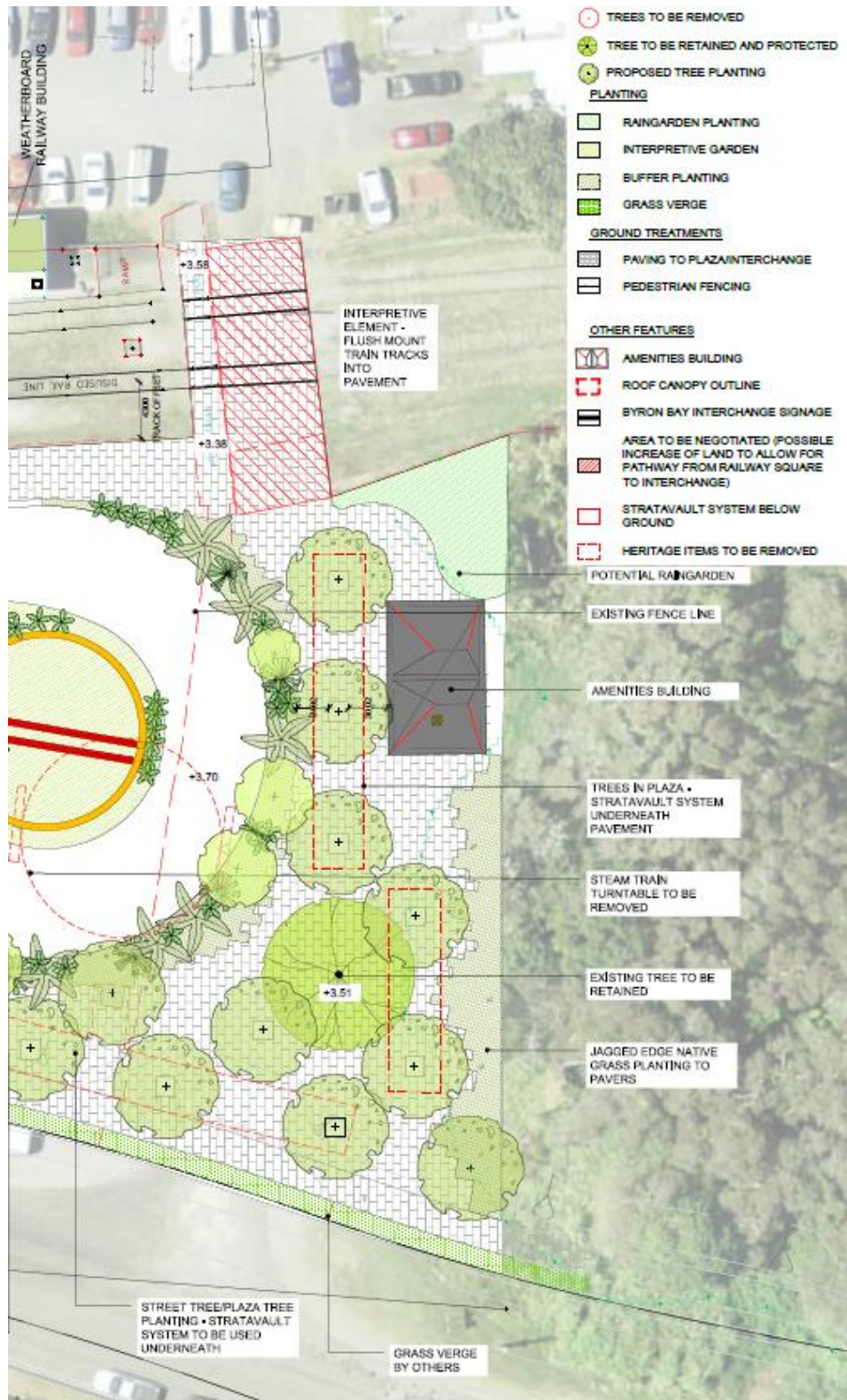


Figure 67. Detail (southern end) of the layout of the proposed Bus Terminal, showing the roundabout, amenities building and the pathway to the eastern side of the station (DesignInc - SMEC).



Figure 68. View east from centre of site to railway station (DesignInc - SMEC).



Figure 69. View west from railway station (DesignInc - SMEC).



Figure 70. View west from centre of site (DesignInc - SMEC).

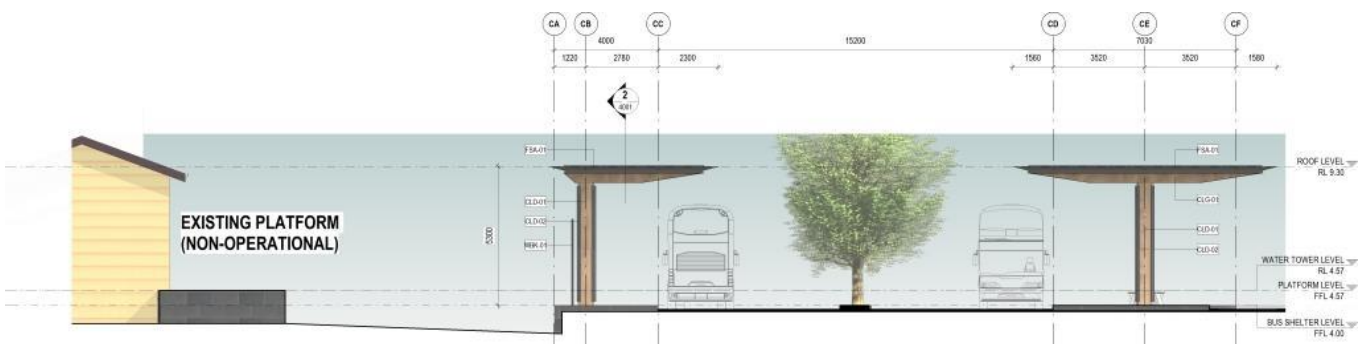


Figure 71. View south from north end of site (DesignInc - SMEC).

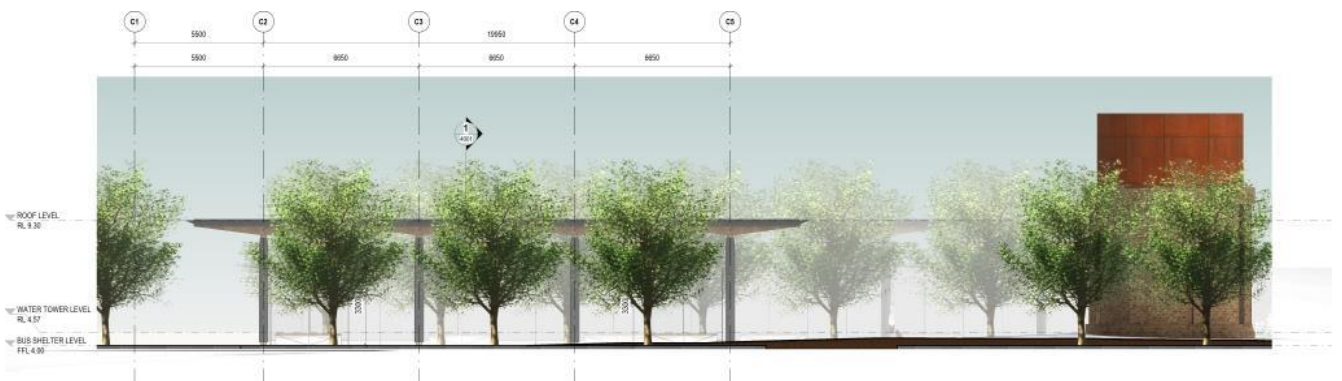


Figure 72. View east from Butler Street (DesignInc - SMEC).



Figure 73. Visualisation - View north-east of Bus/Coach Terminal – railway station at rear (DesignInc - SMEC).

Figure 74. Visualisation - View north of Bus/Coach Terminal – railway station at right (DesignInc - SMEC).



Figure 75. Visualisation - View east of Bus/Coach Terminal – railway station at rear (DesignInc - SMEC).

Figure 76. Visualisation - View south of Bus/Coach Terminal – railway station at left (DesignInc - SMEC).

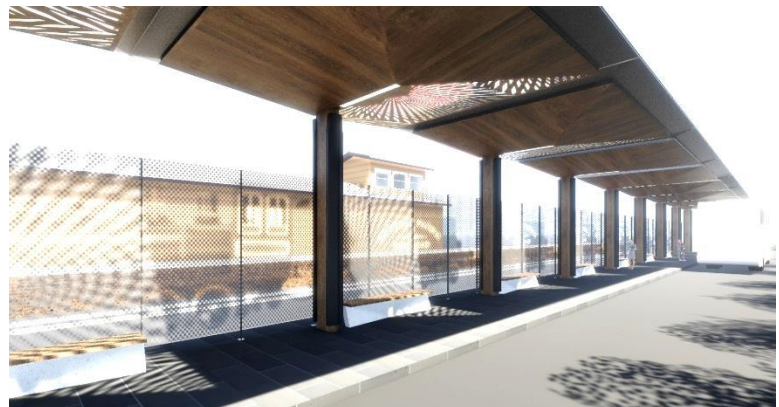




Figure 77. Visualisation
- View south of Bus/Coach
Terminal – railway station
at left (DesignInc - SMEC).

Figure 78. Visualisation
- View west to Butler
Street from Drop-off Zone
– Water Tower at left
(DesignInc - SMEC).



Figure 79. Visualisation
- View south-west from
Drop-off Zone – water
tower at rear (DesignInc -
SMEC).

Figure 80. Visualisation
- View east of Amenities
building (DesignInc -
SMEC).



7.3 The Water Tower

The proposed works will involve earth-moving and construction works in close vicinity to the water tower which, in its current condition, would be likely to be adversely affected by this activity and the associated vibrations. Also, given that the water tower will become a central feature of the bus terminal area, stabilisation of the brickwork and improvement to the safety and security of the water tower will be a necessary component of the works.

Consequently, prior to the commencement of major works, a remediation program is proposed for the water tower. This will involve the stabilisation of brickwork which is currently affected by mortar failure, vegetation growth or both; clean-up of the brickwork and the interiors, removal of loose elements and resealing the interior to prevent access. This work will have the following components:

- Remove intrusive vegetation, repair brickwork / reset loose bricks / repoint brickwork as required / re-render copings;
- Heli-bar stitching required for cracking through wall in two locations:
 - Below the cast iron pipe bearing on the brickwork (above the entry)
 - Vertical cracking at the top of the wall above the second window
- Remove graffiti / remove rubbish from tower exterior and interior;
- Remove rubbish, trees and loose rust and mud from interior of tank;
- Seal window and door openings with new wire frames, securely fixed to prevent removal and to exclude entry;
- Remove loose (40 mm) 2 inch gal pipe and other loose sheet metal; and
- Stabilise exterior (80 mm) 4 inch cast iron pipe near top of tank.

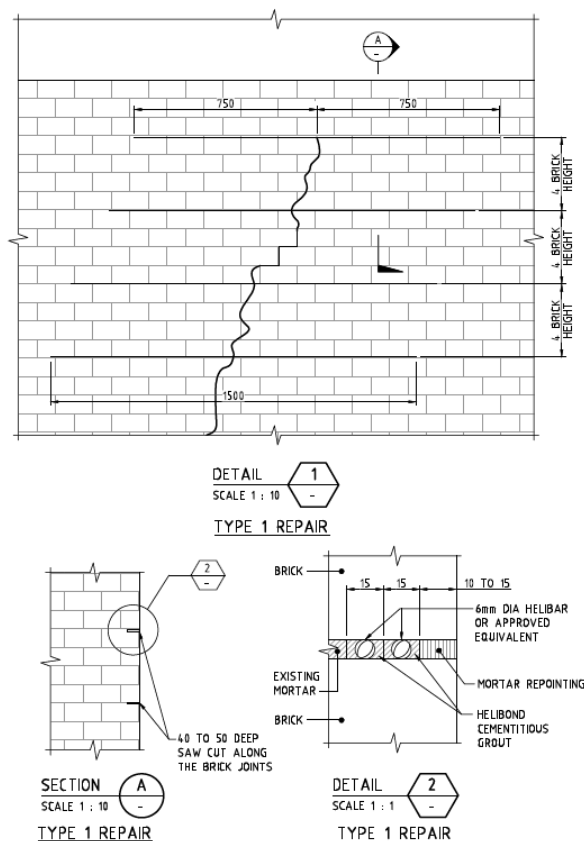


Figure 81. Areas of brickwork requiring crack-stitching (SMEC).

At present, the tank appears structurally stable, despite obvious issues associated with its physical condition. Works necessary to stabilise the physical condition of the tank without undertaking corrective works would include:

- Remove all loose scale by wire brush (do not use abrasive blasting);
- Remove any existing loose paint (nb. existing paints may contain lead);
- Treat all metal with phosphoric acid; and
- Prime and paint all metal with suitable coating system (oil based, weather resistant – expected to last ~10 years. Will require touch up).

The tower will need to be completely stabilised with a scaffold or similar. The current condition of the tank floor is not weight bearing and workers will need to be suspended from an EWP for work within the tank.

Tank Rim

The tank rim is badly corroded on the horizontal plane. Corrosion rate is estimated at 0.11mm per year (assuming the first perforations appeared in 1990). It is estimated the section loss at the rim is ~30%. A 'do nothing' option would eventually result in complete corrosion of the rim and it would become dislodged.

- Tank thickness is approximated as 6-8mm based on measurements taken on site using ultrasonic steel thickness gauge.
- Tank thickness should be adequate for bolting or welding.

Based on the observed corrosion and its location, the structural engineers have recommended the welding of discrete fin plates within the tank to stabilise the tank rim. Introduction of fin plates will also likely be beneficial in bracing the tank against lateral buckling. Welding involves the use of additional metal added to the joint and is likely, in this instance, to result in a lower level of material impact than the use of bolts through drilled holes.

No galvanic corrosion is anticipated between the two parent materials, assuming mild steel plates are used and all elements are painted at completion.

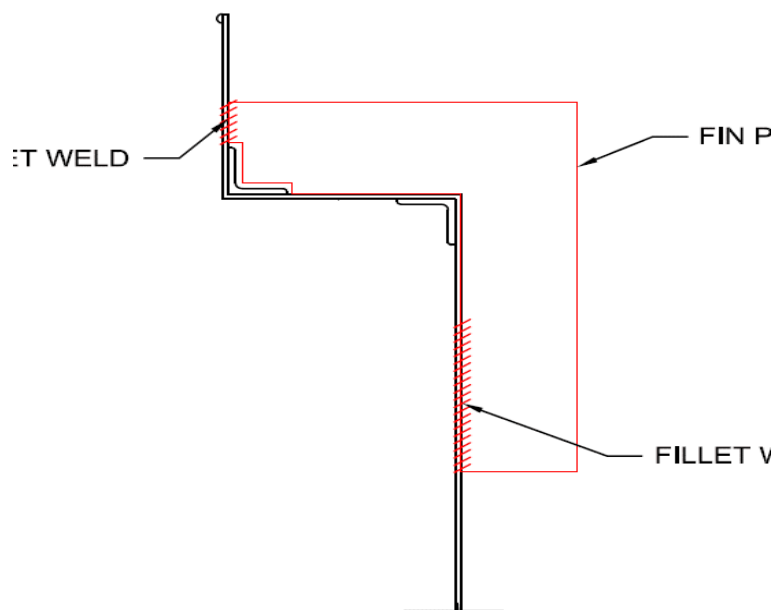


Figure 82. Rim repair option

Tank Floor Stability

The floor of the tank is effectively disconnected from the sides of the tank but is supported by the central (180 mm) 9 inch cast iron outlet pipe, with some lateral stiffness provided by the branch pipe to the exterior of the tower. This arrangement appears to be stable for the present, however, the below-ground arrangement of the pipework has not been determined and, for this arrangement to be relied upon, the lower end of the pipe should be checked for its stability in the ground.

Options for repair

- Leave floor in place and attach fin plate connection between tank walls and floor; or
- Remove floor and laterally restrain the tank –a ring beam or bracing (struts) may be feasible and will require analysis. Local strengthening of the wall may also be required and stabilising the central pipe with struts. This approach would also require investigations relating to:
 - Stability check of tank (without weight of water + organic material in the tank).
 - Hoop stresses – wind load will induce compression and potential buckling of tank. In the past the tank was in pure tension due to water pressure.

Two options for repair have been proposed.

Option 1: Leave floor in place and attach fin plate connection between tank walls and floor (2 per each radial member) using welded connections. The central pipe will need to be structurally assessed to confirm stability in its current arrangement.

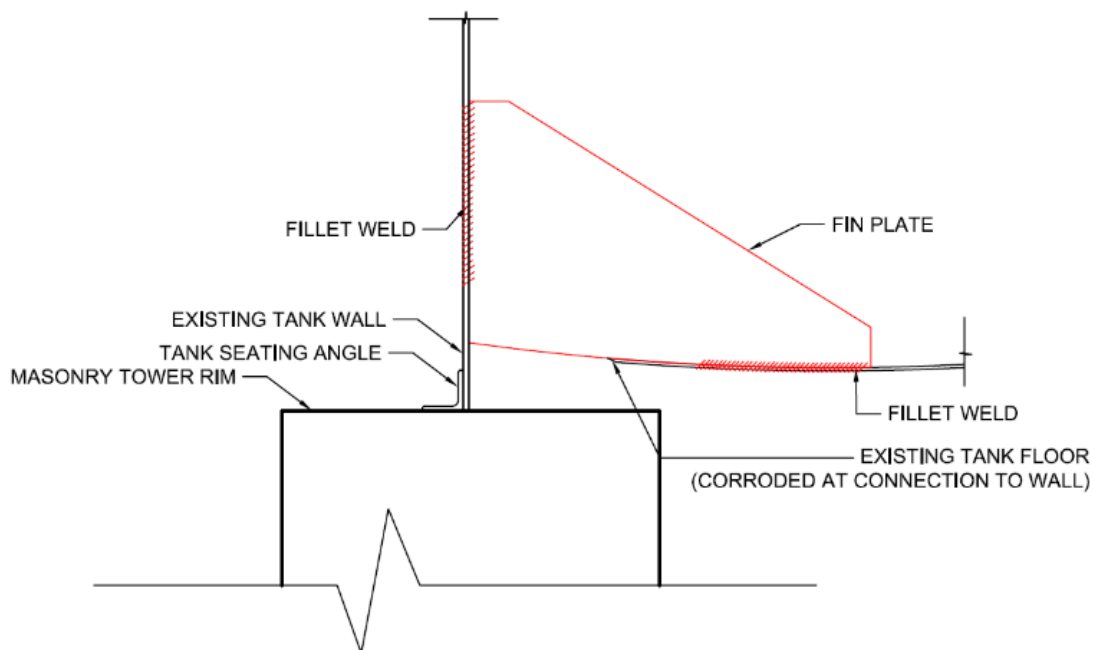


Figure 83. Tank base repair option 1

Option 2. Remove floor and laterally restrain the tank –Steel C sections are proposed to stabilise the central cast iron pipe and brace the tank walls at the base. A ring beam option may also be feasible depending on the stability of the central pipe and degree of bracing required (to be confirmed based on structural assessment).

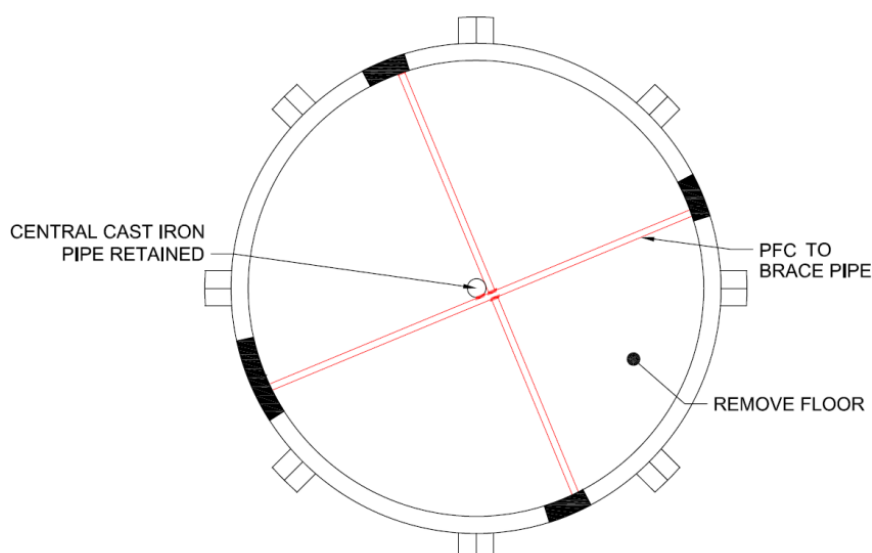


Figure 84. Tank base repair option 2

Option 1 is preferred from a heritage perspective, although Option 2 has constructability, cost and future management advantages. Option 1 is the preferred Option for this project.

Tank Drainage

The tank outlet pipe sits above the floor of the tank approximately 80 mm – 100mm which, after rain, leaves a pool of water on the floor of the tank. As the tank floor is spherically concave, this water has no means of escape and must evaporate, with consequent corrosion of the metal. In order to ensure that stormwater is directed into the drain pipe, it is proposed to install a block-out in tank. It will be necessary to determine where the current outlet of the drain pipe is located and the ultimate destination of the stormwater.

Stormwater

As the floor of the tank has separated from the walls of the tank at the tank wall, stormwater is not retained in the tank and overflows the floor into the space within the tower or runs down the tank walls onto the inner brickwork of the tower. Attention should be given to management of stormwater within the tower. The following points will need addressing:

- The brickwork at the top of the tower, inside of the tank walls, was not designed for water runoff (as it was on the exterior). Depending upon detailed inspection and assessment, the top edge of the brickwork should be rendered with a coping or a form of flashing installed to direct water runoff over the edges and down the walls.
- The inner walls of the tower are painted, however, the paint coating is in poor condition. To minimise the effects of stormwater on brickwork, this coating will be made good.
- The floor of the tower appears to be packed earth and appears to be free-draining. At this stage, no works are proposed to the floor within the tower.

These remediation works will result in a physically stable structure which will be safe for the public to be in its vicinity. These works do not propose any adaptation or alteration to the current structure. In this condition, there will be no public access into the tower and signage to this effect will be installed.

8 ASSESSMENT OF HERITAGE IMPACT

8.1 Built Heritage

Surviving Elements

The proposed bus terminal at Byron Bay will not have any direct impact upon any of the standing buildings or structures of the Byron Bay Railway Station. It is separated from the railway station buildings and the railway platform by the railway corridor and is on land approximately one metre higher than the level of the railway corridor, allowing a clear distinction between the existing redundant infrastructure and the proposed new transport infrastructure. It is in the vicinity of the significant water tower but will not directly affect this structure. Overall, the proposed transport infrastructure is broadly consistent with the existing character of the railway station environs and will reinstate the railway station area as the centre for transportation within the town.

The removal of regrowth vegetation in the Loco Siding area will return the site to its former role as part of the overall railway station precinct and will reinstate views across the Loco Siding area from either side, reinstating a key visual linkage for the town.

The proposed works in the vicinity of the water tower will require that some remedial works be carried out to stabilise the brickwork and the metalwork to ensure water tower's long-term conservation. The creation of a new level of public activity in its vicinity may lead to opportunities for its adaptive reuse or, at least, a more active interpretation of its history and significance.

The proposed works will require removal of the remnant evidence of the former turntable, primarily the two concrete piers and the brick and concrete surrounds of the turntable pit. The former are concrete monoliths which may be able to be removed as complete elements and retained for interpretation purposes in accordance with Policy 23 of the *Byron Bay Draft Conservation Management Plan (CMP) 2018*. The existence of the turntable pit is inferred from the visible ring of brick and concrete at ground level but the nature and extent of the remains of the turntable pit are unknown at this time. In view of the absence of the turntable's major element, the locomotive bridge, the removal of its vestigial remains represents a minor adverse impact.

The proposed canopy over the bus terminal loading area is a minor structure which has been designed to fit unobtrusively into the existing visual landscape. It will be a roof structure carried on steel posts and existing views will be maintained through and around it, with decorated translucent panels between columns providing some weather protection and playing a role in the interpretation for the site through the use of railway-themed silhouettes. The soffits of the roof will feature timber panelling, to reflect the timber character of the railway station buildings. The shapes, pitches and angles which form the canopy roof have been selected to be compatible with the existing angles, roof pitches and rectangular shapes of the railway station buildings and the visually-predominant materials are selected to be unobtrusive yet consistent with the timber-fabric of the railway buildings.

The second canopy over the Drop-Off Zone is similar in form and materials, yet of smaller overall dimensions, and will have a similarly minor impact upon views within and across the site. The small amenities block adopts the same design-character, with dark, plain walls and a simple skillion roof but the primary visual elements will be its timber roof soffit, timber sight-screen and feature wall on the western side. The proposed location of the amenities building is not in the vicinity of any known prior structures and is beyond the end of the railway operations area.

Possible Buried Structures

The presence of an ash pit and a coal stage in the vicinity of the water tower and turntable is shown on plans but the nature and extent of any remaining evidence of these structures is unknown. The ash

pit would typically be a brick-lined trench below the centre of the railway tracks. There is no visible evidence at ground level at present, apart from a concentration of ashy residues, but it may be uncovered upon excavation. The coal stage was an above-ground structure of which there is now no visible evidence but, upon excavation, it is possible that footings or other evidence may be uncovered. It is also possible that some original pipework for the water supply to the Water tank could be uncovered. The location of any evidence of these items within the project construction area will mean that their removal will be required.

For the purposes of the *Heritage Act 1977*, physical evidence of these structures would be classed as “material evidence from demolished buildings, works or former structures which provide evidence of prior occupations”¹⁶ and they would not generally be considered to be ‘relics’ as defined in the Act. As set out above, these elements were once ubiquitous within the railway system and their heritage significance would be as representative examples within a local context. Identification of these items during excavation would largely serve only to confirm known documentary evidence. In view of the fact that, in any case, physical evidence of these elements would be of low heritage significance, removal of these elements, if they exist, would have an insignificant heritage impact.

Conclusion

The proposed works will have a minor adverse heritage impact upon the surviving evidence of the turntable and possibly also any buried evidence of other structures but, overall, the impact upon the significant fabric of *Byron Bay Railway Station and yard group* would be negligible. The remedial works will improve the physical condition and future conservation of the Water Tower and will return it to a position of prominence within the townscape. The removal of regrowth vegetation within the Loco Siding area will reinstate views across the Loco Siding area from either side, reinstating a key visual linkage for the town. The reactivation of the area as an active public transport centre is consistent with the heritage values of Byron Bay Railway Station and will reinvigorate the vicinity as an important locality within the town.

8.2 Landscape Heritage

The loco siding area of Byron Bay Railway Station was, until the late twentieth century, a cleared area whose lack of use has seen regrowth of native and exotic vegetation over the last two decades. There are no landscape elements of heritage significance in this area. The traditionally vegetated areas, to the north up to the Byron Motor Lodge Motel and south beyond the present informal side road, will not be affected to any significant degree by the proposed works.

8.3 Curtilage

There is no proposal for change to the State Heritage Register statutory curtilage and the future development of the area will be subject to the oversight of the NSW Heritage Council.

¹⁶ *Assessing Significance for Historical Archaeological Sites and ‘Relics’* New South Wales Heritage Branch of the Department of Planning, 2009.

8.4 Views and Settings

The proposed works will not have any substantive adverse impact upon significant views into or out of the Byron Bay Railway Station site and will not, of themselves, alter the setting for the heritage buildings of the railway station further east. The Loco Siding area, in its current vegetated form, forms a visual barrier between the east and west sides of Byron Bay and the proposed works will reinstate the traditionally open views across the railway lines from east to west.

8.5 Heritage Items in the Vicinity

There are no heritage items in the vicinity, not part of the existing Byron Bay Railway Station, which will be directly affected by the proposed works. The operation of the bus terminal will, to a large extent, be similar to and consistent with the former noises and levels of activity associated with the operation of the railway station (up to 2004) and the Loco Siding (up to the 1960s) and, whilst the houses at 60 and 62 Butler Street, opposite the site of the proposed works, may be affected by the return of activity to the Loco Siding area, this is not a significant impact from a heritage perspective.

For the same reason, the heritage qualities and significance of the *Burns Street Conservation Area*, also opposite the site of the proposed works, will not be adversely affected by the return of activity to the Loco Siding area.

The *Railway Precinct, Byron Bay Conservation Area*, located east of the Loco Siding area encompassing the Byron Bay Railway Station and its eastern forecourt to Jonson Street, will not be directly impacted by the proposed works. The heritage qualities and significance of this conservation area will be indirectly enhanced by the relocation of the bus terminal to a more amenable location within the vicinity, maintaining the role of this area as the central point in Byron Bay for interurban public transport.

8.6 Non-Indigenous Archaeology

The overall non-Indigenous archaeological research significance of the site and its elements is negligible. For the purposes of the *Heritage Act 1977*, physical evidence of the former railway structures would be classed as “*material evidence from demolished buildings, works or former structures which provide evidence of prior occupations*”¹⁷ and they would not generally be considered to be ‘relics’ as defined in the Act.

There is no historical evidence to suggest that there might be any other potential archaeological evidence relating to the development of the site, which could relate to any other aspect of the site apart from its use as part of the railway station. The likelihood of finding relics of State or Local significance is minimal.

¹⁷ *Assessing Significance for Historical Archaeological Sites and ‘Relics’* New South Wales Heritage Branch of the Department of Planning, 2009.

8.7 Indigenous Archaeology

An assessment of Indigenous archaeology and potential cultural issues for this site has been undertaken as a separate report.

8.8 Compliance with CMP Recommendations

The Byron Bay Railway Station Conservation Management Plan 2018 has been prepared in parallel with this Statement of Heritage Impact, to ensure that procedural and significance outcomes associated with the Bus Interchange are acceptable in the context of the significance of the Railway Station overall.

In relation to the Loco Sidings Area, the CMP makes the following recommendations:

Policy 8

Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the correct materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed or damaged, they should be restored

Guidelines:

- ◆ Refer to Sections 6.7 and 6.8 Graded Levels of Significance.

Policy 11

Fabric/elements of little significance may be altered as necessary but such actions should not damage or obscure fabric of higher significance.

Guidelines:

- ◆ Refer to Sections 6.7 and 6.8 Graded Levels of Significance.

Policy 14

Ongoing preservation and maintenance of original and significant fabric must be carried out using appropriate methods and materials.

Guidelines:

- ◆ Traditional materials and techniques are to be adopted in carrying out work to significant fabric. Modern equivalents may be considered where they offer substantial conservation benefits.

Policy 17

Byron Bay Railway Station no longer operates for its traditional use and new adaptive reuses are necessary. New uses should adopt transportation, civic open space and community uses as primary objectives for future uses.

Guidelines:

Loco Sidings Area

- ◆ The Loco Sidings Area is proposed to be reconstructed as a Bus/Coach Terminal. This use is compatible with the heritage values of the Station and will reinstate the 'transport' associations to the Loco Sidings Area and the station area generally.
- ◆ The development of the proposed Bus/Coach Terminal will prove an opportunity for historic interpretation media to interact with a waiting audience, which should be exploited.
- ◆ The vegetation in the Loco Sidings Area north of Somerset St is less disturbed and weedy.

It should be retained as public green space, maintained and made accessible.

Policy 18

Changes to components of the site to facilitate appropriate reuses are acceptable, provided those changes do not compromise significant aspects of the site or its buildings.

Guidelines:

- ◆ Any changes to the buildings and spaces to enable adaptation for a new use should be compatible with their historical form, fabric and character. Where a proposed use requires changes that compromise significance to a substantive degree, it should not be adopted.
- ◆ Changes to the buildings and spaces should be designed and considered in the overall context of the Railway Station and its heritage values, not just upon their immediate vicinity. These values range from the character of the area created by the size and materials of buildings, through to the open space and 'public' character of the land.

Loco Sidings Area

- ◆ The Water Tower should be repaired and conserved and interpreted.
- ◆ The vegetation in the Loco Sidings Area north of Sommerset St is less disturbed and weedy. It should be retained as public green space, maintained and made accessible.
- ◆ The development of a pedestrian crossing at the north end of the Loco Sidings Area, at the Byron St alignment, is acceptable. The design of level changes and gradients on either side of the railway corridor will require careful balance of competing objectives.

Policy 24

An Interpretation Plan should be prepared to interpret the history and heritage values of the site.

Guidelines:

- ◆ A heritage specialist should prepare the Interpretation Plan.
- ◆ Identification of key historic themes, audiences and a SWOT analysis (strengths, weaknesses, opportunities, threats) should inform interpretation planning

Policy 25

Views to and from the Railway Station building from Jonson Street should not be interrupted.

Guidelines:

- ◆ The view across the forecourt of the Railway Station to/from Jonson St should be maintained as a significant view.
- ◆ Long views north and south along the railway corridor should be maintained.
- ◆ The restoration of the eastwards view from Butler St across the railway station should be reinstated, if possible

The proposed works to the Loco Sidings Area, if carried out in compliance with the project plan and recommendations of this Statement of Heritage Impact, are consistent with the policies and recommendations of the Conservation Management Plan.

8.9 Compliance with SHR Management Recommendations

Management Recommendations provided in the SHR listing report are presented below, with the relevant responses arising from this project.

| Recommendation | Response |
|---|--|
| <i>Produce a Conservation Management Plan (CMP)</i> | A Conservation Management Plan has been prepared and has informed the preparation of the Statement of Heritage Impact. |
| <i>Carry out an Archaeological Assessment</i> | <p>An assessment of the potential for Non-Indigenous archaeology to be present within the former Loco Siding area has been undertaken as part of this report.</p> <p>An assessment of the potential for Indigenous archaeological evidence to be present within the former Loco Siding area has been undertaken as a separate project.</p> |
| <i>Prepare a maintenance schedule or guidelines</i> | This project does not directly impact upon any standing structures. Remedial works will be carried out to remove invasive vegetation and stabilise the Water Tower brickwork and metalwork, given the proposed activity in its vicinity. In the absence of any information regarding the future ownership and management of the Water Tower, the preparation of management guidelines or maintenance schedules for this structure is beyond the scope of this project. |
| <i>Carry out interpretation, promotion and/or education</i> | <p>As part of this project, an interpretive edge treatment in either pavement or landscape or both will be installed to represent where the turntable once lay.</p> <p>Signage may also be incorporated as part of the bus terminal area to provide some history of the site. This will be subject to the involvement and approval of the Byron Shire Council.</p> |

9 STATUTORY CONTROLS

9.1 Heritage Act 1977

9.1.1 State Heritage Register

The *Heritage Act 1977* provides protection for items of State heritage significance that are listed on the NSW State Heritage Register, as well as for unlisted archaeological relics. Section 57 of the Act requires that works proposed for items protected by the *Heritage Act 1977* are approved by the Heritage Council of NSW or its delegates, as appropriate. 'Byron Bay Railway Station and Yard Group' has been identified as a place of State Significance and is listed on the NSW State Heritage Register. Consequently, proposed works and changes to the site need to be assessed and approved by the NSW Heritage Council in accordance with Section 57(1). The form and process for applying for Approval is set out in Section 60.

9.1.2 Standard and State-Agency Exemptions

Pursuant to Section 57(1) of the Heritage Act, the approval of the Heritage Council of NSW is generally required for the proposed development within a site included on the State Heritage Register, including works to the grounds or structures¹⁸. However, Section 57(2) provides for certain works to be exempt from requiring approval. Minor activities do not require approval under the *Heritage Act 1977*, if undertaken in accordance with the guidelines set out in *Standard Exemptions For Works Requiring Heritage Council Approval* (NSW Heritage Council, 2009). The Standard Exemptions include works relating to:

1. Maintenance and Cleaning
2. Repairs
3. Painting
4. Excavation
5. Restoration
6. Development Endorsed By The Heritage Council or Director-General
7. Minor Activities With Little Or No Adverse Impact On Heritage Significance
8. Non-Significant Fabric
9. Change Of Use
10. New Buildings
11. Temporary Structures
12. Landscape Maintenance
13. Signage
14. Burial Sites and Cemeteries
15. Compliance With Minimum Standards And Orders
16. Safety And Security
17. Moveable Heritage Items

The Heritage Council also has the power to make site-specific and State-Agency-specific Exemptions (ie Statutory Exemptions). Any works outside the parameters of the Standard Exemptions or Statutory Exemptions outlined above will require an application under Section 60 of the Heritage Act 1977 to the NSW Heritage Council. There are no current Statutory (State-Agency) Exemptions applicable to this site (Exemptions granted to RailCorp in 2013 relate to operations on active railway lines and are not applicable to this site).

¹⁸ *Heritage Act 1977*, Part 4, Division 2, Section 57.

Outcomes

The proposed works addressed in this report, being the construction of road pavements, pedestrian waiting areas and ancillary elements to create a bus terminal area, will require an application in accordance with Section 60 to the NSW Heritage Council for approval, as they occur within the curtilage of an area listed on the NSW State Heritage Register.

9.1.3 State Agency Heritage and Conservation Registers

Section 170 of the Heritage Act requires that all Government departments or agencies must maintain a Heritage and Conservation Register, which includes all property and assets owned or in the care and control of the relevant department or agency that are of State or Local heritage significance.

Under Section 170A of *Heritage Act 1977*, the relevant authority is required to provide 14 days prior notice to the Heritage Council of NSW in the event that it:

- (a) removes any item from its register under section 170, or*
- (b) transfers ownership of any item entered in its register, or*
- (c) ceases to occupy or demolishes any place, building or work entered in its register.*

Outcomes

The proposed works for the establishment of a bus terminal within the former Loco Siding area at Byron Bay Station do not trigger any actions required under Section 170A. Should the bus terminal eventually result in the sale (or transfer of ownership to another authority) of any portion of the site, Heritage Council notification will be required.

9.1.4 Relics

The *Heritage Act 1977* provides protection for unlisted archaeological relics. A relic is defined in the legislation as:

- "relic" means any deposit, artefact, object or material evidence that:*
- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
 - (b) is of State or local heritage significance.*

Section 139 (1) of the Heritage Act states that:

- (1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.*

Outcomes

The Loco Siding area at Byron Bay Railway Station has been assessed as having a very low potential for the presence of relics. Consequently, there are no specific requirements arising from the 'relics' provisions of the Heritage Act. Should a relic be discovered or exposed, Section 139(2) requires that an Excavation Permit be obtained before any further work is undertaken.

9.2 Byron Local Environmental Plan 2014

Schedule 5 (Heritage Items) of the *Byron Local Environmental Plan 2014* (LEP) includes several heritage items relevant to the Loco Siding area. These are listed in Section 3.1.3 above.

Clause 5.10 of the LEP includes provisions to protect heritage items within the Byron Shire Council area. Inter alia, these provisions require that Development Consent must be sought to undertake works that affect a Heritage Item or a Heritage Conservation Area identified in Schedule 5 of the LEP. Section 5.10(4) requires that Council must “*consider the effect of the proposed development on the heritage significance of the item or area concerned*”¹⁹ prior to granting consent to any development.

Clauses 5.10(5) and 5.10(6) provide that, prior to granting consent, Council may require:

“*a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned*”²⁰; or

“*the submission of a heritage conservation management plan*”²¹

Outcomes

This report should be provided to Byron Shire Council as part of any Development Application. However, the approval of the NSW Heritage Council under the Heritage Act is required prior to the approval of Byron Shire Council.

9.3 Byron Development Control Plan 2014

The *Byron Development Control Plan 2014* (DCP) includes a range of general objectives, standards and requirements for development within Byron Shire Council areas. Part C – Chapter C1 includes specific provisions relating to development affecting heritage items and heritage conservation areas. The provisions of the DCP are many and varied but relevant elements include:

C1.3.1 General Streetscape Context

Performance Criteria...

- 2. The established landscape character of the locality including height of canopy and density of boundary landscape plantings must be retained in any new development.*
- 3. New developments must respect and complement the existing heritage character of the streetscape by maintaining the general scale, height, bulk and proportions of traditional and new buildings in the streetscape.....*

C1.3.3 Gardens and Landscape

Performance Criteria

- 1. The design of gardens and landscaping for development on or in the vicinity of Heritage Conservation Areas or heritage items must be compatible with the traditional character, layout and species composition of gardens and landscaping in the Heritage Conservation Areas or heritage item site....*

C1.4.4 Building Materials

Performance Criteria

¹⁹ *Byron Local Environmental Plan 2014*

²⁰ Op. cit.

²¹ Op. cit.

1. Finishes employed in new development must be compatible with the heritage significance and character of the heritage item they adjoin or of development in the street or Heritage Conservation Area....

6. Any new development on the site of a heritage item must use materials similar to or compatible with those of the original building or item.

Outcomes

The design of the future landscaping and bus waiting area canopy will need to satisfy the requirements of the Byron Bay DCP.

10 CONCLUSION AND RECOMMENDATIONS

10.1 Statement of Heritage Impact

The proposed works to convert the former Loco Siding area at Byron Bay Railway Station for use as a bus and coach terminal will take place within the statutory curtilage of an item listed on the NSW State Heritage Register. The proposed works to construct the bus terminal will have no direct physical impacts upon any significant fabric of the *Byron Bay Railway Station and Yard Group*. However, to achieve operational objectives in its vicinity and in recognition of its particular heritage significance, stabilisation and remedial works will be carried out to the remnant water tower which stands within the former Loco Siding area. The necessary stabilisation works will recover the physical condition of the Water Tower and the reactivation of the immediate area will improve and facilitate the ongoing conservation of the Water Tower in the future.

The Water Tower will be conserved and interpreted within the new bus and coach terminal and will become a prominent feature of this re-activated area. The removal of the regrowth vegetation will reinstate the traditional views across the site, relinking the two sides of the Byron Bay township, and this will reinstate the Water Tower to its former position as a prominent local landmark.

The proposed future use of the western edge of the Railway Station for a bus and coach terminal is consistent with the overall transport history and heritage of the Byron Bay Railway Station. The activation of the area for public transport activities will restore the traditional activity and civic role of Byron Bay Railway Station as a transport hub, as a link to outside places and as the cultural heart of the town.

The proposed works will have a minor adverse impact upon the surviving evidence of the turntable and any buried evidence of other structures but, as their heritage significance largely contextual, the consequent adverse impacts upon the significance of the *Byron Bay Railway Station and yard group* would be negligible. The archaeological research potential of the land affected by the proposed works is negligible and no relics are expected to be disturbed by the proposed works.

The proposed works to convert the former Loco Siding area at Byron Bay Railway Station for use as a bus and coach terminal will not have any substantive adverse impact on the heritage significance of the *Byron Bay Railway Station and Yard Group*. In many respects, the proposed works will result in a substantive benefit to the heritage significance of the Station, restoring its former role and importance.

10.2 Recommendations

Based upon the analysis and conclusions carried out above, the following recommendations and conclusions should be considered:

- This report should be provided to the NSW Heritage Council and Byron Shire Council as part of any Application for Approval under Section 60 of the *Heritage Act 1977* and any Development Application.
- The water tower will need to be adequately protected during construction works.
- Excavation works in the loco siding area should be undertaken in the presence of an archaeologist to observe and record the remnants of the turntable and possible remnants of the ash pit and footings of the coal stage.
- The bus and coach terminal and its associated landscaping should include interpretation information regarding the water tower, the railway station and the history of the Byron Bay region.



Heritage Council



of New South Wales

Our ref: DOC18/888229

Andre Panich
Project Manager
Sydney Trains
Level 3 36-46 George Street
BURWOOD NSW 2134

Via email: Andre.Panich@transport.nsw.gov.au

Dear Mr Panich

**APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977*
BYRON BAY RAILWAY STATION AND YARD GROUP,
STATE HERITAGE REGISTER N^o 01107**

Site: Byron Bay Railway Station, between 86 Jonson Street and Butler Street, Byron Bay

Proposal: Construction of a transport interchange including: amenities block; kiss and ride facilities; shelter and bus stop; taxi stand; bicycle facilities, within a landscaped precinct

Section 60 application no: S60/2018/239, received 20 November 2018

Information received with the application: As per condition no. 1

Additional information requested: No

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

APPROVED DEVELOPMENT

1. Development must be in accordance with:
 - a) Stamped Architectural drawings, prepared by DesignInc, as listed in the table below:

| Dwg No | Dwg Title | Date | Rev |
|--|---|------------|-----|
| Project Name: Byron Bay Transport Interchange | | | |
| AR-0002 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING GENERAL NOTES SHEET 1 OF 2 | 18.10.2018 | 0 |
| AR-0003 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING GENERAL NOTES SHEET 2 OF 2 | 18.10.2018 | 0 |
| AR-1001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING SITE PLAN | 18.10.2018 | 0 |

| | | | |
|---------|---|------------|---|
| AR-2001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING INTERCHANGE GROUND FLOOR PLAN | 18.10.2018 | 0 |
| AR-2002 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING INTERCHANGE ROOF PLAN | 18.10.2018 | 0 |
| AR-2003 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING INTERCHANGE REFLECTED CEILING PLAN | 18.10.2018 | 0 |
| AR-2004 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING AMENITY BLOCK PLANS | 18.10.2018 | 0 |
| AR-3001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION - CANOPY 1 EAST & WEST | 18.10.2018 | 0 |
| AR-3002 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION - CANOPY 1 & 2 NORTH & SOUTH | 18.10.2018 | 0 |
| AR-3003 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION - CANOPY 2 EAST, WEST & SOUTH | 18.10.2018 | 0 |
| AR-3004 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION SECTION - AMENITY BLOCK | 18.10.2018 | 0 |
| AR-4001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING SHELTER GENERAL ARRANGEMENT SECTIONS | 18.10.2018 | 0 |
| AR-5000 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING ENLARGED CANAPOY PLAN DETAILS | 18.10.2018 | 0 |
| AR-5001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING CANOPY DETAILS SHEET 1 OF 2 | 18.10.2018 | 0 |
| AR-5002 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING CANOPY DETAILS SHEET 2 OF 2 | 18.10.2018 | 0 |
| AR-5003 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING AMENITIES BLG DETAILS SHEET 1 OF 2 | 18.10.2018 | 0 |
| AR-5004 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING AMENITIES BLG DETAILS SHEET 2 OF 2 | 18.10.2018 | 0 |

| | | | |
|---------|--|------------|---|
| AR-7001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING MATERIAL AND FINISHES SCHEDULE | 18.10.2018 | 0 |
| AR-7002 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING FIXTURES AND EQUIPMENT SCHEDULE | 18.10.2018 | 0 |
| AR-8001 | BYRON BAY TRANSPORT INTERCHANGE ARCHITECTURE INTERCHANGE CANOPIES & AMENITIES BUILDING | 18.10.2018 | 0 |

B: Stamped Civil engineering drawings, prepared by SMEC, as listed below:

| Dwg No | Dwg Title | Date | Rev |
|--|--|------------|-----|
| Project Name: Byron Bay Transport Interchange | | | |
| 30011906-GE-700 | BYRON BAY TRANSPORT INTERCHANGE COVER SHEET 1 OF 2 | 30.10.2018 | 1 |
| 30011906-GE-701 | BYRON BAY TRANSPORT INTERCHANGE COVER SHEET 2 OF 2 | 30.10.2018 | 1 |
| 30011906-GE-702 | BYRON BAY TRANSPORT INTERCHANGE GENERAL LIMIT OF WORKS | 30.10.2018 | 1 |
| 30011906-CV-705 | BYRON BAY TRANSPORT INTERCHANGE GENERAL NOTES SHEET 1 OF 1 | 30.10.2018 | 2 |
| 30011906-CV-710 | BYRON BAY TRANSPORT INTERCHANGE CIVIL SITE LAYOUT PLAN SHEET 1 OF 1 | 30.10.2018 | 2 |
| 30011906-CV-711 | BYRON BAY TRANSPORT INTERCHANGE CIVIL BULK EARTHWORKS PLAN SHEET 1 OF 1 | 30.10.2018 | 1 |
| 30011906-CV-712 | BYRON BAY TRANSPORT INTERCHANGE CIVIL BULK EARTHWORKS LONGITUDINAL SECTIONS SHEET 1 OF 1 | 30.10.2018 | 1 |

C: Stamped Landscape drawings, prepared by DesignInc (no date), as listed below:

| Dwg No | Dwg Title | Date | Rev |
|--|--|------|-----|
| Project Name: Byron Bay Transport Interchange | | | |
| BB-WT-LA-0002 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN MASTER LEGEND SHEET 1 of 12 | | D |
| BB-WT-LA-1000 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN DEMOLITION PLAN SHEET 2 OF 12 | | B |
| BB-WT-LA-1001 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN OVERALL SITE PLAN SHEET 3 OF 12 | | H |
| BB-WT-LA-1002 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN LEVELS & GRADING PLAN SHEET 4 OF 12 | | D |
| BB-WT-LA-1100 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN FENCING PLAN SHEET 5 OF 12 | | C |

| | | | |
|---------------|---|--|---|
| BB-WT-LA-2001 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN PAVING PLAN SHEET 6 OF 12 | | G |
| BB-WT-LA-2050 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN PLANTING PLAN SHEET 7 OF 12 | | D |
| BB-WT-LA-3001 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN MATERIAL SCHEDULE SHEET 8 OF 12 | | I |
| BB-WT-LA-3002 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN MATERIAL AND PLANTING SCHEDULE SHEET 9 OF 12 | | C |
| BB-WT-LA-4001 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN TYPICAL DETAILS SHEET 10 OF 12 | | E |
| BB-WT-LA-4002 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN TYPICAL DETAILS SHEET 11 OF 12 | | D |
| BB-WT-LA-4003 | BYRON BAY TRANSPORT INTERCHANGE LANDSCAPE DESIGN TYPICAL DETAILS SHEET 12 OF 12 | | C |

EXCEPT AS AMENDED by the conditions of this approval:

WORKS NOT INCLUDED IN APPROVAL

2. Signage relating to bus interchange works is not approved. A separate s60 application is required if signage is proposed.
Reason: No details for signage were received with the application and so impacts to the significance of the site could not be assessed.

DESIGN MODIFICATIONS

3. No trees or landscape elements that will grow higher than 1.5m are to be planted within 14m of the water tower.
Reason: To preserve the visual links to the water tower from the east and west of the site.

WATER TOWER

4. A detailed schedule of conservation/remediation works for the water tower must be prepared by the nominated heritage consultant and submitted for approval to the Heritage Council of NSW (or delegate) prior to the commencement of conservation works.
5. The approved schedule of conservation/ remediation works must be completed to the satisfaction of the nominated heritage consultant prior to the commencement of the remainder of the works endorsed under this approval.
Reason: To ensure that the highly significant water tower is appropriately conserved and remediated prior to any works being undertaken which could impact its structure or integrity.

OTHER RAILWAY HERITAGE

6. The concrete monoliths at the north and south of the turntable pit are to be retained for interpretation purposes and included in the interpretation plan.
Reason: To ensure that the proposed works are in accordance with Policy 13 of the Byron Bay Draft Conservation Management Plan (2018 CMP).

SPECIALIST TRADESPERSONS

7. All work to, or affecting, significant fabric shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and construction methods.
Reason: So that the construction, conservation and repair of significant fabric follows best heritage practice.

HERITAGE CONSULTANT

8. A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design, provide heritage information to be imparted to all tradespeople during site inductions, and oversee the works to minimise impacts to heritage values. The nominated heritage consultant must be involved in the selection of appropriate tradespersons and must be satisfied that all work has been carried out in accordance with the conditions of this consent.
Reason: So that appropriate heritage advice is provided to support best practice conservation and ensure works are undertaken in accordance with this approval.

HERITAGE INTERPRETATION PLAN

9. An interpretation plan must be prepared in accordance with the Heritage Division publication 'Interpreting Heritage Places and Items Guidelines' (2005) and submitted for approval to the Heritage Council of NSW (or delegate) prior to the issue of a Construction Certificate/ Government certification.
10. The interpretation plan must detail how information on the history and significance of name of item will be provided for the public, and make recommendations regarding public accessibility, signage and lighting. The plan must identify the types, locations, materials, colours, dimensions, fixings and text of interpretive devices that will be installed as part of this project.
11. The approved interpretation plan must be implemented prior to the issue of an occupation certificate.
Reason: Interpretation is an important part of every proposal for works at heritage places.

SITE PROTECTION

12. Significant built and landscape elements are to be protected during site preparation and the works from potential damage. Protection systems must ensure significant fabric, including landscape elements, is not damaged or removed.
Reason: To ensure significant fabric including vegetation is protected during construction.

PHOTOGRAPHIC ARCHIVAL RECORDING

13. A photographic archival recording must be prepared prior to the commencement of works, during works and at the completion of works. This recording must be in accordance with the NSW Heritage Division publication 'Photographic Recording of Heritage Items using Film or Digital Capture' (2006). The digital copy of the archival record must be provided to the Heritage Division, Office of Environment and Heritage.
Reason: To capture the condition and appearance of the place prior to, and during, modification of the site which impacts significant fabric.

HISTORICAL ARCHAEOLOGY

14. All works must be in accordance with Byron Bay Bus Interchange Redevelopment Statement of Heritage Impact, prepared by Extent Heritage, dated November 2018 except as amended by the following conditions:
- The name of a suitably qualified Excavation Director to monitor excavation works must be provided to the Heritage Council or its delegate prior to the commencement of works.

- b. This archaeological approval does not cover the removal of any State significant relics. This approval covers the archaeological mitigation of works which may disturb or expose relics assessed as retaining local heritage significance only.
- c. The Heritage Council of NSW or its Delegate must be informed in writing of the start of the archaeological investigation at least five (5) days prior to the commencement of, and within five (5) days of the completion of on-site archaeological work.
- d. The applicant must ensure that if substantially intact archaeological deposits and/or State significant relics not identified in Byron Bay Bus Interchange Redevelopment Statement of Heritage Impact, prepared by Extent Heritage, dated November 2018 are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.
- e. The applicant must ensure that the Excavation Director, is present at the site supervising all excavation activity likely to expose relics.
- f. The applicant must ensure that the Excavation Director takes adequate steps to record in detail relics, structures and features discovered on the site during the archaeological works in accordance with current best practice. This work must be undertaken in accordance with the NSW Heritage Office guidelines, 'How to Prepare Archival Records of Heritage Items' (1998) and 'Guidelines for Photographic Recording of Heritage Items' (2006).
- g. The applicant is responsible for the safe-keeping of any relics recovered from the site. The applicant must ensure that the Excavation Director, cleans, stabilises, labels, analyses, catalogues and stores any artefacts recovered from the site in a way that allows them to be retrieved according to both type and provenance.
- h. The applicant must ensure that a final excavation report is prepared by the nominated Excavation Director, to publication standard, within one (1) year of the completion of the field based archaeological activity unless an extension of time or other variation is approved by the Heritage Council of NSW. Further copies of the report should be lodged with the local library and/or another appropriate local repository in the area in which the site is located.

Reason: To ensure archaeological information is appropriately managed during works.

UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

- 15. The applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: This is a standard condition to identify to the applicant how to proceed if historical archaeological deposits or relics are unexpectedly identified during works.

ABORIGINAL OBJECTS

- 16. Should any Aboriginal objects be uncovered by the work which is not covered by a valid Aboriginal Heritage Impact Permit, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with the *National Parks and Wildlife Act 1974* (as amended). Works affecting Aboriginal objects on the site must not continue until the Office of Environment and Heritage has been informed and the appropriate approvals are in place. Aboriginal objects must be managed in accordance with the *National Parks and Wildlife Act 1974*.

Reason: This is a standard condition to identify to the applicant how to proceed if Aboriginal objects are unexpectedly identified during works.

COMPLIANCE

17. If requested, the applicant and any nominated heritage consultant may be required to participate in audits of Heritage Council of NSW approvals to confirm compliance with conditions of consent.

Reason: To ensure that the proposed works are completed as approved.

DURATION OF APPROVAL

18. This approval will lapse five years from the date of the consent unless the building works associated with the approval have physically commenced.

Reason: To ensure the timely completion of works.

ADVICE

Section 148 of the *Heritage Act 1977* (the Act), allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

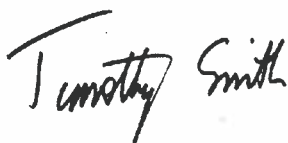
RIGHT OF APPEAL

If you are dissatisfied with this determination appeal may be made to the Minister for Heritage under section 70 of the *Heritage Act 1977*.

It should be noted that an approval under the Act is additional to that which may be required from other local government and State government authorities in order to undertake works.

If you have any questions regarding the above approval for the Byron Bay Railway Station and yard group please contact Katrina Stankowski, STL Regional Heritage Assessments at the Heritage Division, Office of Environment and Heritage, on telephone 9873 8569 or by e-mail: Katrina.stankowski@environment.nsw.gov.au.

Yours sincerely



TIM SMITH OAM

Director, Operations

Heritage Division

Office of Environment and Heritage

As Delegate of the Heritage Council of NSW

15 April 2019

cc: CEO Byron Shire council, via email at: council@byron.nsw.gov.au

**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

Application No: 2018/S60/239

Approved by: **the Heritage Council of NSW
Delegated Authority**

On: 15/04/2019

These plans should be read in conjunction with
the decision notice

[Signature]
(for) Delegate
Heritage Council

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| | | DATE | DATE | DATE |
| D | 100% DETAILED DESIGN | 18/10/2018 | 18/10/2018 | 18/10/2018 |
| C | 100% DETAILED DESIGN IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 31/05/2018 |
| A | 30% DETAILED DESIGN, IDC | 24/05/2018 | 24/05/2018 | 24/05/2018 |
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| DRAWN | M. LODGE/M. HUTCHINS |
| DESIGNED | M. LODGE/M. MCGARR |
| ORG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVES |
| APPROVED | A. CLUN |

NOT FOR CONSTRUCTION

**BYRON BAY
TRANSPORT INTERCHANGE
ARCHITECTURE
INTERCHANGE CANOPIES & AMENITIES BUILDING**

GENERAL NOTES

| | | |
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| FILE NO: | SHEET 1 OF 2 | A1 |
| STATUS: | 100% DETAILED DESIGN | |
| AR-0002 | 0 | 1 |

DOCUMENTS
THESE ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL SPECIFICATIONS AND SPECIFICATIONS. THE ARCHITECTURAL DOCUMENTS DESCRIBE THE DESIGN INTENT AND PERFORMANCE REQUIREMENTS FOR THE PROJECT.

THESE ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT'S DRAWINGS, SPECIFICATIONS AND WRITTEN INSTRUMENTS AS MAY BE ISSUED AT ANY TIME DURING THE CONTRACT.

REFER TO THE FOLLOWING DRAWINGS, SPECIFICATIONS AND REPORTS WHICH ARE TO TAKE PRECEDENCE OVER ANY STRUCTURAL SERVICES TECHNICAL OR LANDSCAPE INFORMATION SHOWN ON THE ARCHITECTURAL DRAWINGS: SCHEDULES AND SPECIFICATIONS

THE GEOTECHNICAL ENGINEER'S REPORT, RECOMMENDATIONS AND SPECIFICATIONS WHERE APPLICABLE.
THE STRUCTURAL ENGINEER'S DRAWINGS AND SPECIFICATIONS FOR ALL STRUCTURAL REQUIREMENTS AND DETAILS.
THE CIVIL ENGINEER'S DRAWINGS AND SPECIFICATIONS FOR ALL INFRASTRUCTURE REQUIREMENTS (INCLUDING TRAFFIC SIGNALS, SIGNALS, FALLS & DRAINAGE REQUIREMENTS).
REFER TO THE FIXTURES, FITTING & EQUIPMENT SCHEDULE FOR SELECTIONS. REFER TO THE TRAINS KIT OF PARTS FOR FURTHER CLARIFICATION OF SPECIFICATIONS.
THE SERVICES ENGINEER'S DRAWINGS AND SPECIFICATIONS FOR ALL SERVICES, ELECTRICAL, MECHANICAL REQUIREMENTS AND DETAILS, LOCATIONS AND POSITIONS TO COORDINATE WITH ARCHITECTURAL REQUIREMENTS.
THE LANDSCAPE ARCHITECT'S DRAWINGS AND SPECIFICATIONS FOR ALL LANDSCAPING REQUIREMENTS AND DETAILS.
THE CIVIL ENGINEER'S DRAWINGS AND SPECIFICATIONS FOR ALL REINFORCED CONCRETE PAVING, GRADES, PATHS, ACCESS WAYS OR PARKING PAVEMENTS INCLUDING REFERENCE LEVELS (RL), SUB-GRADE AND CONCRETE BEARING.
THE FIRE ENGINEERING REPORT, FIRE SAFETY STATEMENT OR THE ENGINEER'S AUTHORIZED SOLUTIONS FOR ALL FIRE SAFETY AND EGRESS MEASURES, WHICH ARE TO TAKE PRECEDENCE OVER ANY FIRE SAFETY INFORMATION SHOWN ON THE ARCHITECTURAL DRAWINGS, SCHEDULES AND SPECIFICATIONS.
THE HAZARDOUS MATERIALS REPORT WHERE PROVIDED.

THE BUILDING CONTRACTOR SHALL REFER ANY DISCREPANCY, ERRORS, OMISSIONS, INCONSISTENCIES OR OTHER FAILURES FOUND IN THE ARCHITECTURAL DOCUMENTATION TO THE SUPERINTENDENT FOR REVIEW BEFORE PROCEEDING WITH THE WORKS.

UNLESS NOTED OTHERWISE, ALL WORKS SHOWN ON THESE DRAWINGS ARE TO BE CARRIED OUT BY THE BUILDING CONTRACTOR UNLESS OTHERWISE EXPLICITLY EXCLUDED IN WRITING IN THE CONTRACT DOCUMENTATION.

ALL WORKS NOTED IN THE DRAWINGS ARE TO BE REGARDED AS NEW WORKS TO BE CARRIED OUT BY THE BUILDING CONTRACTOR UNLESS OTHERWISE EXPLICITLY EXCLUDED IN WRITING IN THE CONTRACT DOCUMENTATION.

THE DRAWINGS, SPECIFICATIONS, SCHEDULES AND REPORTS INDICATE AND DESCRIBE THE INTENT AND SCOPE OF THE WORKS.

THE ARCHITECTURAL DRAWINGS SHOW MINIMUM DESIGN DIMENSIONS AND CLEARANCES UNLESS NOTED OTHERWISE.

THE HEAD CONTRACTOR IS TO ENSURE SUFFICIENT DIMENSIONS ARE PROVIDED FOR THE CONSTRUCTION WORKS.

THE HEAD CONTRACTOR IS TO ALLOW FOR ALL MATERIAL, EQUIPMENT, ACCESSORIES, LABOUR, ADDITIONAL DESIGN INPUT, PERMITS, APPROVALS AND THE LIKE TO COMPLETE THE WORKS IN ACCORDANCE WITH THIS INTENT AND SCOPE AND FOR THESE WORKS TO BE FIT FOR THEIR INTENDED PURPOSE.

PRIOR TO COMMENCEMENT OF ANY WORKS THE BUILDING CONTRACTOR IS TO IDENTIFY ALL EXISTING SERVICES (EXISTING SERVICES) SHOWN IN ANY DRAWING ARE INDICATIVE ONLY AND ARE TO BE CHECKED AND LOCATED ON SITE AND ANY ADJUSTMENTS TO EXISTING SERVICES IS TO BE RECORDED ON THE BUILDING CONTRACTOR'S EXPENSE.

NO VARIATIONS WILL BE CONSIDERED UNLESS IT IS A CLEAR CHANGE TO THE INTENT AND SCOPE OF THE WORKS INITIATED BY WRITING BY THE CLIENT.

THIS DRAWING IS COPY RIGHT AND THE PROPERTY OF THE ARCHITECT AND MUST NOT BE REPRODUCED, COPIED OR USED IN WHOLE OR IN PART BY ANY PERSON WITHOUT THE WRITTEN AUTHORITY OF PERSISTENT SYSTEMS.

AUTHORITIES
ALL WORKS ARE TO BE LIMITED TO DEPOSITION, CONSERVATIONS, EXCAVATION & CONSTRUCTION WORKS AS PER THE PROVISIONS OF THE ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION 2000, THE NSW WORKS ACT 1991 AND THE NSW WORKS PLANNING & ASSESSMENT REGULATION 2001.

ALL WORKS ARE TO BE LIMITED TO DEPOSITION, CONSERVATIONS, EXCAVATION & CONSTRUCTION WORKS AS PER THE PROVISIONS OF THE ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION 2000, THE NSW WORKS ACT 1991 AND THE NSW WORKS PLANNING & ASSESSMENT REGULATION 2001.

THE BUILDING CONTRACTOR IS TO OBTAIN ALL LOCAL AUTHORITY APPROVALS BEFORE COMMENCING ANY WORKS.

CONSTRUCTION SHALL NOT COMMENCE BEFORE THE RELEVANT CONSTRUCTION CERTIFICATE IS ISSUED BY THE PRINCIPAL CERTIFYING AUTHORITY.

THESE DRAWINGS ARE ISSUED FOR DEVELOPMENT APPLICATION AND SHALL NOT BE USED FOR CONSTRUCTION OF A CONSTRUCTION CERTIFICATE OR FOR CONSTRUCTION OF AN ISSUE FOR CONSTRUCTION TO BE OBTAINED.

THESE DRAWINGS ARE ISSUED FOR CONSTRUCTION CERTIFICATE AND SHALL NOT BE USED FOR CONSTRUCTION OF AN ISSUE FOR CONSTRUCTION TO BE OBTAINED.

THE ARCHITECT IS NOT RESPONSIBLE FOR ANY CHANGES REQUESTED BY ANY AUTHORITIES.

APPROVAL ARTIFACTS
IF AN APPROVAL OBJECT IS REQUIRED IN THE SITE, STOP WORK AND NOTIFY THE PRINCIPAL AND WAIT INSTRUCTION HOW TO PROCEED. HERITAGE CONSULTANT TO LIAISE WITH THE AUTHORITIES AND INSTRUCT HOW TO PROCEED.

REFERENCE LEVELS
ALL LEVELS AND RL'S IN THE DOCUMENTS ARE TO THE AUSTRALIAN HEIGHT DATUM (AHD) A BENCHMARK LEVEL IS TO BE ESTABLISHED ON THE SITE (TO AUSTRALIAN HEIGHT DATUM) TO ENABLE COMPARISON WITH THE FLOOD STANDARD.

ALL SURVEY INFORMATION AND DETAILS ARE REFERRED FROM THE SURVEY & PREPARED BY THE ARCHITECT DRAWING NO. 1010596 REV 01, AND ARE TO BE CHECKED ON SITE BEFORE CONSTRUCTION FOR MANUAL CORRECTION. ANY DISCREPANCIES TO THE PRINCIPAL IMMEDIATELY.

SETTING OUT
THE CONTRACTOR IS TO CHECK AND VERIFY ALL SETTING DIMENSIONS AND DETAILS ON SITE PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OF THE WORKS.

ALL SETTING DIMENSIONS AND LEVELS ARE TO BE CHECKED BY THE LICENSED SURVEYOR ON SITE AND ALL OVERALL AND CRITICAL DIMENSIONS ARE TO BE SET OUT FOR PRINCIPAL APPROVAL PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OF EXCAVATION.

NO PART OF THE BUILDING IS TO BE CONSTRUCTED OVER A SPECIFIED SEWERAGE MAIN, CABLEWAY, LADENWAY, LADENWAY OR OTHER INFRASTRUCTURE. THE PROJECT IS TO BE CHECKED FOR ALL SUCH INFRASTRUCTURE SHOWN ON THE DRAWINGS. REPORT ANY DISCREPANCIES IN THE BUILDING SETOUT TO THE PRINCIPAL IMMEDIATELY.

THE SPECIFIC DETAILS OF THE PAVING AND OTHER FINISHES ARE INDICATIVE ONLY. REFER TO THE CIVIL STRUCTURAL, INFRASTRUCTURE AND LANDSCAPE ARCHITECT'S DRAWINGS FOR ALL DETAILS AND LEVELS, GRADES AND FALLS.

SAMPLES AND SCHEDULES
PRIOR TO INSTALLATION OR CONSTRUCTION THE CONTRACTOR IS TO PROVIDE A SAMPLE OF EACH SPECIFIED ELEMENT COMPLIANT WITH THE MANUFACTURER'S CERTIFICATE SHOWING COMPLIANT WITH THE PERFORMANCE CRITERIA FOR APPROVAL BY THE SUPERINTENDENT.

PRIOR TO ORDERING AND INSTALLING DOORS, WINDOWS, JOINERY AND OTHER SPECIALIST ELEMENTS, SCHEDULED IN THE DOCUMENTS, THE BUILDING CONTRACTOR IS TO PROVIDE A RETURN SPECIFIC FOR APPROVAL OF THE SUPERINTENDENT.

DEMOLITION DETAILS
ALL DEMOLITION WORK AND CONSTRUCTION WORK METHODS TO COMPLY WITH THE NSW WORK HEALTH AND SAFETY ACT 2011, HAS ACT 2000, HAS REGULATION 2001 AND ALL OTHER RELEVANT REQUIREMENTS.

ALL PRACTICES TO BE COMPLIANT WITH LEGISLATION AND CODES ADMINISTERED BY SAFETY NSW. ALL WORKS UNDERTAKEN TO COMPLY WITH LEGISLATION AND CODES ADMINISTERED BY SAFETY NSW. ALL WORKS UNDERTAKEN TO COMPLY WITH LEGISLATION AND CODES ADMINISTERED BY SAFETY NSW. ALL WORKS UNDERTAKEN TO COMPLY WITH LEGISLATION AND CODES ADMINISTERED BY SAFETY NSW.

ALLOW FOR ALL DEMOLITION AND REMOVAL TO THE EXTENT REQUIRED BY THE NEW WORKS SHOWN ON DRAWINGS. WHETHER OR NOT EXPLICITLY NOTED ON THESE DRAWINGS.

DO NOT TAKE ALL WORKS TO MINIMIZE DUST, DISPERSED AND NOISE TO THE SITE. READ DEMOLITION DRAWINGS IN CONJUNCTION WITH RELEVANT NEW WORKS DOCUMENTS PREPARED BY THE ARCHITECT AND ALL OTHER CONSULTANTS, INCLUDING STRUCTURAL AND SERVICES ENGINEERS.

MARK EXISTING SERVICES AND ALL SURROUNDING SURFACES INCLUDING BUT NOT LIMITED TO WALLS, FLOORS, DECKS, LANDSCAPE AND BUILDING SERVICES FOLLOWING COMPLETION. ALLOW TO LOCAL MARK COORDINATE AND HEIGHT ALL WALLS, DOORS, CEILING AND COLUMNS ETC TO MATCH EXISTING FINISH.

REMOVE EXISTING SERVICES IN DEMOLITION AREAS AND REINSTATE IF REQUIRED. REFER TO THE SERVICES ENGINEER'S DRAWINGS AND SPECIFICATIONS.

IN ALL DEMOLITION WORKS, UNLESS OTHERWISE STATED IN THE CONTRACT DOCUMENTS, PROVIDE SUFFICIENT PROTECTION TO ALL EXISTING SERVICES, COMPLETE WITH SUFFICIENT SECURITY. LOCAL AUTHORITY'S SATISFACTION, AGREE HOARDING LOCATIONS WITH SUPERINTENDENT PRIOR TO ORDERING OR PLACEMENT OF HOARDINGS.

CO-ORDINATE AND CONFIRM TIME OF ALL DEMOLITION WITH SUPERINTENDENT PRIOR TO COMMENCEMENT.

REFER TO THE HEAD CONTRACTOR'S LANDSCAPE ARCHITECT'S DOCUMENTS FOR THE DEMOLITION PROCEDURES/REQUIREMENTS.

JAMPS & WA REPROOFING
THE WORKS ARE TO COMPLY WITH PCA VOLUME 1, PART 1 FOR DAMP AND WEAP REPROOFING.

WEATHERPROOFING OF EXTERIOR WALLS AND EXTERNAL ENVELOPE AND EXTERNAL ROOFING COMPONENTS MUST TO COMPLY WITH AS 4584 PARTS 1 AND 2.

ALL WET AREAS ARE TO COMPLY WITH BCA PART 7.1.

WEATHERPROOFING TO A 1 MFT AFFAS IS TO COMPLY WITH BCA PART 7.1.

CONSTRUCTION OF SAND AND COMPARISONS TO COMPLY WITH BCA CLAUSE 7.2.3.

PROVIDE IDENTIFICATION THAT ALL WET AREAS HAVE BEEN EFFECTIVELY WEATHERPROOFED IN ACCORDANCE WITH THE RELEVANT SECTIONS OF THE PCA, AUSTRALIAN STANDARDS AND THE PRODUCT MANUFACTURER'S SPECIFICATIONS.

THE BUILDING AND ANY ASSOCIATED SITE WORK IS TO BE CONSTRUCTED IN A WAY THAT:

- IS SAFE AND DOES NOT IMPAIR THE ADVERSE EFFECTS OF THE BUILDING TO SURROUNDING AREAS.
- DOES NOT CAUSE UNREASONABLE INTERFERENCE TO THE SURROUNDING AREAS INCLUDING VISIBILITY, SOUND, VIBRATION AND
- AVOIDS THE CREATION OF UNDESIRABLE OR DANGEROUS CONDITIONS, AND DAMAGE TO SURROUNDING ELEMENTS, CAUSED BY IMPROPER WATER MANAGEMENT.

**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

Application No: 2018/S60/239

Approved by: **the Heritage Council of NSW**
Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with
the decision notice

(for) Delegate
Heritage Council

FIRE SAFETY COMPLIANCE

THIS PROPOSED DEVELOPMENT IS TO COMPLY WITH:

FIRE RESISTANCE LEVELS ARE TO BE IN ACCORDANCE WITH BCA SPECIFICATION C11
(UNLESS OTHERWISE SPECIFIED) WITH BCA PART 3.6.4 MATERIALS AND COMPONENTS CONSTRUCTION,
SPECIFIABLE FROM LIST FIRE-RISERS, INCLUDING THE CONSTRUCTION AND PERFORMANCE OF EXTERIOR WALLS IN A FIRE
FIRE DOORS - IN ACCORDANCE WITH BCA SPECIFICATION C11.4 AND AS 1905.1 COMPONENTS FOR THE PROTECTION OF
OPENINGS IN FIRE-RISERS AND WALLS - FIRE RESISTANT DOORS
FIRE - EXTINGUISHING SYSTEMS - IN ACCORDANCE WITH BCA PART 3.13 AND AS 2439.1 FIRE HYDRANT INSTALLATIONS - SYSTEM
DESIGN, INSTALLATION & COMMISSIONING
FIRE - ROPE REEL SYSTEMS - IN ACCORDANCE WITH BCA PART 6.4 AND AS 2441.1 INSTALLATION OF FIRE HOSE REELS
PORTABLE FIRE EXTINGUISHERS - IN ACCORDANCE WITH BCA PART 6.4 AND AS 2441.1 PORTABLE FIRE EXTINGUISHERS AND
FIRE BLANKETS - SELECTION AND LOCATION
SMOKE AND HEAT VENTS - IN ACCORDANCE WITH BCA PART 7.2.2 AND AS 2565.1 SMOKE/HEAT VENTING SYSTEMS - DESIGN,
INSTALLATION AND COMMISSIONING
SMOKE DETECTION, ALARM AND EXHAUST SYSTEMS - IN ACCORDANCE WITH BCA SPECIFICATION E2.2 AND AS 1701.1 FIRE
DETECTION, WARNING, CONTROL AND INTERCOM SYSTEMS, SYSTEM DESIGN, INSTALLATION AND COMMISSIONING - FIRE
ALL MATERIALS, FINISHES, SURFACE FINISHES, FITTINGS AND FIXTURES MUST COMPLY WITH BCA SPECIFICATION F1.10 FIRE
HAZARD PREVENTION
ALL FIRE RATED AND SMOKE WALLS ARE TO EXTEND TO THE UNDERSIDE OF THE SLAB OVER WHICH THEY ARE TO BE
SEALED

JOCK SYSTEM

REFER TO ECOD4 SCHEDULE 6 NOTES.

JOINTS

REFER FINISHES, FIXTURES AND EQUIPMENT SCHEDULE ALONG WITH LANDSCAPE ARCHITECT AND ELECTRICAL ENGINEER'S
DRAWINGS, DETAILS AND SPECIFICATIONS FOR LIGHTING REQUIREMENTS.

PATHS OF TRAVEL & ESCAPE

ALL PATHS OF TRAVEL TO COMPLY WITH THE DISABILITY DISCRIMINATION ACT, AND AS 4281 AND AS 1428.2

STAIRS, HANDRAILS AND BALUSTRADES ARE TO COMPLY WITH BCA SECTIONS D2.12, D2.13, D2.14, D2.15, D2.16 AND D2.17.

JOINING MATERIALS

ALL JOINING TO BE SELECTED, SUPPLIED AND INSTALLED TO PROVIDE A COMPLETE WATER TIGHT AND WEAR RESISTANT
JOINING INCLUDING ALL NECESSARY FLASHINGS, FLASHINGS, SIKKING, SEALING AND JOINT MATERIALS. ALL
METAL HANDRAILS AND BALUSTRADES ARE TO BE SELECTED, SUPPLIED AND INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN
STANDARDS AND MANUFACTURER'S INSTRUCTIONS/REQUIREMENTS.

STRUCTURAL FIXINGS

ALL SCREWS, BOLTS, FASTENERS, CLIPS AND CLIPS TO BE MARINE GRADE 316 SS

ALL PRACTICES TO BE COMPLIANT WITH ALL RELEVANT AUSTRALIAN STANDARDS WORKSAFE CODES AND OTHER REGULATIONS
INCLUDING BUT NOT LIMITED TO AS 1891.200 INSTALLATION - FALL ARREST SYSTEMS AND DEVICES, WORKSAFE CODE OF
PRACTICE SAFE WORKING ROOFS, PART 1 COMMERCIAL AND INDUSTRIAL BUILDINGS.

ALL METAL HANDRAILS AND BALUSTRADES TO BE SELECTED, SUPPLIED AND INSTALLED IN ACCORDANCE WITH AS 2758.1 REFER
CONSTRUCTION FORM AND WALL INSTALLATION TO SUPPLY WITH SLA VOLUME 1

SAFETY SYSTEMS

HEAD CONTRACTOR TO DESIGN, SUPPLY AND INSTALL ALL REQUIRED SAFETY SYSTEMS FOR PROVIDING CONTINGENCY SAFETY
FOR BOTH MAINTENANCE AND ACCESS. THESE INCLUDE BUT ARE NOT LIMITED TO ROOF ACCESS SYSTEMS, FACED ACCESS
SYSTEMS AND ANCHORAGE MAIN ENANCHES, AND SILL ACCESS

SLIP RESISTANCE OF FLOOR SURFACES

THE DEVELOPMENT IS TO COMPLY WITH THE MINIMUM RECOMMENDATIONS OF AS 4586-2013 SLIP RESISTANCE CLASSIFICATION
OF NEW HIGH STRENGTH POLYMER PATTERNS & FINISHES TO THE SPECIFICATION AND TESTING OF SLIP RESISTANCE OF
POLYMER SURFACES. ADDITIONALLY, ALL FLOOR/CEILING SURFACE TREATMENTS ARE TO COMPLY WITH SYDNEY TRAINS/
NSW'S SLIP RATING REQUIREMENTS. REFER MATERIALS SCHEDULE, LANDSCAPE DETAILS, AND CIVIL ENGINEER'S CONDITIONS
FOR FLOOR SURFACE TREATMENTS/PAVING SELECTIONS.

TERMITES

THE BUILDING IS TO BE PROTECTED IN ACCORDANCE WITH BCA PART 4.1.4.1 AND AS 3666 TERMITES MANAGEMENT

PARKING

PARKING FACILITIES INCLUDING BUT NOT LIMITED TO CAR, COMMERCIAL VEHICLE BIKES MOTOR BIKE AND BICYCLE PARKING TO
COMPLY WITH AS 2820.2 SERIES.

AI STRUCTURAL COLUMNS

AI STRUCTURAL COLUMNS ARE TO HAVE PROTECTIVE PROTECTION IF IN PATH OF TRAVEL OF A VEHICLE REFER STRUCTURAL
ENGINEER'S REQUIREMENTS/DETAILS.

PROPRIETARY SYSTEMS

AI PROPRIETARY ITEMS ARE TO BE INSTALLED AND FIXED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND
INSTRUCTIONS, AND ARE TO MEET RELEVANT CONSTRUCTION CODES AND REQUIREMENTS

WARRANTIES & CERTIFICATIONS

PRIOR TO PRACTICAL COMPLETION THE RELEVANT SUBCONTRACTOR MUST PROVIDE CERTIFICATION THAT THE WORKS HAVE
BEEN DESIGNED, SELECTED AND INSTALLED IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS AND ANY
MANUFACTURER'S REQUIREMENTS

PRIOR TO PRACTICAL COMPLETION

THE RELEVANT SUBCONTRACTOR MUST PROVIDE COPIES OF ALL MANUFACTURER'S WRITTEN
WARRANTIES.

AI CERTIFICATION

AI CERTIFICATION REQUIRED FOR DELEGATION OF CERTIFICATION TO THE SATISFACTION OF THE CERTIFYING AUTHORITY TO
SUPERSEDE THE PRACTICAL COMPLETION INCLUDING BUT NOT LIMITED TO:

- STRUCTURAL CERTIFICATION
- MECHANICAL CERTIFICATION
- EFFICIENCY TESTING OF AIR CONDITIONING SYSTEMS
- FIRE DETECTION & ALARM SYSTEM, FIRE SEALS, FIRE HOSE REELS, FIRE HYDRANT SYSTEMS, THE DOORS - PATHS OF
TRAVEL, PORTABLE FIRE EXTINGUISHERS
- ELECTRICAL CERTIFICATION
- PLUMBING/PYROPALIC DRAINAGE CERTIFICATION
- HANDRAIL AND BALUSTRADE CERTIFICATION

PATHS OF TRAVEL, STAIRS, HANDRAILS, PORTALCATIONS, FLASHINGS, SWINGS AND HARDWARE, WATER FIXTURES AND
FITTINGS (REFER INCLUDING IN AS 1428.1).

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| D | 100% DETAILED DESIGN | 18/10/2018 | 18/10/2018 | 18/10/2018 |
| AMD | | | | |



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| | |
|--------------|----------------------|
| DESIGNED | M. LODGE/M. HUTCHING |
| DESIGN CHECK | M. LODGE/M. MACGRIFF |
| DESIGN CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVES |
| APPROVED | A. QUINN |

| | | |
|---|--------------|----|
| BYRON BAY | | |
| TRANSPORT INTERCHANGE | | |
| ARCHITECTURE | | |
| INTERCHANGE CANOPIES & AMENITIES BUILDING | | |
| GENERAL NOTES | | |
| FILE NO: | SHEET 2 OF 2 | A1 |
| STATUS: 100% DETAILED DESIGN | | |
| AR-003 | 0 | 1 |

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

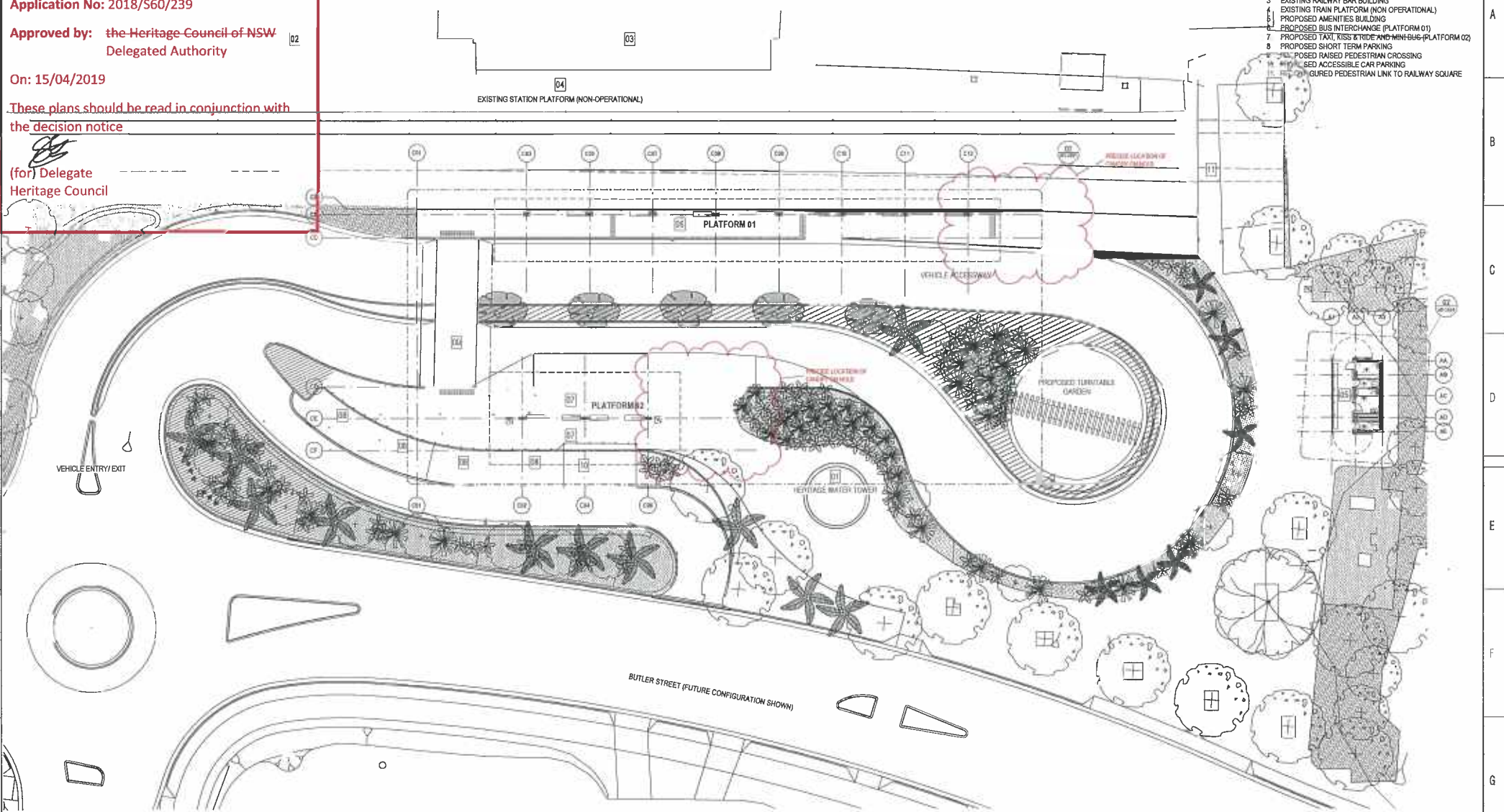
Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with the decision notice

[Signature]
 (for) Delegate
 Heritage Council

- SITE PLAN LEGEND**
- EXISTING HERITAGE WATER TOWER BUILDING
 - EXISTING HERITAGE RAILWAY STATION
 - EXISTING RAILWAY S&K BUILDING
 - EXISTING TRAIN PLATFORM (NON OPERATIONAL)
 - PROPOSED AMENITIES BUILDING
 - PROPOSED BUS INTERCHANGE (PLATFORM 01)
 - PROPOSED TAXI, KISS & RIDE AND MINI-BUS (PLATFORM 02)
 - PROPOSED SHORT TERM PARKING
 - PROPOSED RAISED PEDESTRIAN CROSSING
 - PROPOSED ACCESSIBLE CAR PARKING
 - PROPOSED CURBED PEDESTRIAN LINK TO RAILWAY SQUARE



SITE PLAN-PROPOSED
 AR-1001 SCALE 1:200

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REFER LANDSCAPE PLAN FOR LANDSCAPE DETAILS
 REFER CIVIL ENGINEER'S DOCUMENTATION FOR CIVIL DRAINAGE DETAILS



| NO. | DESCRIPTION | DATE | DESIGNED BY | CHECKED BY | APPROVED BY |
|-----|---------------------------|------------|-------------|------------|-------------|
| D | 100% DETAILED DESIGN | 18/10/2018 | M. LOGGIE | M. BRITCH | |
| C | 100% DETAILED DESIGN, IDC | 05/09/2018 | 05/09/2018 | 01/9/2018 | |
| B | 30% DETAILED DESIGN | 28/07/2018 | 31/05/2018 | 31/5/2018 | |
| A | 30% DETAILED DESIGN, IDC | 24/02/2018 | 24/02/2018 | 24/02/2018 | |

NSW GOVERNMENT
 Transport for NSW

SMC

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DesignInc

DRAWN: M. LOGGIE / M. BRITCH
 DESIGNED: M. LOGGIE / M. BRITCH
 ORG CHECK: S. BRADLEY
 DESIGN CHECK: G. DAVIES
 APPROVED: A. CLUN

BYRON BAY
 TRANSPORT INTERCHANGE
 ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 SITE PLAN

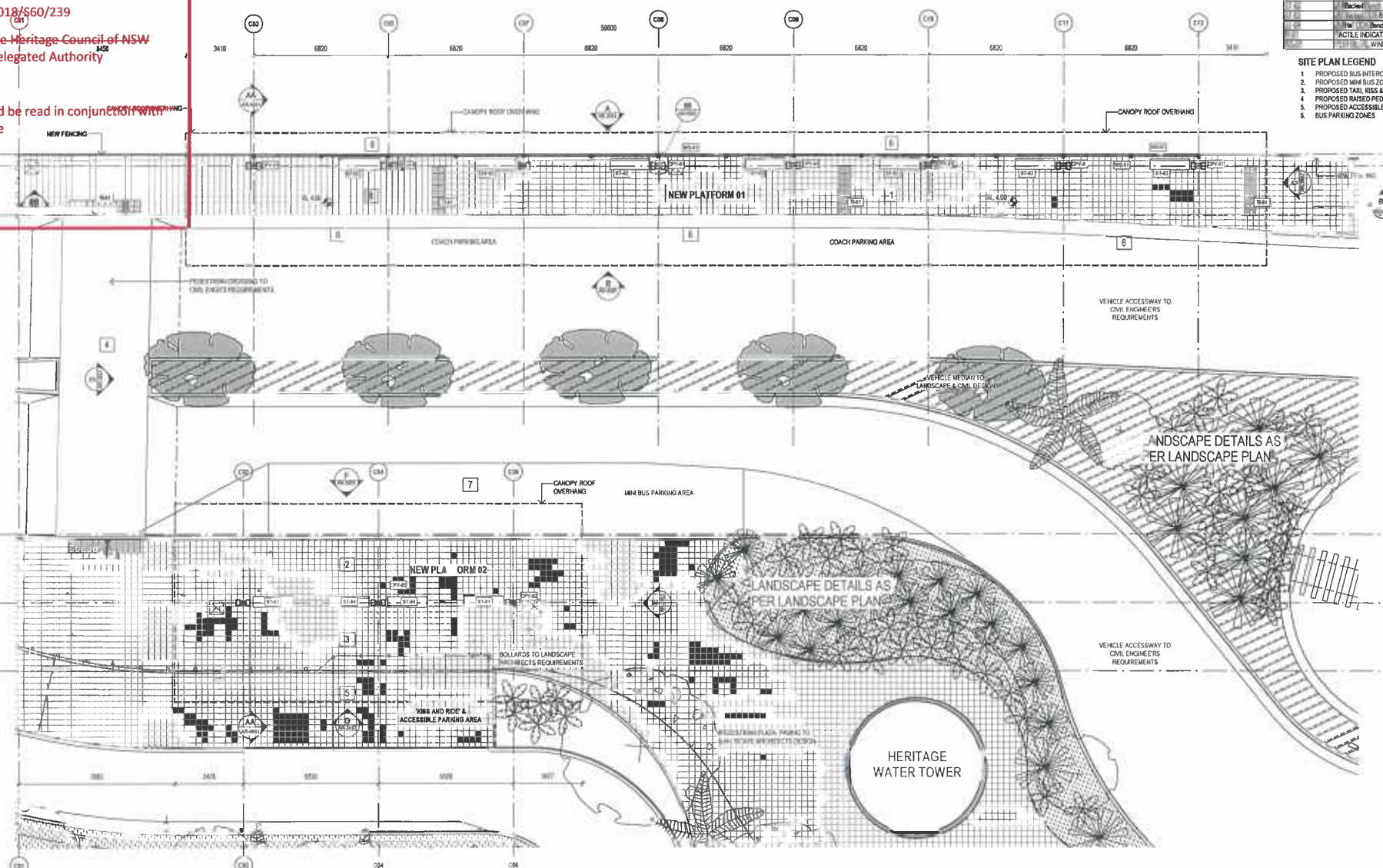
FILE NO: SHEET OF A1
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 AR-1001 0

AR-1001 0

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
Application No: 2019/S60/239
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On: 15/04/2019
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 Heritage Council

| CODE/ECHORD | |
|-------------|-----------|
| ST-01 | Canopy B1 |
| 1 | Canopy B1 |
| 2 | Canopy B1 |
| 3 | Canopy B1 |
| 4 | Canopy B1 |
| 5 | Canopy B1 |
| 6 | Canopy B1 |
| 7 | Canopy B1 |
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| 10 | Canopy B1 |
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| 12 | Canopy B1 |

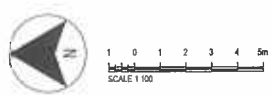
- SITE PLAN LEGEND**
1. PROPOSED BUS INTERCHANGE PLATFORM D1
 2. PROPOSED MINI BUS ZONE, PLATFORM D2
 3. PROPOSED TAXI, KISS & RIDE ZONE, PLATFORM D3
 4. PROPOSED RAISED PEDESTRIAN CROSSINGS
 5. PROPOSED ACCESSIBLE CAR PARKING
 6. BUS PARKING ZONES



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PLATFORM PLAN
 LANDSCAPE PLAN
 REFER CIVIL ENGINEERS DOCUMENTATION FOR CIVIL DRAINAGE DETAILS



| REV | DESCRIPTION | DESIGNED | REVISED | APPROVED |
|-----|--------------------------|------------|------------|------------|
| D | 100% DETAILED DESIGN | 18/10/2018 | 18/10/2018 | 18/10/2018 |
| C | 100% DETAILED DESIGN IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 11/05/2018 |
| A | 30% DETAILED DESIGN, IDC | 24/05/2018 | 24/05/2018 | 14/05/2018 |

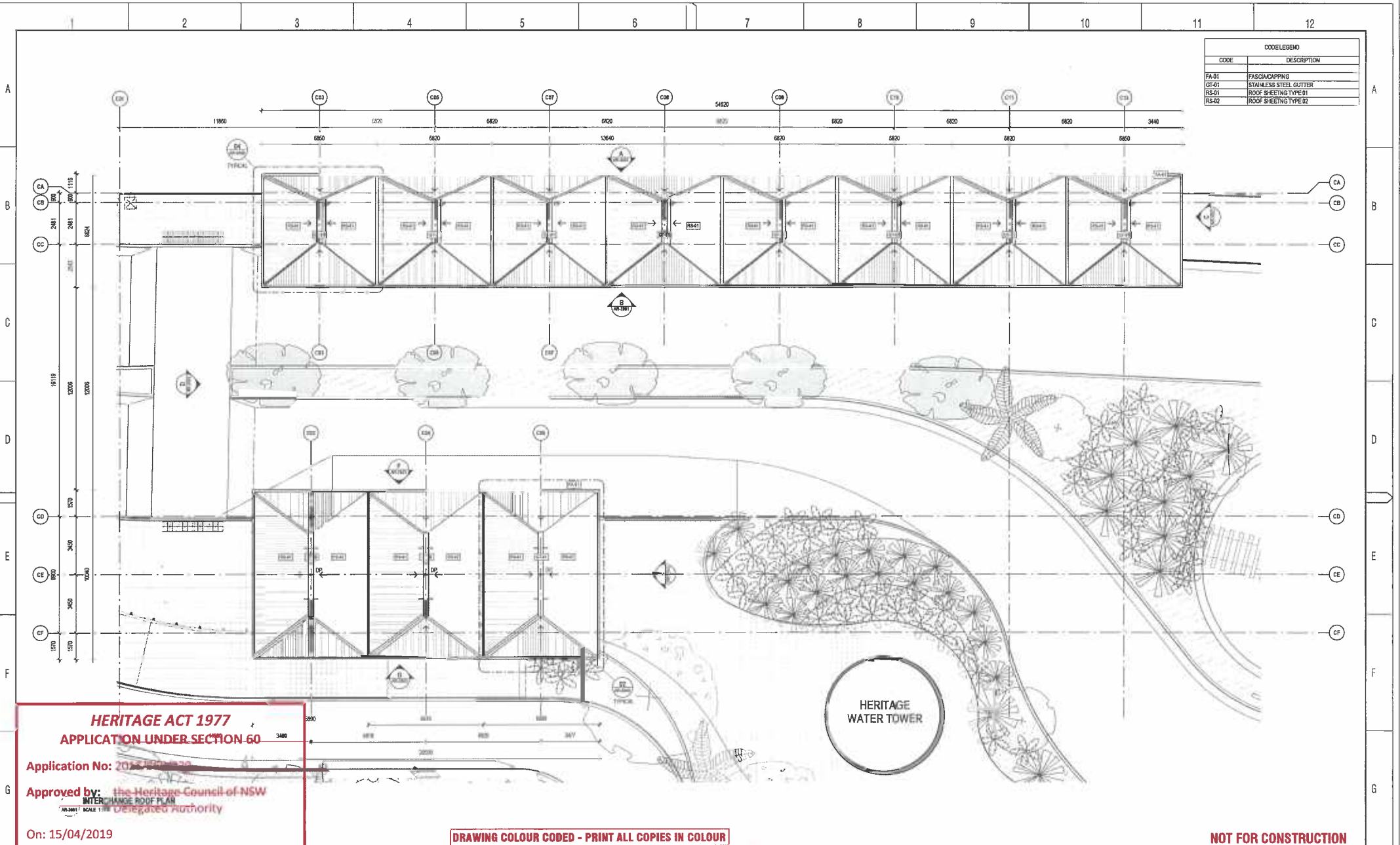


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| DESIGNED | M. LODGE/M. HUTCHINS |
| DWG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVIES |
| APPROVED | A. QUINN |

| | |
|---|----------------------|
| BYRON BAY | |
| TRANSPORT INTERCHANGE | |
| ARCHITECTURE | |
| INTERCHANGE CANOPIES & AMENITIES BUILDING | |
| INTERCHANGE GROUND FLOOR PLAN | |
| FILE NO: | AI |
| STATUS: | 100% DETAILED DESIGN |
| AR-2001 | |

| CODE LEGEND | |
|-------------|------------------------|
| CODE | DESCRIPTION |
| FA-01 | FASCIA/CAPPING |
| GT-01 | STAINLESS STEEL GUTTER |
| RS-01 | ROOF SHEETING TYPE 01 |
| RS-02 | ROOF SHEETING TYPE 02 |



HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/00000000

Approved by: the Heritage Council of NSW
 Delegate Authority

On: 15/04/2019

REFER LANDSCAPE PLAN FOR LANDSCAPE DETAILS
 These details should be read in conjunction with the decision notice

(for) Delegate
 Heritage Council

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| D | 100% DETAILED DESIGN | 18/10/2018 | M. LODGE/M. HUTCH | 18/10/2018 |
| C | 100% DETAILED DESIGN IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
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| A | 30% DETAILED DESIGN, IDC | 24/05/2018 | 24/05/2018 | 24/05/2018 |

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DESIGNED: M. LODGE/M. HUTCH
 DRG CHECK: S. BRADLEY
 DESIGN CHECK: G. DAVES
 APPROVED: A. QIAN

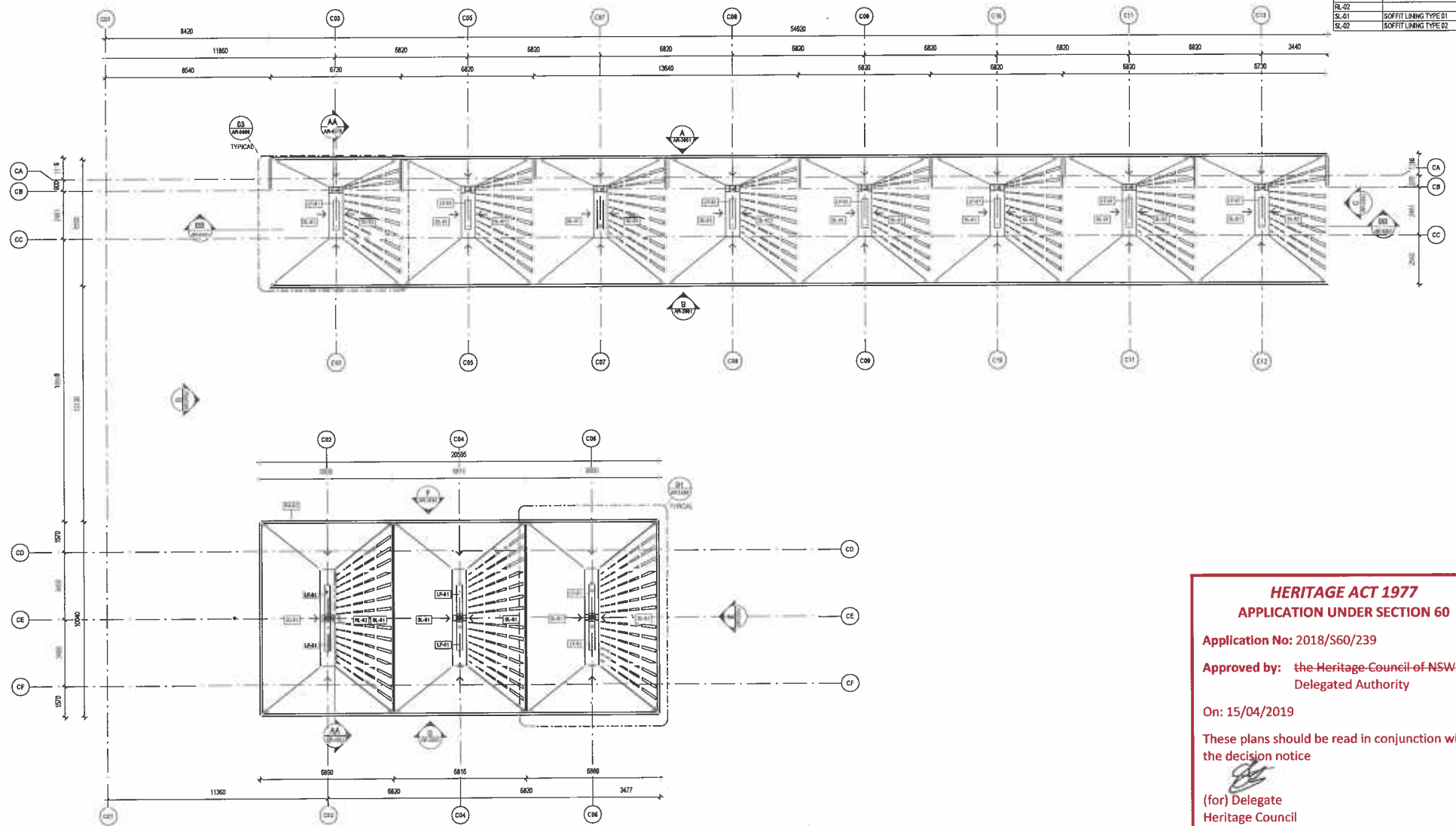
BYRON BAY
 TRANSPORT INTERCHANGE
 ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 INTERCHANGE ROOF PLAN

| | |
|----------|----------------------|
| FILE NO: | A1 |
| STATUS: | 100% DETAILED DESIGN |
| AR-2002 | 0 |



18/03/14-01/01/19

| CODE LEGEND | |
|-------------|-----------------------|
| CODE | DESCRIPTION |
| FA-01 | FASCIA/CAPPING |
| LF-01 | LIGHT FITTING TYPE 01 |
| RL-02 | |
| SL-01 | SOFFIT LINING TYPE 01 |
| SL-02 | SOFFIT LINING TYPE 02 |



CANOPY REFLECTED CEILING PLAN
SCALE 1:100

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
 Application No: 2018/S60/239
 Approved by: the Heritage Council of NSW
 Delegated Authority
 On: 15/04/2019
 These plans should be read in conjunction with
 the decision notice
 (for) Delegate
 Heritage Council

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| D | 100% DETAILED DESIGN | 18/10/2018 | 18/10/2018 | 18/10/2018 |
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| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 31/05/2018 |
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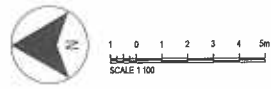
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 DESIGNED: M. LODGE/M. MCGIBB
 DRG CHECK: S. BRADLEY
 DESIGN CHECK: G. DAVIES
 APPROVED: A. OLAN

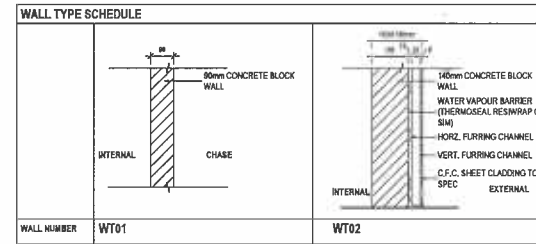
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 INTERCHANGE CANOPIES & AMENITIES BUILDING
 INTERCHANGE REFLECTED CEILING PLAN

FILE NO: A1
 STATUS: 100% DETAILED DESIGN
 AR-2003 0 1

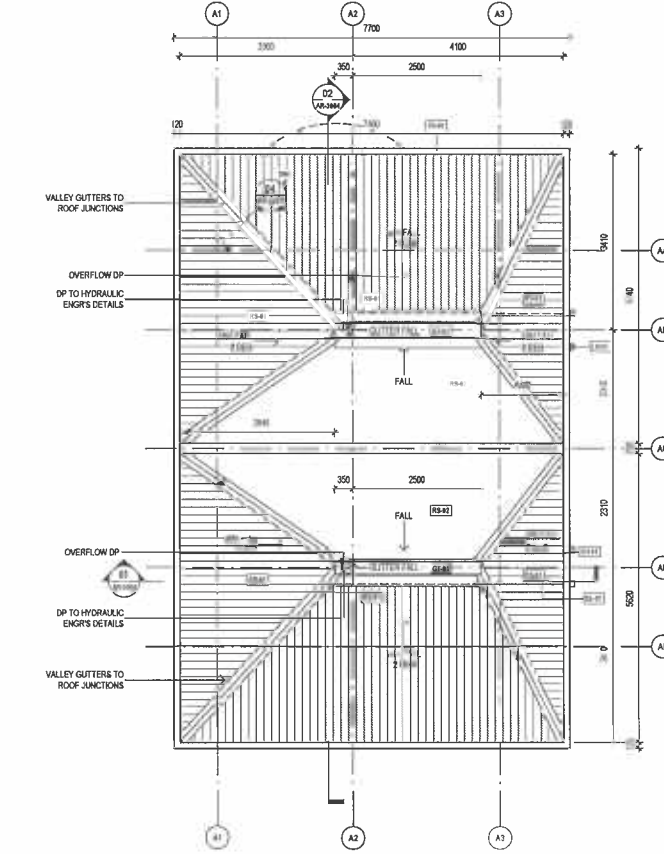
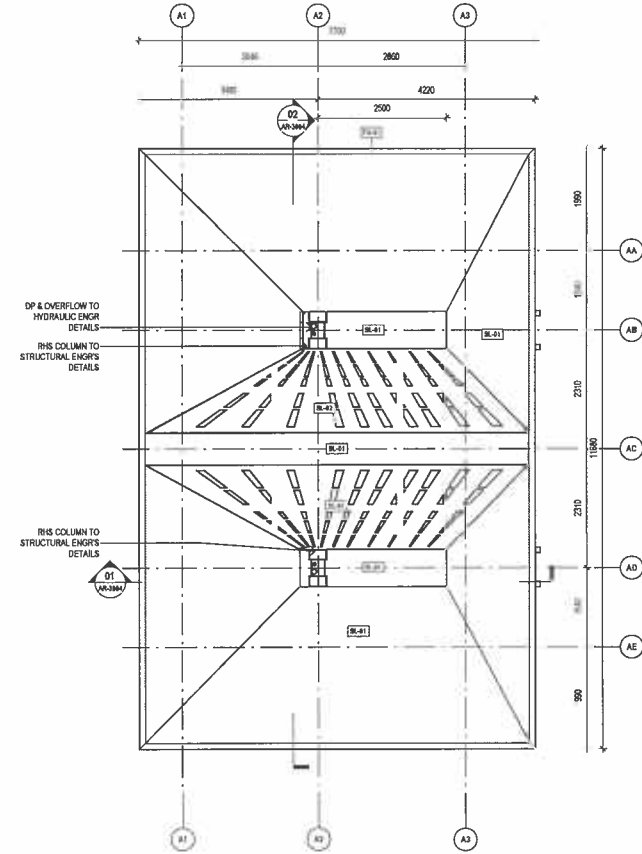
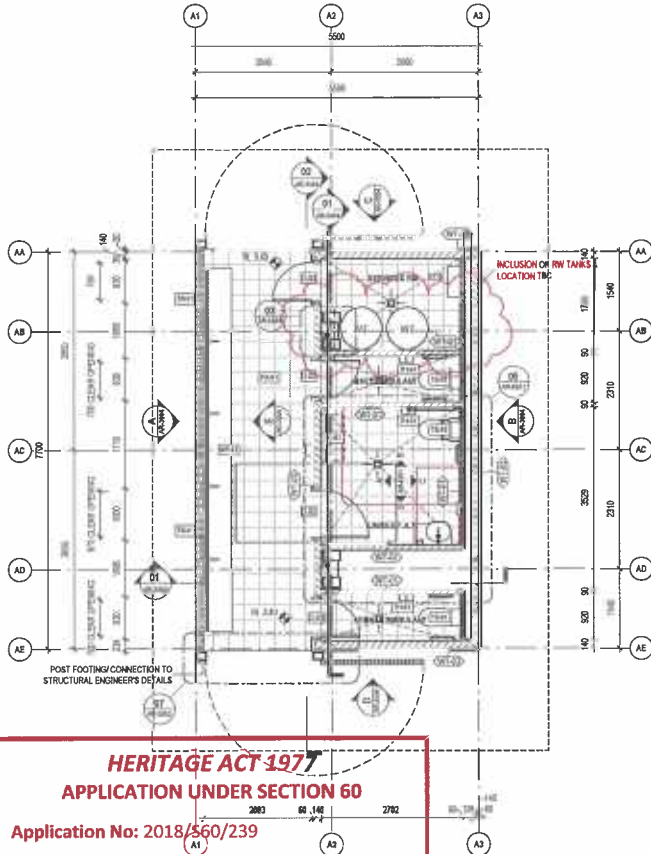


| DOOR SCHEDULE | | | | | | | | | | | | | | |
|---------------------|--------------------|-------|--|-------|-----------|-----------|-----------------------------|--------|-------------------------|-------|-----------|----------|-----------------|--------|
| DOOR NUMBER | LOCATION ROOM NAME | TYPE | DOOR DESCRIPTION | | | DOOR LEAF | | | DOOR FRAME | | HARDWARE | | LEVER AND PLATE | |
| | | | HEIGHT | WIDTH | THICKNESS | FINISH | TYPE | FINISH | LOCK | STOPS | KICKPLATE | UNDERCUT | | HINGES |
| AMENITY FLOOR LEVEL | | | | | | | | | | | | | | |
| D1 | FEMALE AMBULANT | T1.01 | SINGLE LEAF, FLUSH PANEL, WATERPROOF BLOCK BOARD CORE DOOR, PLYWOOD FACE | 2110 | 715 | | PAINT FINISH-DALIX MONUMENT | Steel | POWDERCOAT FINISH-PA-03 | LD1 | DS2 | No | HD1 | LV01 |
| D2 | F.A.T. | T1.01 | SINGLE LEAF, FLUSH PANEL, WATERPROOF BLOCK BOARD CORE DOOR, PLYWOOD FACE | 2110 | 885 | | PAINT FINISH-DALIX MONUMENT | Steel | POWDERCOAT FINISH-PA-03 | LD1 | DS2 | No | HD1 | LV01 |
| D3 | MALE AMBULANT | T1.01 | SINGLE LEAF, FLUSH PANEL, WATERPROOF BLOCK BOARD CORE DOOR, PLYWOOD FACE | 2110 | 715 | | PAINT FINISH-DALIX MONUMENT | Steel | POWDERCOAT FINISH-PA-03 | LD1 | DS2 | No | HD1 | LV01 |
| D4 | UTILITY | T1.01 | SINGLE LEAF, FLUSH PANEL, WATERPROOF BLOCK BOARD CORE DOOR, PLYWOOD FACE | 2040 | 715 | | PAINT FINISH-DALIX MONUMENT | Steel | POWDERCOAT FINISH-PA-03 | TBC | DS2 | No | FD1 | LV01 |

| CODE | ITEM | PRODUCT DETAILS |
|-------|------------------------|--|
| DS2 | WALL MOUNTED DOOR STOP | LOCKWOOD WALL MOUNTED DOOR STOP, MARINE GRADE 316 SS |
| LD1 | INTERNAL LATCH | LOCKWOOD SERIES 3073, EXTENDED THROW CATCH, WITH ANTI LOCKOUT PRIVACY ESCAPE LATCH, FITTED AS PER RAILCORP STANDARDS |
| LV01 | LEVER & PLATE | LOCKWOOD 1941 PLATE + 40 SERIES LEVER INSIDE, STAINLESS STEEL FIXING |
| HD1 | HINGE (STEEL FRAME) | LOCKWOOD 100mm BUTT STAINLESS STEEL HINGES, MARINE GRADE 316 SS |
| KP-01 | DOOR WIDTH KICKPLATE | LOCKWOOD 1.2mm THICK, 150mmH, MARINE GRADE 316 SS |



| CODE LEGEND | |
|-------------|-------------------------|
| CODE | DESCRIPTION |
| BC-01 | BBBY CHANGE TABLE |
| FA-01 | FASCIA/CAPPING |
| GL-01 | SAFETY GUIDELINE |
| GT-01 | STAINLESS STEEL GUTTER |
| LH-01 | LADDER/HOOK |
| PA-01 | MODULAR CONCRETE PAVERS |
| RS-01 | ROOF SHEETING TYPE 01 |
| RS-02 | ROOF SHEETING TYPE 02 |
| SL-01 | SOFFIT LINING TYPE 01 |
| SL-02 | SOFFIT LINING TYPE 02 |
| TH-01 | TOILET ROLL HOLDER |
| TS-01 | TOILET SUITE TYPE 01 |
| TS-02 | TOILET SUITE TYPE 02 |
| WP-01 | WASH PLANE OPTION 01 |



HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
 Application No: 2018/560/239
 Approved by: *[Signature]* Council of NSW
 Delegated Authority
 On: 15/04/2019
 These plans should be read in conjunction with the decision notice
 (for) Delegate Heritage Council

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| D | 100% DETAILED DESIGN | | 18/10/2018 | | 18/10/2018 |
| C | 100% DETAILED DESIGN IDC | | 05/09/2018 | | 05/09/2018 |
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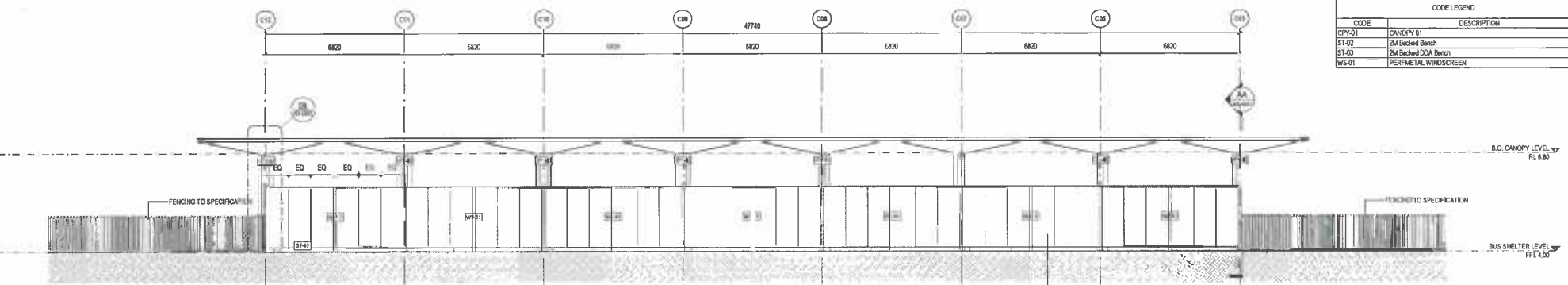
| | |
|--------------|----------------------|
| DRAWN | M. LODGE/M. HUTCHINS |
| DESIGNED | M. LODGE/M. MCGARR |
| DRG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVES |
| APPROVED | A. CLAN |

BYRON BAY
 TRANSPORT INTERCHANGE ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 AMENITIES BLOCK PLANS

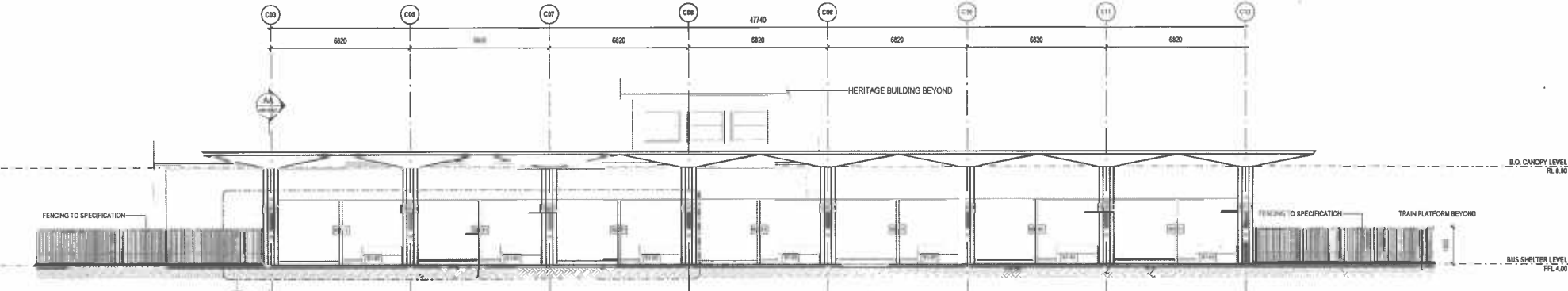
FILE NO: A1
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 AR-2004

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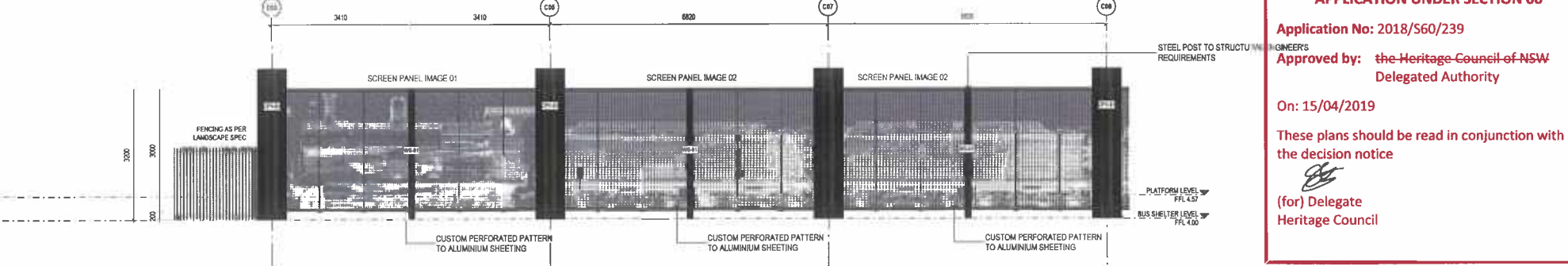
| CODE LEGEND | |
|-------------|----------------------|
| CODE | DESCRIPTION |
| CPV-01 | CANOPY 01 |
| ST-02 | 2M Decked Bench |
| ST-03 | 2M Decked LGA Bench |
| WS-01 | PERIMETER WINDSCREEN |



A CANOPY 1 EAST ELEVATION
SCALE 1:100



B CANOPY 1 WEST ELEVATION
SCALE 1:100



01 CANOPY 1 SCREEN DETAIL
SCALE 1:50

**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

Application No: 2018/S60/239

Approved by: **the Heritage Council of NSW**
Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with the decision notice

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(for) Delegate
Heritage Council

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| C | 100% DETAILED DESIGN IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/03/2018 | 31/03/2018 | 31/03/2018 |
| A | 30% DETAILED DESIGN, IDC | 24/03/2018 | 24/03/2018 | 24/03/2018 |

NSW GOVERNMENT Transport for NSW

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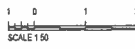
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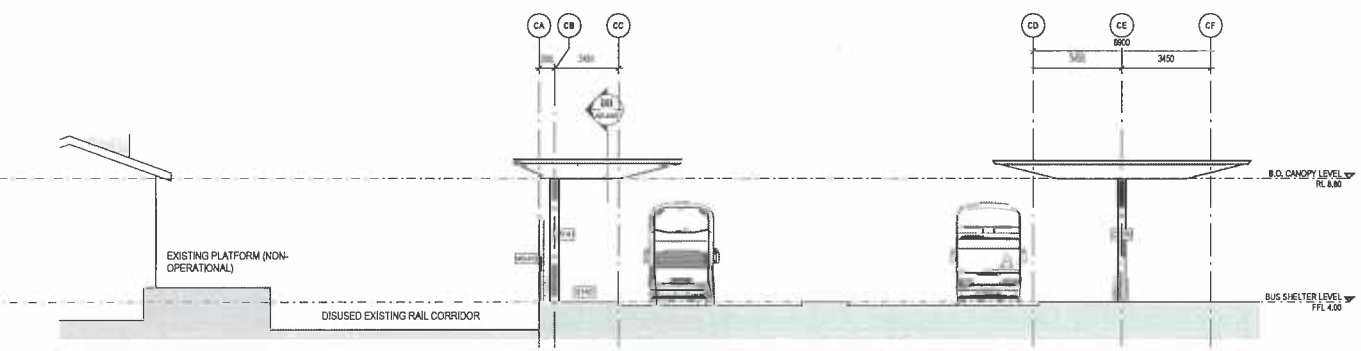
| | |
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| DRAWN | M. LODGE/M. HUTCHING |
| DESIGNED | M. LODGE/M. MCCORR |
| ORG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVIES |
| APPROVED | A. QUINN |

BYRON BAY
TRANSPORT INTERCHANGE
ARCHITECTURE
INTERCHANGE CANOPIES & AMENITIES BUILDING
ELEVATION- CANOPY 1 EAST & WEST

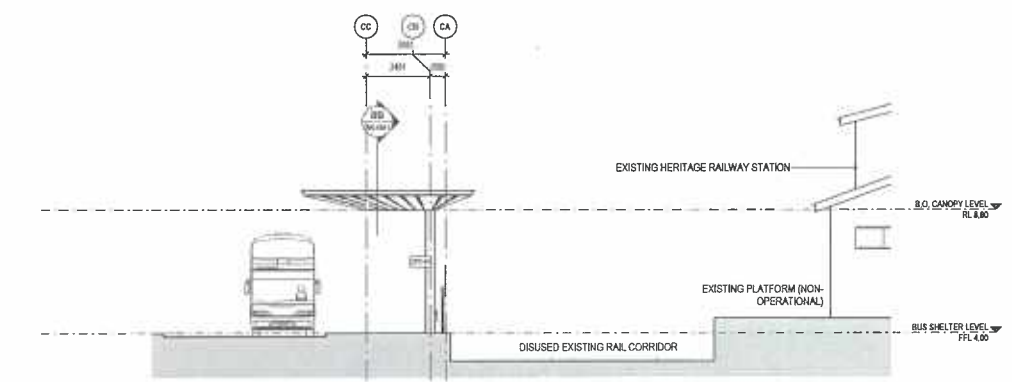
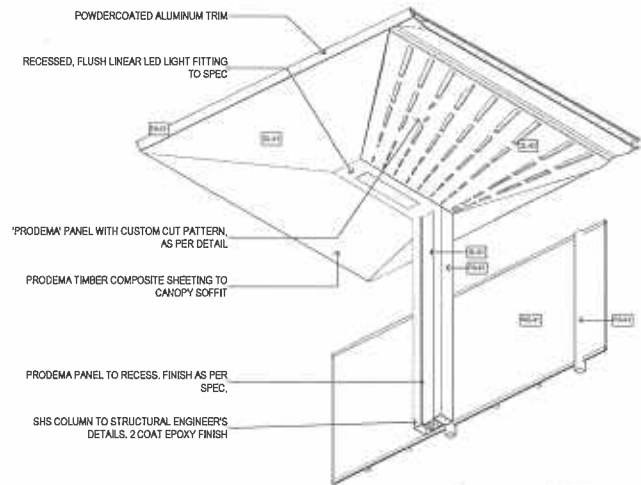
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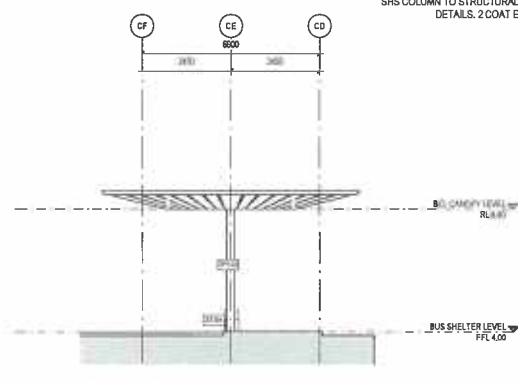
| CODE LEGEND | |
|-------------|----------------------|
| CODE | DESCRIPTION |
| CPY-01 | CANOPY 01 |
| CPY-02 | CANOPY 02 |
| BT-02 | 2M Backed Bench |
| BT-04 | 2.1x1.1M DKA Bench |
| WS-01 | PERFECTAL WINDSCREEN |



B CANOPY 1 & 2 NORTH ELEVATION
SCALE 1:100



C CANOPY 1 SOUTH ELEVATION
SCALE 1:100



E CANOPY 2 SOUTH ELEVATION
SCALE 1:100

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/560/239

Approved by: the Heritage Council of NSW
Delegated Authority

On: 15/04/2019

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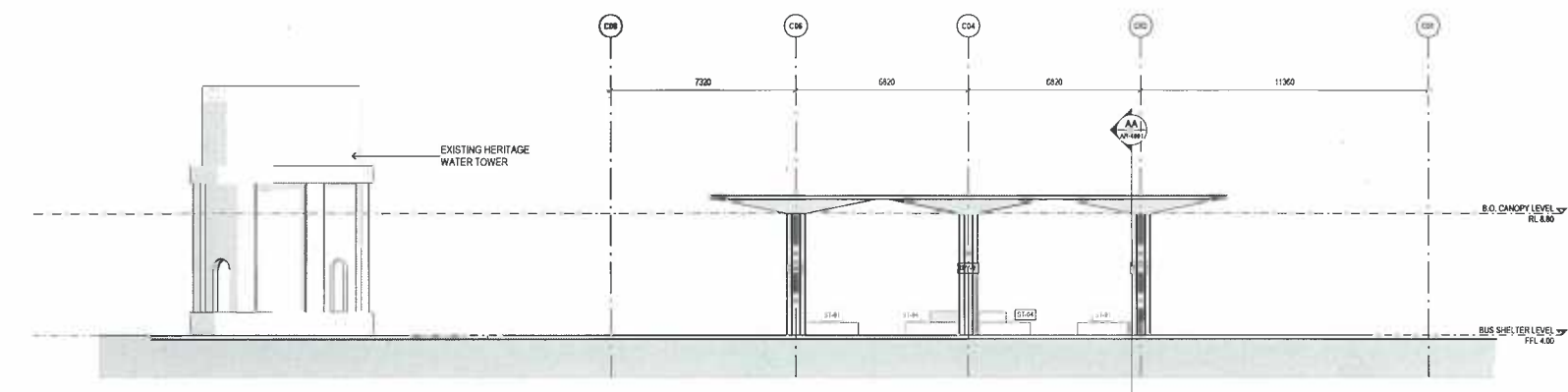
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| DESIGNED | M. LODGEY/M. MCGARR |
| DRG CHECK | S. JARDLEY |
| DESIGN CHECK | G. DAVIES |
| APPROVED | A. GUAN |

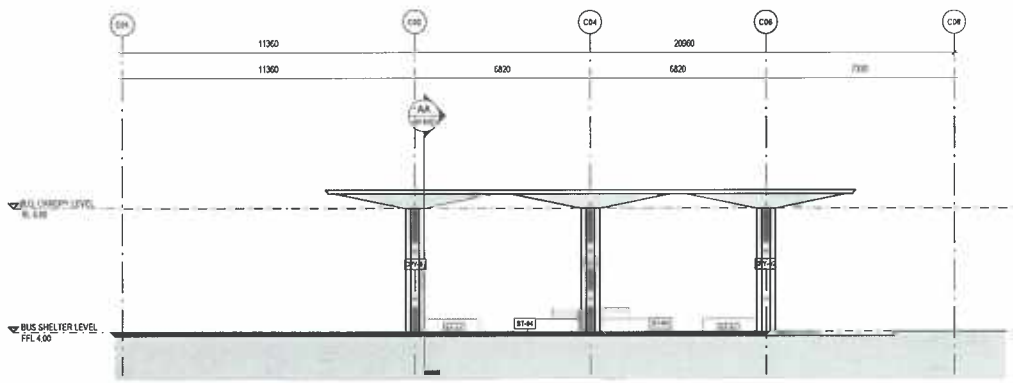
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TRANSPORT INTERCHANGE
ARCHITECTURE
INTERCHANGE CANOPIES & AMENITIES BUILDING
ELEVATION- CANOPY 1 & 2 NORTH & SOUTH

| | |
|----------|----------------------|
| FILE NO: | A1 |
| STATUS: | 100% DETAILED DESIGN |
| AR-3002 | 0 |

| CODE LEGEND | |
|-------------|-------------------|
| CODE | DESCRIPTION |
| ST-01 | CANOPY 02 |
| ST-04 | 2M Wheelch. Bench |
| ST-04 | 2M Hill DDA Bench |



F CANOPY 2 EAST ELEVATION
 (AR-200) SCALE 1:100



G CANOPY 2 WEST ELEVATION
 (AR-200) SCALE 1:100

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: **the Heritage Council of NSW**
 Delegated Authority

On: 15/04/2019

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| DRAWN | M. LODGE/M. HITCHING |
| DESIGNED | M. LODGE/M. HITCHING |
| DRG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVES |
| APPROVED | A. OLIAN |

| | | | |
|---|----------------------|--|----|
| BYRON BAY | | | |
| TRANSPORT INTERCHANGE ARCHITECTURE | | | |
| INTERCHANGE CANOPIES & AMENITIES BUILDING | | | |
| ELEVATION - CANOPY 2 EAST, WEST & SOUTH | | | |
| FILE NO: | | | A1 |
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| AR-3003 | 0 | | 1 |



| CODE LEGEND | |
|-------------|-----------------------|
| CODE | DESCRIPTION |
| FA-01 | FASCIA/CAPPING |
| HD-01 | HAND DRYER |
| KP-01 | KICKPLATE |
| TB-01 | TIMBER BATTEN SCREEN |
| WC-01 | WALL CLADDING TYPE 01 |
| WP-01 | WASH PLANE OPTION 01 |

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

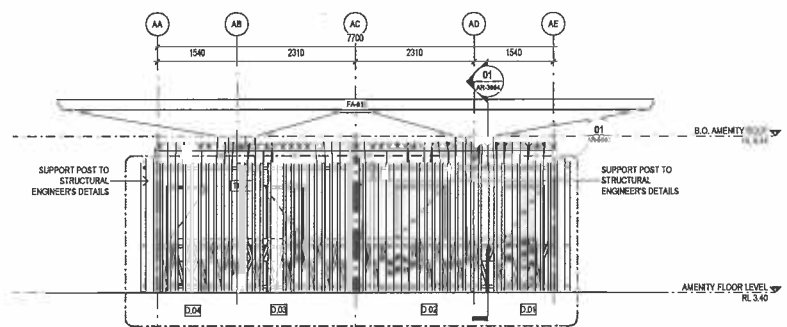
Application No: 2018/S60/239

Approved by: **the Heritage Council of NSW**
 Delegated Authority

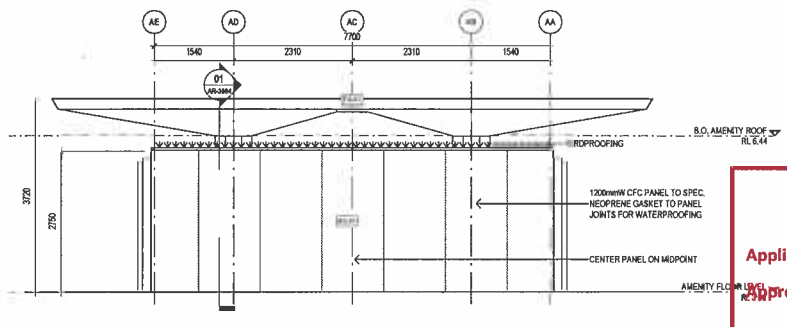
On: 15/04/2019

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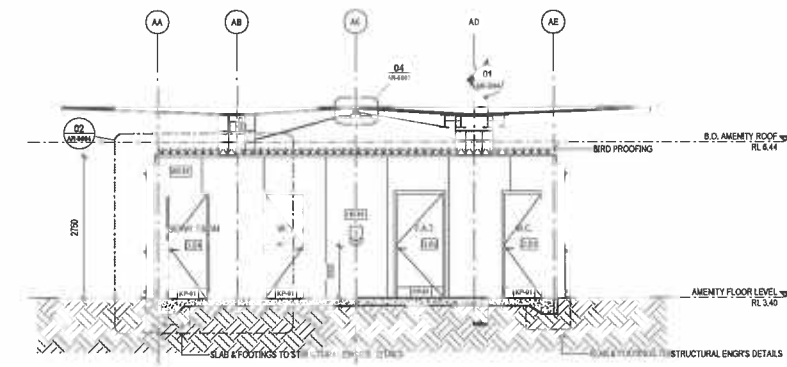
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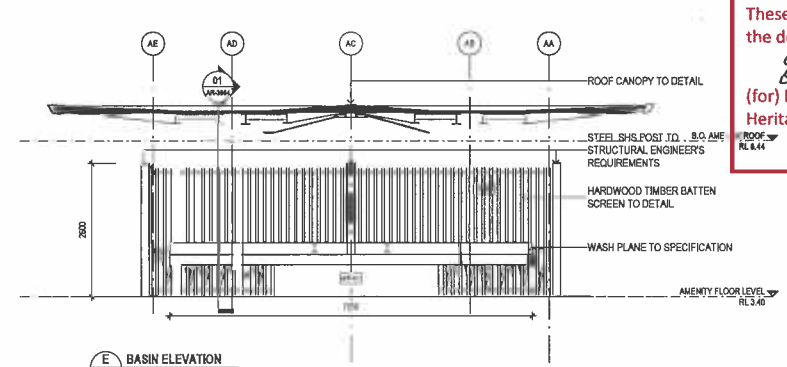
A AMENITY NORTH ELEVATION
 (AR-3004) SCALE 1:50



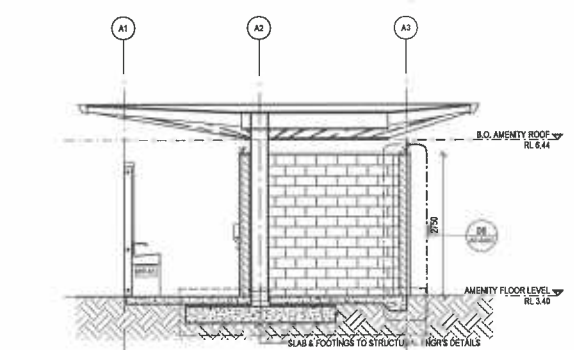
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 (AR-3004) SCALE 1:50



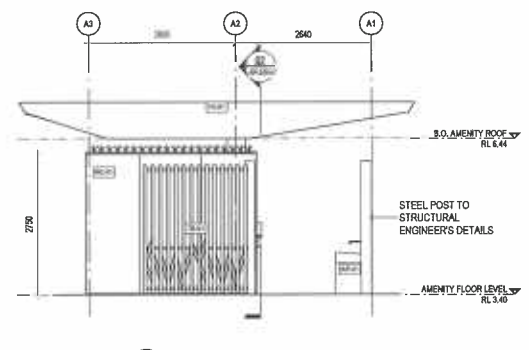
02 AMENITY - SECTION 2
 (AR-3004) SCALE 1:50



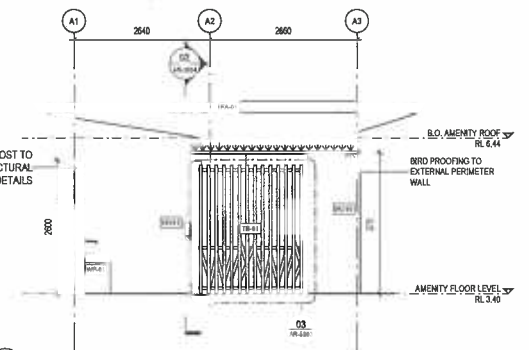
E BASIN ELEVATION
 (AR-3004) SCALE 1:50



01 AMENITY - SECTION 3
 (AR-3004) SCALE 1:50



C AMENITY EAST ELEVATION
 (AR-3004) SCALE 1:50



D AMENITY WEST ELEVATION
 (AR-3004) SCALE 1:50

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| C | 100% DETAILED DESIGN IDG | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 31/05/2018 |
| A | 30% DETAILED DESIGN, IDG | 24/05/2018 | 24/05/2018 | 24/05/2018 |

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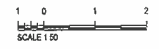
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| DESIGNED | M. LODGE/M. MCGIBB |
| DRG CHECK | S. WADLEY |
| DESIGN CHECK | G. DAVES |
| APPROVED | A. CLAN |

BYRON BAY
 TRANSPORT INTERCHANGE
 ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 ELEVATION, SECTION - AMENITY BLOCK

| | |
|----------|----------------------|
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| STATUS: | 100% DETAILED DESIGN |
| AR-3004 | 0 |



**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

Application No: 2018/S60/239

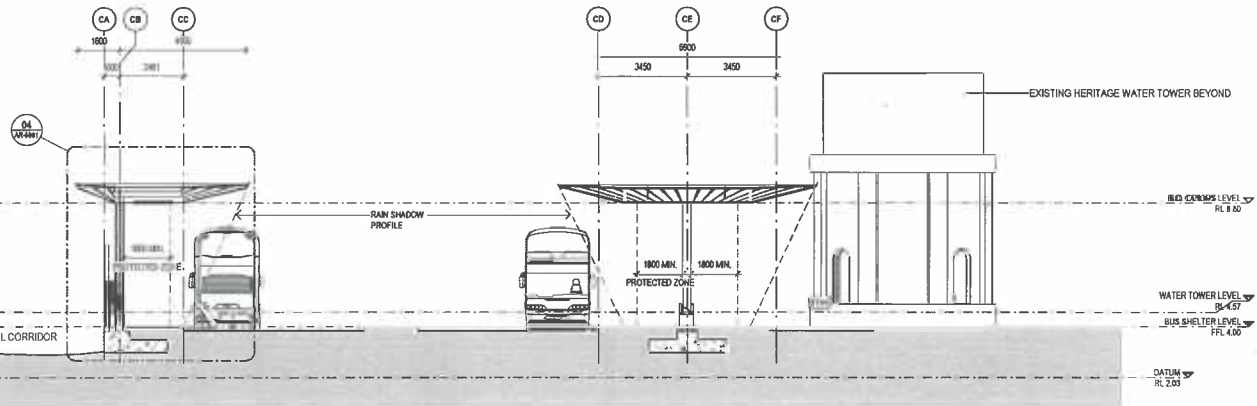
**Approved by: the Heritage Council of NSW
Delegated Authority**

On: 15/04/2019

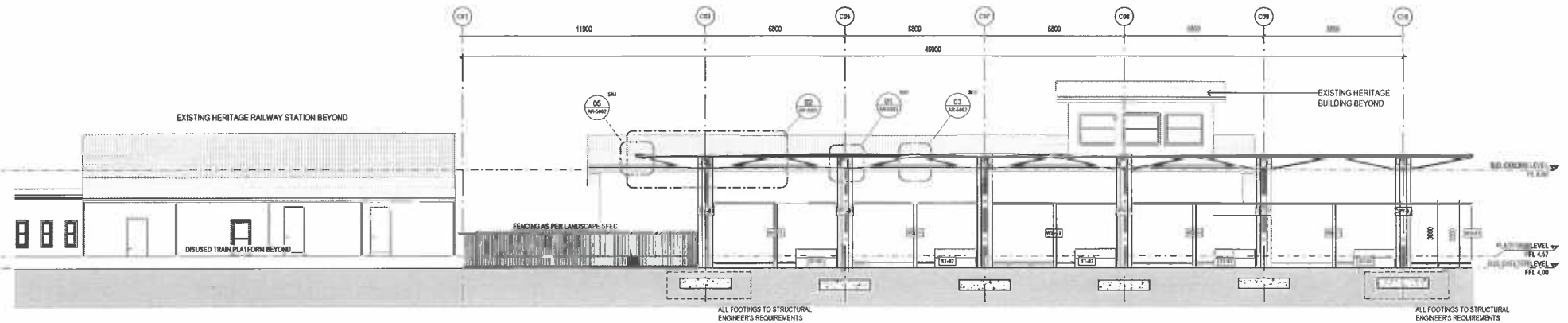
**These plans should be read in conjunction with
the decision notice**

**(for) Delegate
Heritage Council**

| CODE LEGEND | |
|-------------|-----------------------|
| CODE | DESCRIPTION |
| CPY-01 | CANOPY 01 |
| ST-02 | 2M Backed Bench |
| ST-03 | 2M Backed DDA Bench |
| ST-04 | 2M Half DDA Bench |
| WS-01 | PERF METAL WINDSCREEN |



CANOPY SECTION AA
SCALE 1:100



CANOPY SECTION BB
SCALE 1:100

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| C | 100% DETAILED DESIGN IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 11/07/2018 | 31/05/2018 |
| A | 30% DETAILED DESIGN IDC | 24/05/2018 | 24/05/2018 | 24/05/2018 |



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| DRG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVIES |
| APPROVED | A. OJAH |

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TRANSPORT INTERCHANGE
ARCHITECTURE
INTERCHANGE CANOPIES & AMENITIES BUILDING
SHELTER GENERAL ARRANGEMENT SECTIONS

FILE NO: A1
STATUS: 100% DETAILED DESIGN
AR-4001



| CODE LEGEND | |
|-------------|-----------------------|
| CODE | DESCRIPTION |
| FA-01 | FASCIA CAPPING |
| GL-01 | SAFETY GUIDELINE |
| LH-01 | LADDER HOOK |
| RS-01 | ROOF SHEETING TYPE 01 |
| RS-02 | ROOF SHEETING TYPE 02 |
| SL-01 | SOFFIT LINING TYPE 01 |
| SL-02 | SOFFIT LINING TYPE 02 |

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

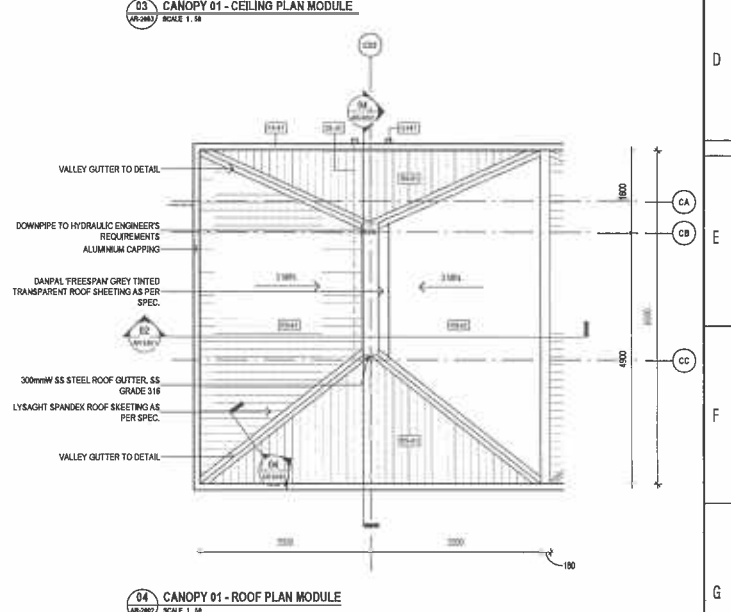
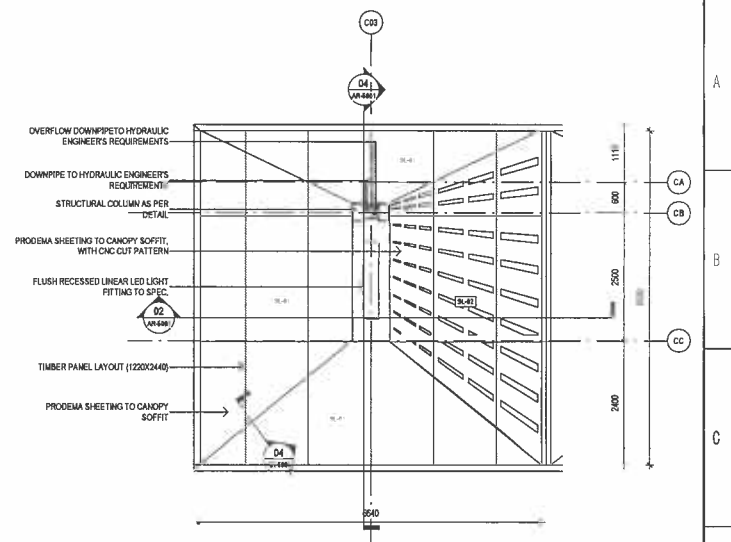
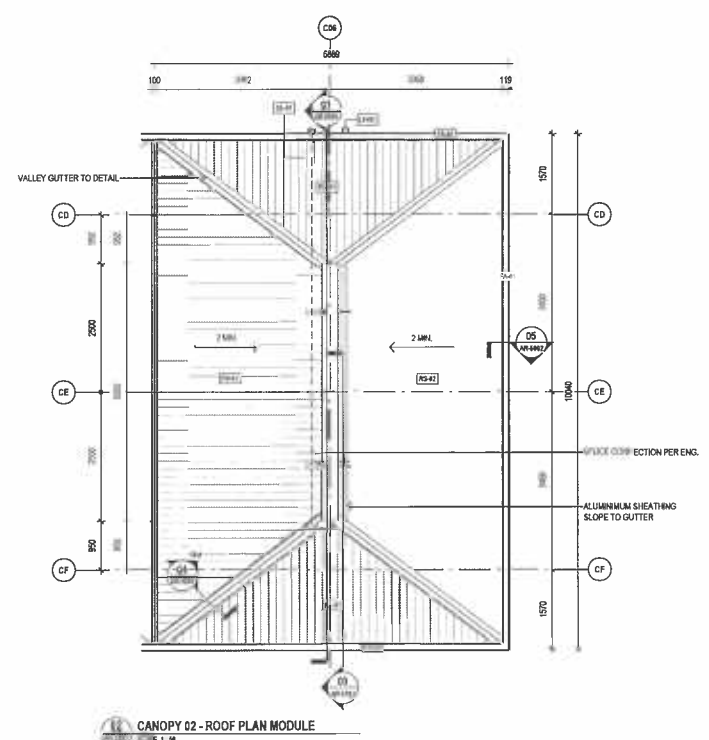
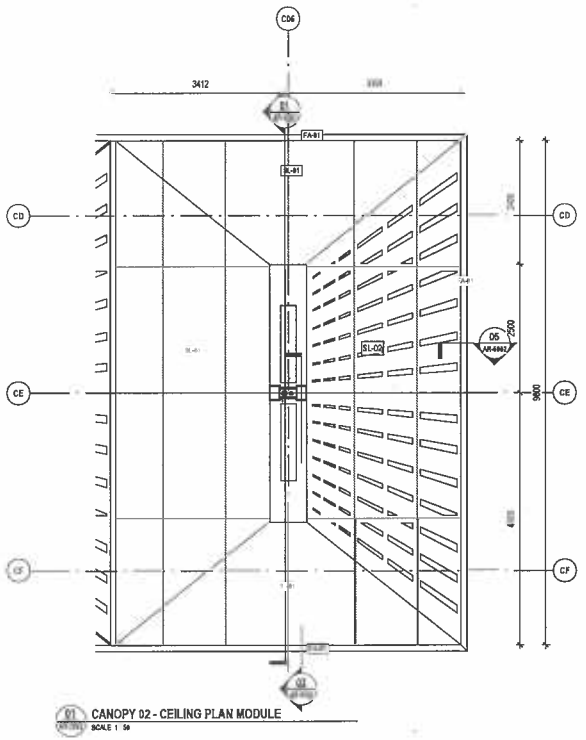
Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

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 Heritage Council



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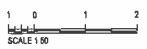
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 DESIGNED: M. LODGE/M. MCGERR
 DRG CHECK: S. BRADLEY
 DESIGN CHECK: G. DAVIES
 APPROVED: A. DUAN

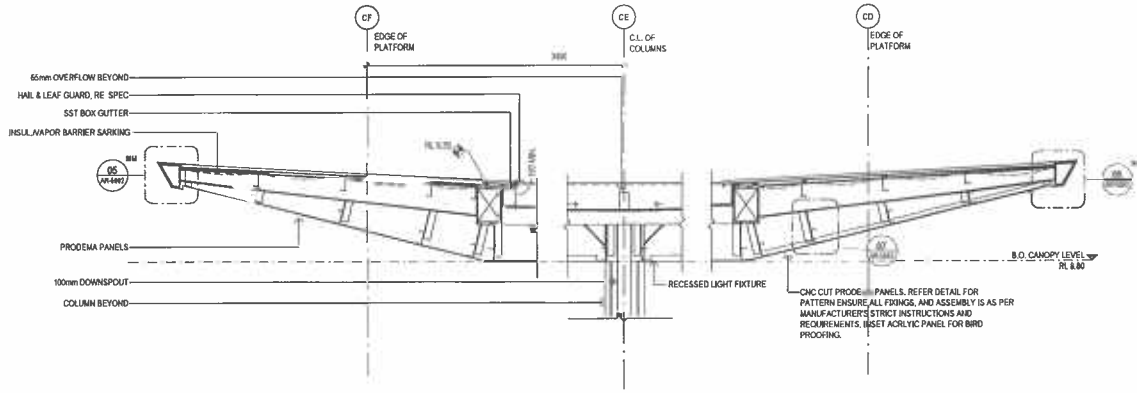
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 ENLARGED CANOPIES & AMENITIES BUILDING
 ENLARGED CANOPY PLAN DETAILS

FILE NO: _____ A1

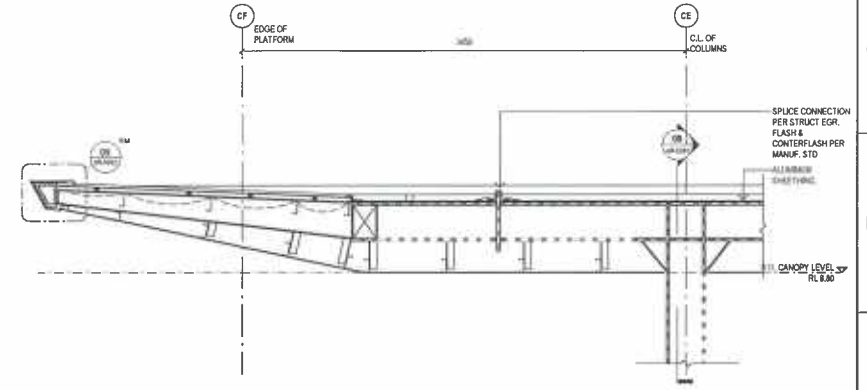
STATUS: 100% DETAILED DESIGN

AR-5000 0 1

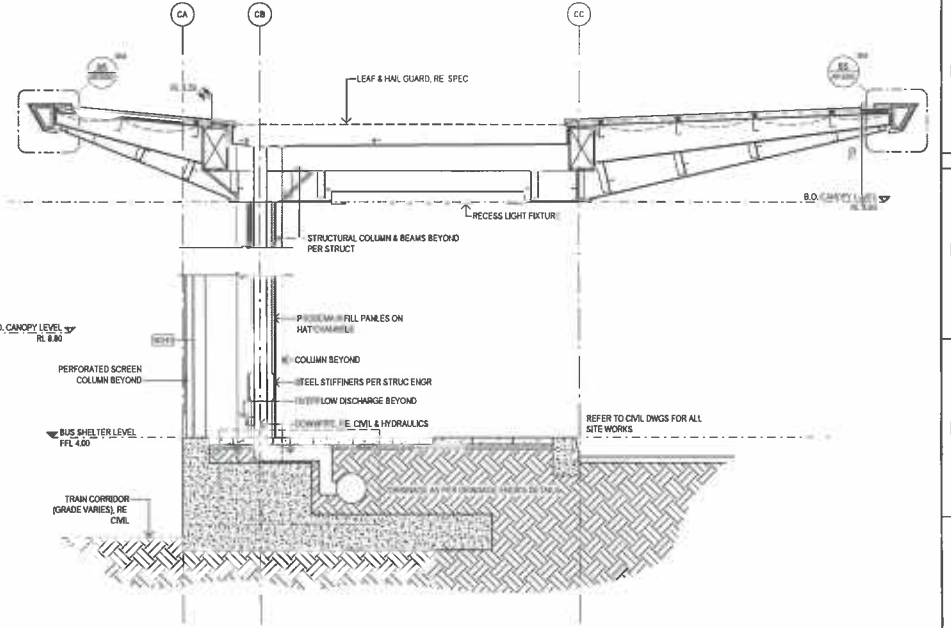
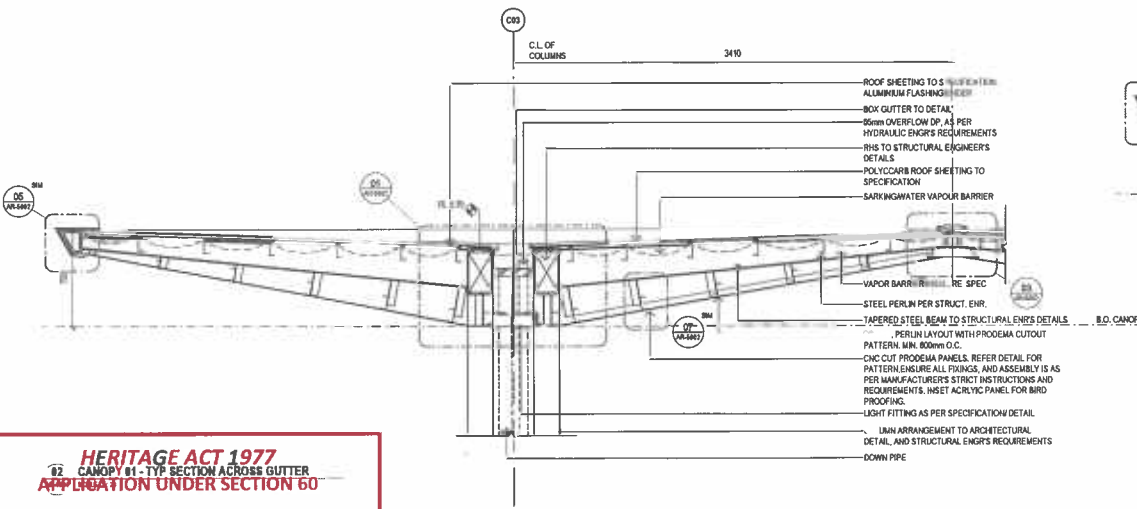




D1 CANOPY 02 - SECTION DETAIL THRU GUTTER
 (A1-888) SCALE 1:20



D3 CANOPY 02 - EAST WEST SECTION THRU BEAM
 (A1-888) SCALE 1:20



D4 CANOPY 01 - SECTION DETAIL THRU GUTTER
 (A1-881) SCALE 1:20

HERITAGE ACT 1977
02 CANOPY 01 - TYP SECTION ACROSS GUTTER
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

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 (for) Delegate
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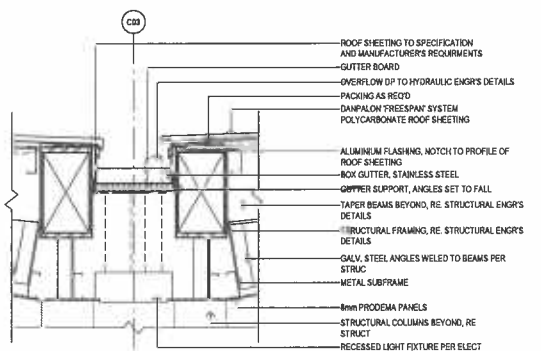
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 CANOPY DETAILS

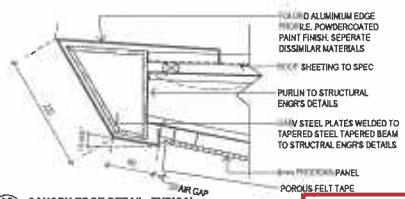
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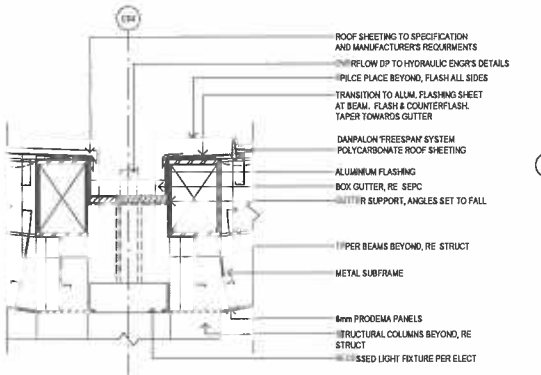
A
B
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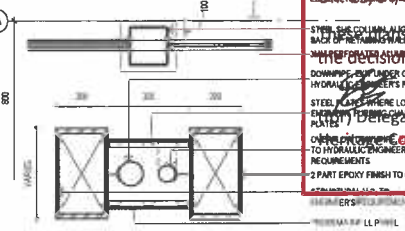
01 CANOPY GUTTER DETAIL, TYP. 05
AR-5002 / SCALE 1:10



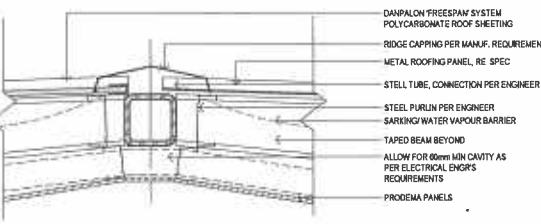
05 CANOPY EDGE DETAIL - TYPICAL
AR-5002 / SCALE 1:5



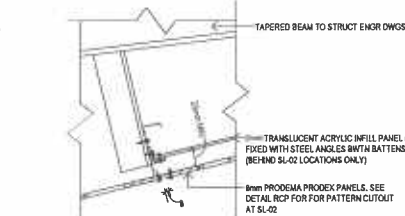
02 CANOPY GUTTER DETAIL - CANOPY 2
AR-5002 / SCALE 1:10



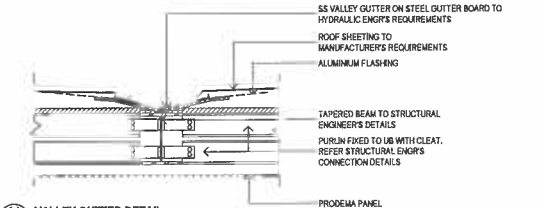
06 COLUMN PLAN DETAIL, TYP.
AR-5002 / SCALE 1:10



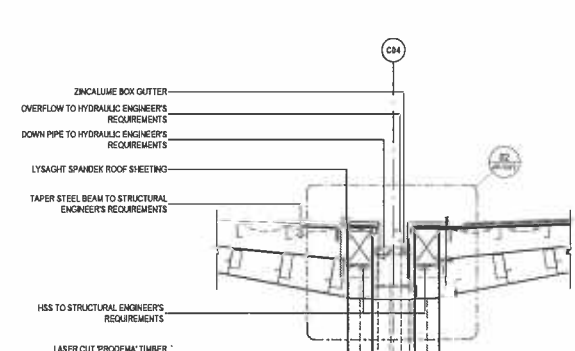
03 CANOPY CONNECTION DETAIL, TYP.
AR-5002 / SCALE 1:5



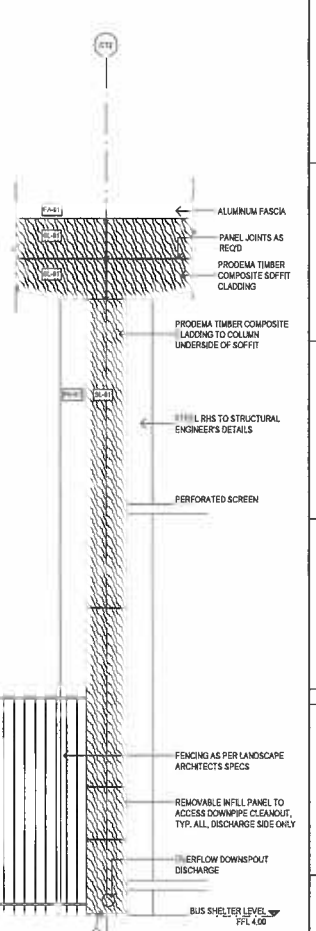
07 PRODEMA SOFFIT JOINT DETAIL
AR-5002 / SCALE 1:5



04 VALLEY GUTTER DETAIL
AR-5002 / SCALE 1:10



08 COLUMN DETAIL - CANOPY 02
AR-5002 / SCALE 1:20



09 COLUMN ELEVATION DETAIL
AR-5002 / SCALE 1:20

HERITAGE ACT 1977
 THE DECISION TO STRUCTURAL
APPLICATION UNDER SECTION 60
 Application No: 2018/S60/239
 Approved by: **the Heritage Council of NSW**
 Delegated Authority
 Date: 15/04/2019
 This should be read in conjunction with
 the decision notice
 Application No: 2018/S60/239
 Delegate

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| C | 100% DETAILED DESIGN IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 31/05/2018 |
| A | 30% DETAILED DESIGN, IDC | 24/05/2018 | 24/05/2018 | 24/05/2018 |

SCALE: As Indicated

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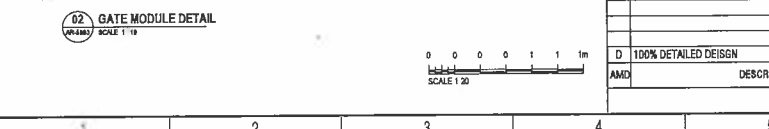
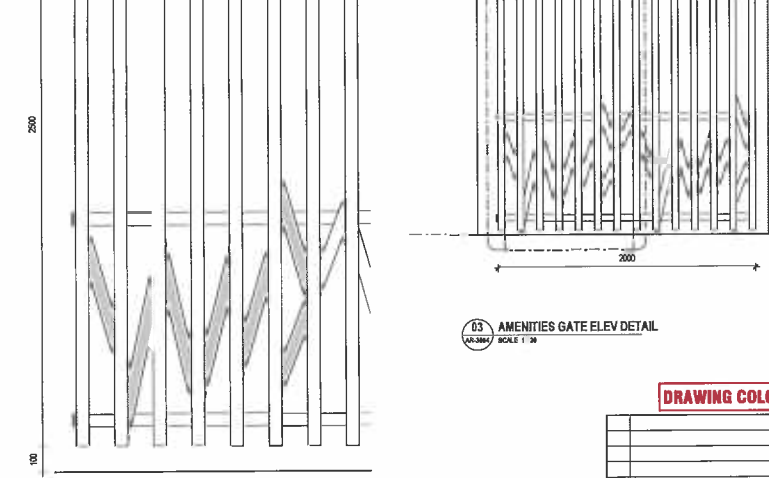
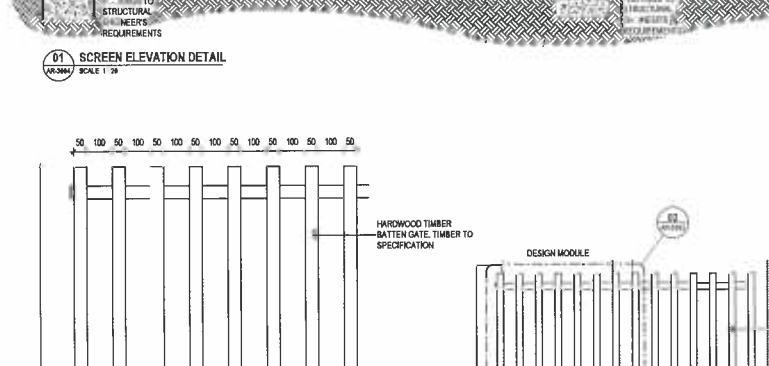
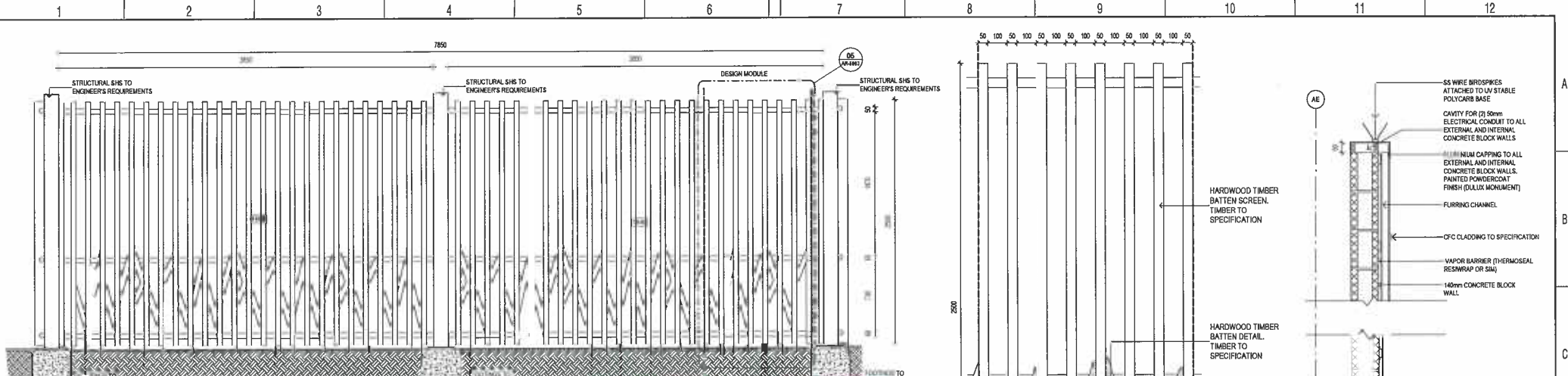
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 DESIGN CHECK: G. DAVIES
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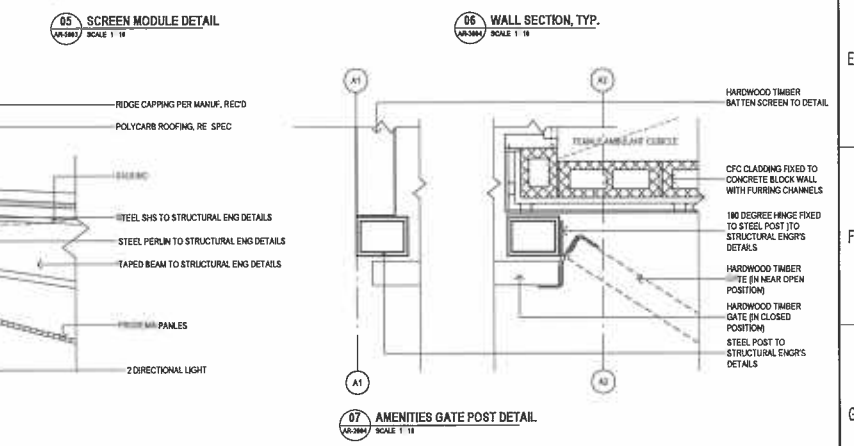
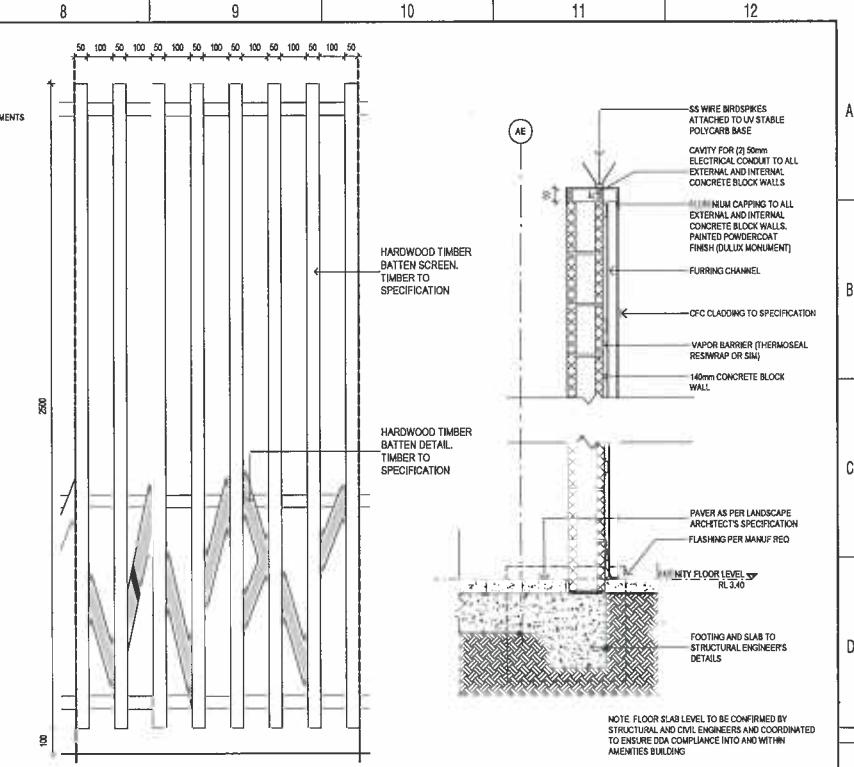
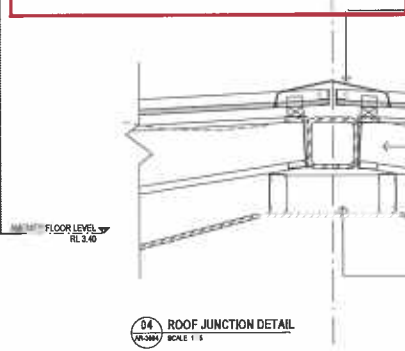
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 CANOPY DETAILS

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18/09/2018



HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
 Application No: 2018/S60/239
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 On: 15/04/2019
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| AMD | DESCRIPTION | | | |

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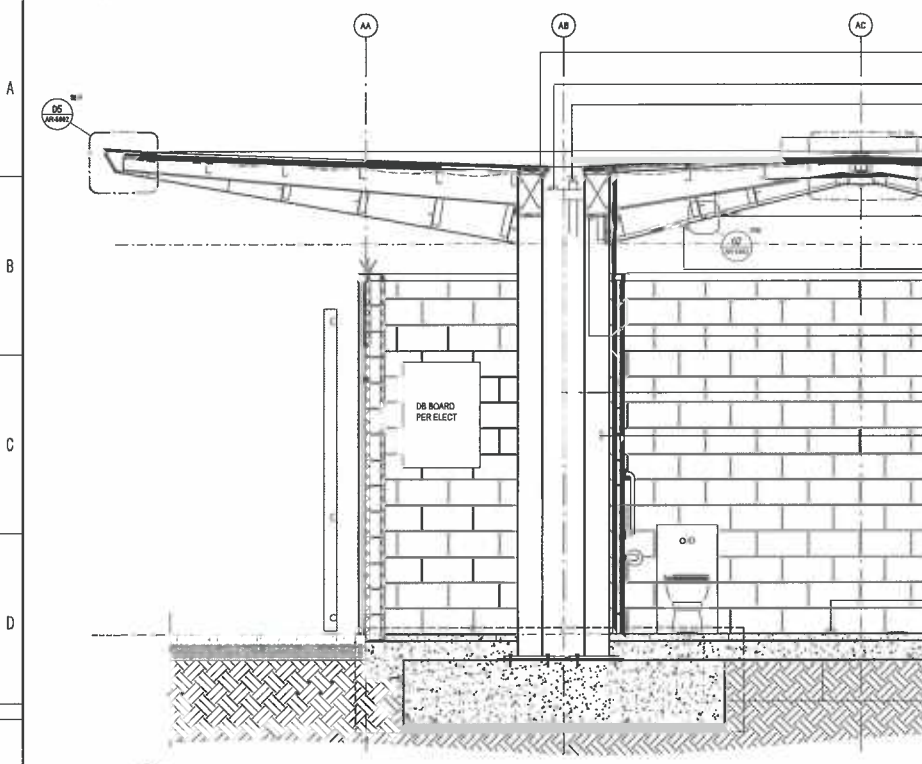
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| DESIGNED | M. LODGE/M. HITCHINS |
| DRG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVIES |
| APPROVED | A. QIAN |

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 AMENITIES BLDG DETAILS

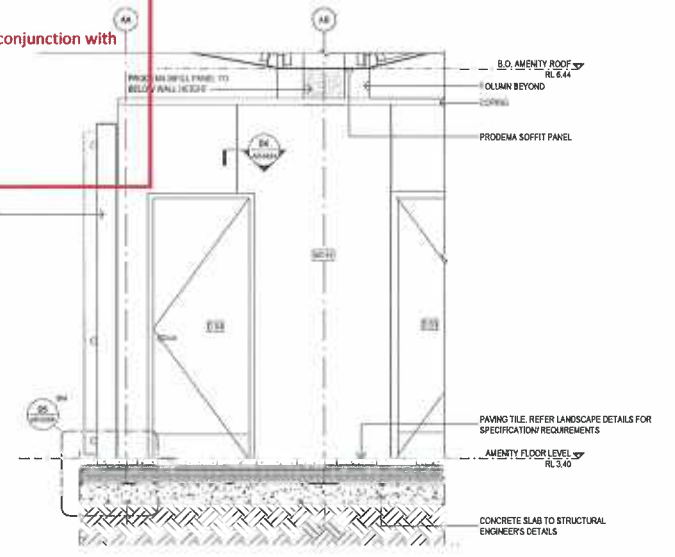
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APPLICATION UNDER SECTION 60
Application No: 2018/S60/239
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On: 15/04/2019
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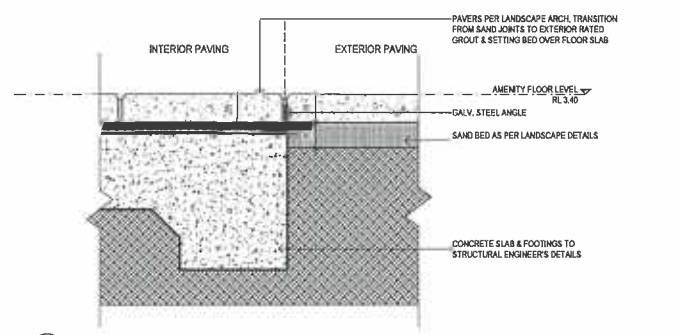
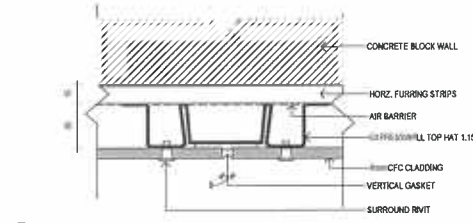
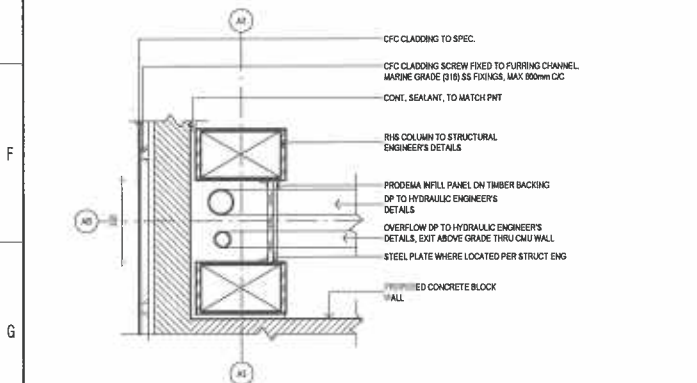


- ROOF SHEETING TO SPECIFICATION ALUMINUM FLASHING UNDER
- GUTTER W/ SLUMP TO DETAIL
- OVERFLOW DP, AS PER HYDRAULIC ENGRS REQUIREMENTS
- POLYCARB ROOF SHEETING TO SPECIFICATION
- TAPERED STEEL BEAM TO STRUCTURAL ENGINEERS DETAILS
- B.O. AMENITY ROOF RL 6.44
- DNC CUT PRODEMA PANELS. REFER DETAIL FOR PATTERN ENQUIRE ALL JOINTS. ASSEMBLY IS AS PER MANUFACTURE STRICT INSTRUCTIONS AND REQUIREMENTS. INSET ACRYLIC PANEL FOR BIRD PROTECTION
- RHS TO STRUCTURAL ENGINEERS DETAILS
- DOWN PIPE & OVERFLOW, SEE HYDRAULICS FOR CONNECTION HEIGHT & DETAILS
- COLUMN ARRANGEMENT TO ARCHITECTURAL DETAIL, AND STRUCTURAL ENGRS REQUIREMENTS
- PAVING TILE. REFER LANDSCAPE DETAILS FOR SPECIFICATION REQUIREMENTS
- AMENITY FLOOR LEVEL RL 3.40
- CONCRETE SLAB & FOOTINGS TO STRUCTURAL ENGINEERS DETAILS



01 AMENITIES- CANOPY SECTION THRU COLUMN
 SCALE 1:20

02 AMENITIES- ELEVATION DETAIL
 SCALE 1:20



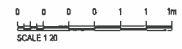
03 AMENITIES COLUMN PLAN
 SCALE 1:16

04 VERTICAL WALL CLADDING JOINT DETAIL, TYP.
 SCALE 1:2

05 PAVING THRESHOLD DETAIL, TYP.
 SCALE 1:5

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| AMD | DESCRIPTION | | | |

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 DRG CHECK: S. BRADLEY
 DESIGN CHECK: G. DAVES
 APPROVED: A. QUAY

BYRON BAY
 TRANSPORT INTERCHANGE
 ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 AMENITIES BLDG DETAILS

FILE NO: _____ SHEET 2 OF 2 A1
 STATUS: 100% DETAILED DESIGN
 AR-S004 0 1

FINISHES AND MATERIALS SCHEDULE

| CODE | AREA | ELEMENT | DESCRIPTION | FINISH/COLOUR | MANUFACTURER | COMMENT | REFERENCE IMAGE |
|-------|---|------------------------|--|---|------------------------------------|--|---|
| PV-01 | AMENITIES BUILDING | WET AREA FLOORING | PAVERS AS PER LANDSCAPE ARCHITECT'S DETAILS/ SPECIFICATION | | | | REFER LANDSCAPE ARCHITECTS DRAWING |
| RS-01 | CANOPY, AMENITIES | ROOF SHEETING | LYSAGHT 'SPANDEK' ROOF SHEETING, MIN FALL 2 DEGREES. ASSEMBLY AND FIXINGS AS PER MANUFACTURER'S REQUIREMENTS. | WINDSPRAY | LYSAGHT | |  |
| RS-02 | CANOPY, AMENITIES | ROOF SHEETING | DANPAL 'FREESPAN' POLYCARBONITE ROOF SHEATHING | GREY TINTED TRANSPARENT | DANPAL | |  |
| SL-01 | CANOPY SOFFIT/ LINING & COLUMNS, AMENITIES SOFFIT/ LINING, AMENITIES SCREEN | EXTERNAL CLADDING | 8mm PRODEMA 'PRODEX' TIMBER COMPOSITE PANEL. ENSURE ALL FIXINGS, AND ASSEMBLY IS AS PER MANUFACTURER'S STRICT INSTRUCTIONS AND REQUIREMENTS. | RUSTIK | PRODEMA | SX3 EXPOSED SCREW FIXINGS, MARINE GRADE 316 |  |
| SL-02 | CANOPY SOFFIT/ LINING & COLUMNS, AMENITIES SOFFIT/ LINING, AMENITIES SCREEN | EXTERNAL CLADDING | PRODEMA 8mm 'PRODEX' TIMBER COMPOSITE PANEL, WITH CUSTOM CNC CUT PATTERN TO DETAIL. ENSURE ALL FIXINGS, AND ASSEMBLY IS AS PER MANUFACTURER'S STRICT INSTRUCTIONS AND REQUIREMENTS. | RUSTIK | PRODEMA | SX3 EXPOSED SCREW FIXINGS, MARINE GRADE 316 |  |
| SL-03 | AMENITY BUILDING | SOFFIT LINING | 3mm TRANSLUCENT SHEETING TO SOFFIT LINING, ROOF CANOPIES | WHITE TRANSLUCENT | TBC | | REFER ARCHITECTURAL DETAIL |
| WS-01 | PLATFORM 1 | WIND SCREEN | 3mm POWDERCOATED ALUMINIUM PANEL WITH CUSTOM PERFORATED PATTERN, AS PER ARCHITECTURAL DETAIL. | COLOR TO BE CHOSEN FROM MANUF. FULL RANGE | PIPERF (LOCKER GROUP) OR STOODARDS | 'EASY ON' ANTI GRAFFITI COATING TO BE APPLIED. PRODUCT AND INSTALLATION TO SYDNEY TRAINS REQUIREMENTS. | REFER ARCHITECTURAL DETAIL, DRAWING AR-3001 |
| WC-01 | AMENITY BUILDING | EXTERNAL WALL CLADDING | 'SURROUND' 8mm, SQUARE EDGED OFC CLADDING SYSTEM. VERTICAL JOINS, TRIMMED AND SEALED, COMMERCIAL 'EXRESSWALL' FIXING SYSTEM. NEOPRENE GASKET TO PANEL JOINTS FOR WATERPROOFING. INSTALLATION TO MANUFACTURER'S RECOMMENDATIONS | 'BASE' BLACK | CEMTEL Phone: 1300 236 468 | |  |
| FA-01 | CANOPY/ AMENITY ROOF | FASCIA/ CAPPING | POWDERCOATED ALUMINIUM FASCIA/ CAPPING | DULUX 'MONUMENT' | LYSAGHT OR SIMILAR | | REFER ARCHITECTURAL DETAIL |
| TB-01 | CANOPY/ AMENITY SOFFIT LINING | TIMBER BATTEN SCREEN | HARDOOD TIMBER- SOTTED GUM | SPOTTED GUM | | |  |

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
 Application No: 2018/S60/239
 Approved by: the Heritage Council of NSW
 Delegated Authority
 On: 15/04/2019
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 (for) Delegate
 Heritage Council

PAINT SCHEDULE

| CODE | AREA | ELEMENT | DESCRIPTION | FINISH/COLOUR | MANUFACTURER | COMMENT | REFERENCE IMAGE |
|-------|--------------------------|------------------------------------|---|---|--------------|---|-----------------|
| PA-01 | CANOPY/ AMENITY BUILDING | ALL EXPOSED STRUCTURAL STEEL | 2-PART EPOXY COATING | DULUX 'MONUMENT' | DULUX | | |
| PA-02 | CANOPY/ AMENITY BUILDING | ALUMINIUM FLASHING, CAPPING | POWDERCOAT PAINT FINISH. DURATEC 'ZEUS' | DULUX 'MONUMENT' SATIN FINISH | DULUX | PRE-TREATMENT TO MEET AS3751. ALL SURFACES TO BE COATED IN ACCORDANCE WITH AS1627.1 | |
| PA-03 | AMENITY BUILDING | STEEL DOOR FRAMES TO AMENITIES BLG | POWDERCOAT PAINT FINISH. DURATEC 'ZEUS' | DULUX 'MONUMENT' SATIN FINISH | DULUX | PRE-TREATMENT TO MEET AS3751. ALL SURFACES TO BE COATED IN ACCORDANCE WITH AS1627.1 | |
| PA-04 | AMENITY BUILDING | ALL EXPOSED CONCRETE BLOCK | PAINT FINISH. DURATEC | COLOR TO BE CHOSEN FROM MANUF. FULL RANGE | DULUX | | |

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| REV | DESCRIPTION | DESIGNED SIGNATURE | VERIFIED SIGNATURE | APPROVED SIGNATURE |
|-----|---------------------------|--------------------|--------------------|--------------------|
| D | 100% DETAILED DESIGN | 18/10/2018 | 18/10/2018 | 18/10/2018 |
| C | 100% DETAILED DESIGN, IDC | 05/09/2018 | 05/09/2018 | 05/09/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 31/05/2018 |
| A | 30% DETAILED DESIGN, IDC | 24/05/2018 | 24/05/2018 | 24/05/2018 |

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| | |
|--------------|-----------------------|
| DESIGNED | M. LODGE/ M. HUTCHINS |
| DESIGNED | M. LODGE/ M. McGRIR |
| DRG CHECK | S. BRADLEY |
| DESIGN CHECK | G. DAVIES |
| APPROVED | A. QUINN |

BYRON BAY
 TRANSPORT INTERCHANGE
 ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 MATERIAL AND FINISHES SCHEDULE

| | | | |
|----------|----------------------|----|----|
| FILE NO: | SHEET | OF | A1 |
| STATUS: | 100% DETAILED DESIGN | | |
| AR-7001 | 0 | | 1 |

| CODE | COMPONENT | LOCATION | DESCRIPTION | MODEL, COLOUR, CODE | CONTACT | IMAGE |
|-------|---------------------------------------|--|--|--|-----------------------------------|----------------------------|
| HD-01 | HAND DRYER | F.A.T., AMENITIES BREEZEWAY | DYSON AIRBLADE V HAND DRYER | CODE AB12, COLOUR WHITE | DYSON | |
| MI-01 | MIRROR | F.A.T. | 445 X 749mm STAINLESS STEEL MIRROR, FINISHED WITH TAMPER RESISTANT SCREWS | STAINLESS STEEL, CONCEALED FIXINGS FOR TAMPER PROOFING. ENSURE INSTALLED TO MEET REQUIREMENTS OF AS1428.1- 2009. MODEL B 1556-1630 | BOBRICK | |
| SD-01 | SOAP DISPENSERPE 01 | F.A.T. | 'AQUARIUS' SOAP DISPENSER | HAND CLEANSER DISPENSER (CASSETTE WHITE), 1L, CODE 69480 | KIMBERLEY CLARK | |
| TS-01 | TOILET SUITE TYPE 01 | AMBULANT W.C.'S | AMBULANT CUBICLE TOILET SUITE. | CAROMA CARE 800 WALL FACED TOILET SUITE 'INVISI SERIES II'. WHITE, FLOOR FIXED PRODUCT CODE: 718100W | CAROMA | |
| TS-02 | TOILET SUITE TYPE 02 (ACCESSIBLE) | F.A.T. | ACCESSIBLE TOILET SUITE, ACCESSIBLE COMPLIANT WITH BACKREST, CONTRASTING TOILET SEAT | WALLGATE 'ANTI VANDAL' TOILET CWC-155-W-SF WHITE WITH BLACK SEAT FLOOR FIXED IN WALL/ CONCEALED CISTERN | WALLGATE (GALVIN ENGINEERING) | |
| WP-01 | WASH PLANE | AMENITIES BREEZEWAY | POLISHED STONE SLABS ON OFC SHEETS. TIMBER/ STEEL SUPPORTS. | COLOUR 'GRIS ANTAGITA'. REFER DETAIL | QUARELLA QUARTZ OR EQUIVALENT | |
| WB-02 | WASH BASIN TYPE 02 | F.A.T. | CAROMA OPAL 720 WITH LEFT OR RIGHT SIDE SHELF. | COLOUR WHITE | CAROMA | |
| TA-01 | TAPS OVER BASINS (ACCESSIBLE TOILETS) | F.A.T. | 'PRESTO 705' TIMED FLOW TAP | PRESTO PART #P84654 TIMED FLOW LEVER TAP, SPECIFY 2.0l/m FLOR RATE. TEMPERATE WATER TEMPERATURE TO BE USED. | THORNTHWAITE TECHNOLOGIES OR EQ. | |
| TA-02 | TAPS OVER WASH PLANES | AMENITIES BREEZEWAY | 'PRESTO 504' TIMED FLOW TAP | PRESTO PART#P63007 TIMED FLOW LEVER TAP SPECIFY 2.0L/m FLOR RATE. TEMPERATE WATER TEMPERATURE TO BE USED. CHROME PLATED | THORNTHWAITE TECHNOLOGIES OR EQ. | |
| TH-01 | TOILET ROLL HOLDER | ALL TOILET CUBICLES | BRITEX STAINLESS STEEL SURFACE MOUNTED, TWO ROLL, HOODED DISPENSER | ENSURE LOCATION COMPLIES WITH AS 1428.1 | BRITEX | |
| WT-01 | WATER TANK | SERVICE, UTILITIES ROOM | MELRO 1000L ROUND TANK (OR SIMILAR) 825mm DIAM, 2080mmH COLOUR- 'MONUMENT' | HYDRAULIC ENG. TO COORDINATE DRAINAGE REQUIREMENTS | KINGSTON WATER TANKS OR EQ | |
| CH-01 | COAT HOOKS | F.A.T. | TYPE 2, SS (MARINE GRADE 316) COAT HOOKS, AS PER SYDNEY TRAINS KIT OF PARTS | SATIN CHROME, INSTALL TO AS.1428 REQUIREMENTS. INCLUDE ADDITIONAL DOOR STOP TO BACK OF DOOR, AS REQUIRED | NA | |
| BC-01 | AMENITIES BUILDING | BABY CHANGE TABLE | METLAM, FOLDABLE, SLIMLINE HORIZONTAL TABLE CODE ML9100EH | | METLAM | |
| LF-01 | PLATFORM CANOPY LIGHTING | PLATFORM ROOF CANOPIES | STRIP LIGHTING TO BUS SHELTER CANOPY SOFFIT | DUROLIGHT-R LED6500-840 HF L1525. SAP 96630883 NOTE ELECTRICAL ENGINEER TO DETERMINE REQUIRED LUX LEVELS (TO RELEVANT STANDARDS), AND CONFIRM LIGHT FITTING NUMBERS. BLACK ALUMINIUM SURROUND. LIGHT- WARM LED | THORN LIGHTING T-461 1300 139 965 | |
| LF-02 | AMENITY CANOPY LIGHTING | AMENITIES BUILDING | STRIP LIGHTING TO AMENITIES BUILDING SOFFIT | DUROLIGHT-R LED6500-840 HF L1525. SAP 96630883 NOTE ELECTRICAL ENGINEER TO DETERMINE REQUIRED LUX LEVELS (TO RELEVANT STANDARDS), AND CONFIRM LIGHT FITTING NUMBERS. BLACK ALUMINIUM SURROUND. LIGHT- WARM LED | THORN LIGHTING T-461 1300 139 965 | |
| GT-01 | ROOF GUTTERING | PLATFORM ROOF CANOPIES, AMENITIES BUILDING | GUTTERING | 200 x 150mm BOX GUTTER TO BUS SHELTER CANOPIES. MARINE GRADE 316 SS 300 x 150mm BOX GUTTER TO AMENITIES BUILDING ROOF CANOPY. MARINE GRADE 316 SS. WITH LEAF & HAIL GUARD | STRATCO OR EQ | REFER ARCHITECTURAL DETAIL |

ST TO CONFIRM INCLUSION, SPEC FOR WATER TANKS

NOTE:
 * ALL SANITARY FACILITIES AND FIXTURES TO BE IN ACCORDANCE WITH AS 1428.1
 * BABY CHANGE TABLE IN F.A.T. TO AS1428

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with the decision notice

(for) Delegate
 Heritage Council

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| D | 100% DETAILED DESIGN | 18/10/2018 | 18/10/2018 | 18/10/2018 |
| B | 30% DETAILED DESIGN | 31/05/2018 | 31/05/2018 | 31/05/2018 |
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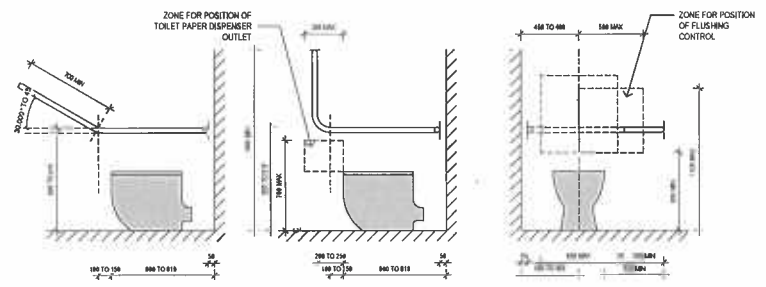
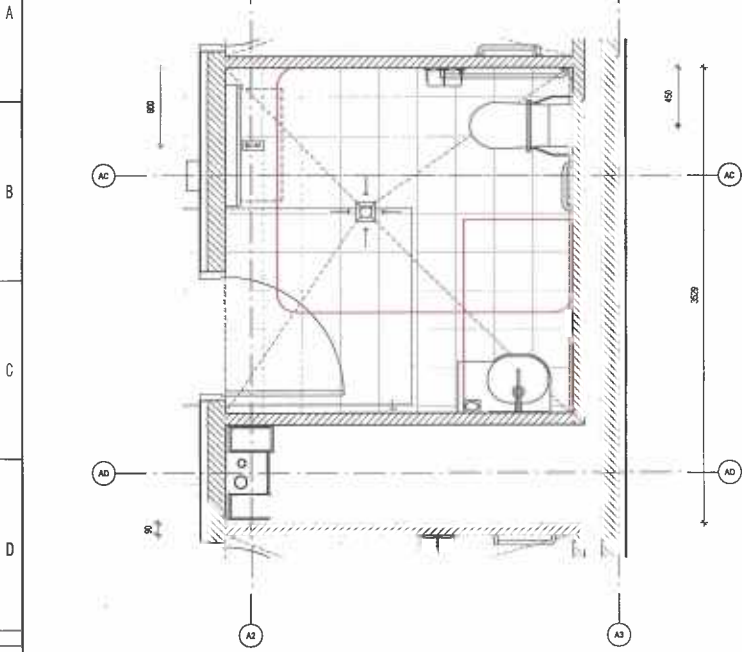
DesignInc

| | |
|--------------|-----------------------|
| DRAWN | M. LODGE/ M. HUTCHINS |
| DESIGNED | M. LODGE/ M. MCGIRR |
| DWG CHECK | S. BOWLEY |
| DESIGN CHECK | G. DAVES |
| APPROVED | A. OLAN |

BYRON BAY
 TRANSPORT INTERCHANGE
 ARCHITECTURE
 INTERCHANGE CANOPIES & AMENITIES BUILDING
 FIXTURES AND EQUIPMENT SCHEDULE

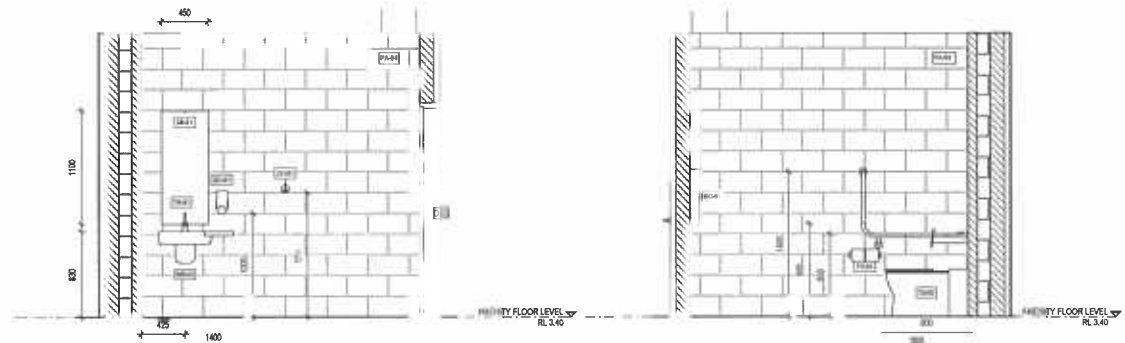
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| FILE NO: | SHEET | OF | A1 |
| STATUS: | 100% DETAILED DESIGN | | |
| AR-7002 | 0 | | 1 |

1 2 3 4 5 6 7 8 9 10 11 12



| CODE LEGEND | |
|-------------|-----------------------|
| CODE | DESCRIPTION |
| BC-01 | BODY CHANGE TABLE |
| CH-01 | COAT HOOK |
| GR-01 | GRAB RAIL TYPE 01 |
| HD-01 | HAND DRYER |
| MI-01 | MIRROR |
| SD-01 | SOAP DISPENSER |
| TA-01 | TAPS OVER WASH BASIN |
| TH-01 | TOILET ROLL HOLDER |
| TS-01 | TOILET SLUICE TYPE 01 |
| TS-02 | TOILET SLUICE TYPE 02 |
| WS-02 | WASH BASIN TYPE 02 |

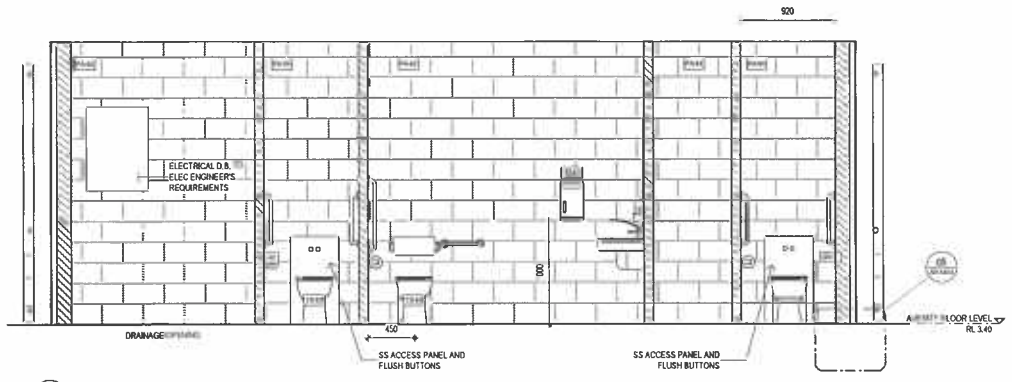
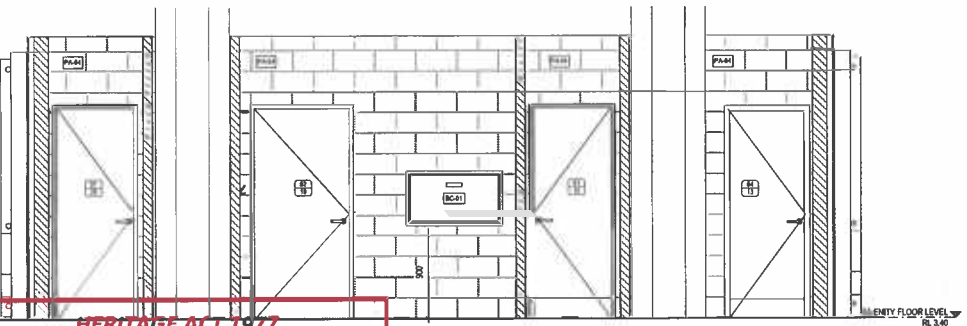
1 GRAB RAIL REQUIREMENT DETAILS
SCALE 1:20



05 F.A.T. LAYOUT
AR-2062 SCALE 1:20

D F.A.T. ELEV. D
AR-2062 SCALE 1:20

B F.A.T. ELEV. B
AR-2062 SCALE 1:20



C F.A.T. ELEV. C
AR-2062 SCALE 1:20

HERITAGE ACT 1977
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DRAWN: M. LODGE/M. HUTCHING
 DESIGNED: M. LODGE/M. MCGARR
 DRG CHECK: S. BRADLEY
 DESIGN CHECK: G. DAVIES
 APPROVED: A. OLAN

| | | | |
|---|----------------------|-----------|----|
| BYRON BAY | | | |
| TRANSPORT INTERCHANGE | | | |
| ARCHITECTURE | | | |
| INTERCHANGE CANOPIES & AMENITIES BUILDING | | | |
| INTERIOR ELEVATIONS - AMENITY BLOCK | | | |
| FILE NO: | AR-801 | SHEET OF: | A1 |
| STATUS: | 100% DETAILED DESIGN | | |
| AR-801 | 0 | | 1 |





**Transport
for NSW**

**BYRON BAY
TRANSPORT INTERCHANGE
COVER SHEET**

**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with
the decision notice

(for) Delegate
Heritage Council

**DRAWING
INDEX**

| DRAWING NUMBER | DESCRIPTION |
|----------------------|---|
| LANDSCAPING | |
| BB-WT-LA-1001 | LANDSCAPE DESIGN MASTER LEGEND |
| BB-WT-LA-1000 | LANDSCAPE DESIGN DEMOLITION PLAN |
| BB-WT-LA-1001 | LANDSCAPE DESIGN OVERALL SITE PLAN PLAN |
| BB-WT-LA-1002 | LANDSCAPE DESIGN LEVELS AND GRADING |
| BB-WT-LA-1100 | LANDSCAPE DESIGN FENCING PLAN |
| BB-WT-LA-2001 | LANDSCAPE DESIGN PAVING PLAN |
| BB-WT-LA-2050 | LANDSCAPE DESIGN PLANTING PLAN |
| BB-WT-LA-3001 | LANDSCAPE DESIGN MATERIAL SCHEDULE |
| BB-WT-LA-3002 | LANDSCAPE DESIGN MATERIAL AND PLANTING SCHEDULE |
| BB-WT-LA-4001 | LANDSCAPE DESIGN TYPICAL DETAILS |
| BB-WT-LA-4002 | LANDSCAPE DESIGN TYPICAL DETAILS |
| BB-WT-LA-4003 | LANDSCAPE DESIGN TYPICAL DETAILS |
| HYDRAULICS | |
| HY105 | HYDRAULICS LEGEND SHEET |
| HY110 | HYDRAULICS SITE PLAN GENERAL ARRANGEMENT |
| HY120 | HYDRAULICS AMENITIES BLOCK GENERAL ARRANGEMENT |
| ARCHITECTURAL | |
| AR-0002 | INTERCHANGE CANOPIES & AMENITIES BUILDING GENERAL NOTES |
| AR-1001 | INTERCHANGE CANOPIES & AMENITIES BUILDING SITE PLAN |
| AR-2001 | INTERCHANGE CANOPIES & AMENITIES BUILDING INTERCHANGE GROUND FLOOR PLAN |
| AR-2002 | INTERCHANGE CANOPIES & AMENITIES BUILDING INTERCHANGE ROOF PLAN |
| AR-2003 | INTERCHANGE CANOPIES & AMENITIES BUILDING INTERCHANGE REFLECTED CEILING PLAN |
| AR-2004 | INTERCHANGE CANOPIES & AMENITIES BUILDING AMENITY BLOCK PLANS |
| AR-3001 | INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION - CANOPY 1 EAST & WEST |
| AR-3002 | INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION - CANOPY 1 & 2 NORTH & SOUTH |
| AR-3003 | INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION - CANOPY 2 EAST, WEST & SOUTH |
| AR-3004 | INTERCHANGE CANOPIES & AMENITIES BUILDING ELEVATION SECTION - AMENITY BLOCK |
| AR-4001 | INTERCHANGE CANOPIES & AMENITIES BUILDING SHELTER GENERAL ARRANGEMENT SECTIONS |
| AR-5000 | INTERCHANGE CANOPIES & AMENITIES BUILDING ENLARGED CANOPY PLAN DETAILS |
| AR-5001 | INTERCHANGE CANOPIES & AMENITIES BUILDING CANOPY DETAILS |
| AR-5002 | INTERCHANGE CANOPIES & AMENITIES BUILDING CANOPY DETAILS |
| AR-5003 | INTERCHANGE CANOPIES & AMENITIES BUILDING AMENITIES BLG DETAILS |
| AR-5004 | INTERCHANGE CANOPIES & AMENITIES BUILDING AMENITIES BLG DETAILS |
| AR-7001 | INTERCHANGE CANOPIES & AMENITIES BUILDING MATERIAL AND FINISHES SCHEDULE |
| AR-7002 | INTERCHANGE CANOPIES & AMENITIES BUILDING FIXTURES AND EQUIPMENT SCHEDULE |
| AR-8001 | INTERCHANGE CANOPIES & AMENITIES BUILDING INTERIOR ELEVATIONS - AMENITY BLOCK |



**LOCALITY PLAN
NTS**

NOTE: FOR DRAWING INDEX REFER TO DRAWING 30011906-GE-701.

| NO. | DATE FOR | DESCRIPTION | DESIGNED | VERIFIED | APPROVED |
|---------------------|------------|----------------------|---------------|---------------|---------------|
| 1 | 15/04/2019 | 100% DETAILED DESIGN | D.B./D. 10.18 | C.C./D. 10.18 | M.M./D. 10.18 |
| AMD | | DESCRIPTION | DESIGNED | VERIFIED | APPROVED |
| CO-ORDINATE SYSTEM: | MGA | HEIGHT DATUM: | A.H.D. | SCALE: | NTS |



| | | |
|--------------|------------------|------------|
| DESIGNED | RACHEL GOODEN | 30/10/2018 |
| DESIGNED | BERNIE LAURIERE | 30/10/2018 |
| DRG CHECK | DAVID DI RADDI | 30/10/2018 |
| DESIGN CHECK | MILLIAN COURTNEY | 30/10/2018 |
| APPROVED | MARTIN MCCORMACK | 30/10/2018 |

**BYRON BAY
TRANSPORT INTERCHANGE
GENERAL
COVER SHEET**
SHEET 1 OF 2

FILE NO. 30011906-GE-700 SHEET: 1 OF 1

STATUS: 100% DETAILED DESIGN

DRG NO. 30011906-GE-700

Plot Date & Time: 15/04/2019 10:58 AM



Transport for NSW

BYRON BAY TRANSPORT INTERCHANGE COVER SHEET

HERITAGE ACT 1977 APPLICATION UNDER SECTION 60
Application No: 2018/560/239
Approved by: the Heritage Council of NSW Delegated Authority
On: 15/04/2019
These plans should be read in conjunction with the decision notice
(for) Delegate Heritage Council

DRAWING INDEX

Table with 2 columns: DRAWING NUMBER, DESCRIPTION. Lists drawing numbers and descriptions for GENERAL, CIVIL, and PAVEMENT categories.

DRAWING INDEX

Table with 2 columns: DRAWING NUMBER, DESCRIPTION. Lists drawing numbers and descriptions for ELECTRICAL, STRUCTURAL, and DRAINAGE categories.

Table with 5 columns: I, DESCRIPTION, EST. DATE, YEAR, APPROVED. Includes a row for 'I' with 'I' in the first column and 'I' in the second column.



Transport for NSW



SMEC PROJECT No 30011906
SMEC GENERAL

Table with 2 columns: Role, Name, Date. Lists roles like DRAWN, DESIGNED, DRG CHECK, DESIGN CHECK, APPROVED and corresponding names and dates.

BYRON BAY TRANSPORT INTERCHANGE GENERAL COVER SHEET SHEET 2 OF 2
FILE No. 30011906-GE-701 SHEET: 01 OF 1
STATUS: 100 - DETAILED DESIGN
DNG No. 30011906-GE-701

| SETOUT POINT TABLE | | | | |
|--------------------|------------|-------------|--------|---------------|
| POINT # | EASTING | NORTHING | LEVELS | CODES |
| 1 | 559717.181 | 6831976.536 | 0.000 | PT01 L.O.W |
| 2 | 559723.072 | 6831983.861 | 0.000 | PT02 L.O.W |
| 3 | 559696.482 | 6831983.508 | 3.133 | PT03 L.O.W |
| 4 | 559726.379 | 6831973.329 | 4.883 | PT04 L.O.W |
| 5 | 559723.095 | 6831980.354 | 4.491 | PT05 L.O.W |
| 6 | 559756.146 | 6831288.039 | 0.000 | PT06 L.O.W |
| 7 | 559728.316 | 6831282.501 | 0.000 | PT07 L.O.W |
| 8 | 559762.052 | 6831282.981 | 0.000 | PT08 L.O.W |
| 9 | 559732.204 | 6831148.613 | 0.000 | PT09 L.O.W |
| 10 | 559798.454 | 6831502.277 | 0.000 | PT10 L.O.W |
| 11 | 559794.417 | 6831137.473 | 0.000 | PT11 L.O.W |
| 12 | 559785.025 | 6831137.316 | 0.000 | PT12 L.O.W |
| 13 | 559790.578 | 6831076.968 | 0.000 | PT13 L.O.W |
| 14 | 559791.233 | 6831943.620 | 3.726 | PT14 CADASTRE |



HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
 Application No: 2018/560-210
 Approved by: [Signature] NSW
 Delegated Authority
 On: 15/04/2019
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 (for) Delegate
 Heritage Council

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| 1 | ISSUE FOR TENDERS | D.800 | K.C.200.10.18 | M.M.300.10.18 |
| DESIGNER | DATE | SCALE | NT | |



| | | |
|--------------|------------------|------------|
| DRAWN | RACHEL GOODSON | 30.10.2018 |
| DESIGNED | BERNE LABRECHE | 30.10.2018 |
| DRG CHECK | DAVID IHERARDY | 30.10.2018 |
| DESIGN CHECK | JILLIAN COURTNEY | 30.10.2018 |
| APPROVED | MARTIN MCCORMICK | 30.10.2018 |

BYRON BAY
 TRANSPORT INTERCHANGE
 GENERAL
 LIMIT OF WORKS

| | | | | | |
|----------|----------------------|--------|---|----|---|
| FILE No. | 30011906-GE-702 | SHEET: | 1 | OF | 1 |
| STATUS: | 100% DETAILED DESIGN | | | | |
| DRG No. | 30011906-GE-702 | | | | |

Project: 30011906-GE-702
 Drawing: 30011906-GE-702-01
 Date: 30/10/2018
 Scale: 300
 Author: [Name]
 Checker: [Name]
 Approver: [Name]

GENERAL

1. ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE RELEVANT PROJECT SPECIFICATIONS.
2. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES UNLESS SPECIFIED OTHERWISE.
3. LEVELS ARE IN METRES, REFERENCED TO AUSTRALIAN HEIGHT DATUM (A.H.D.). CO-ORDINATES ARE TO MAP GRID OF AUSTRALIA (M.G.A.).
4. SURVEY DATA SUPPLIED BY CARDNO.
5. DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATIONS, WHERE THERE IS A DISCREPANCY, THIS SHALL BE DIRECTED TO THE PRINCIPAL. NOTES ON SPECIFIC DOCUMENTS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES.
6. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS TOGETHER WITH THE REQUIREMENTS OF ALL RELEVANT CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
7. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT SYDNEY TRAINS, BYRON SHIRE COUNCIL GUIDELINES WHERE INDICATED. AUSTRALIAN STANDARDS TO BE USED IN OTHER CIRCUMSTANCES.
8. LOCATION OF EXISTING SERVICES IS APPROXIMATE, AND BASED ON DIAL BEFORE YOU DIG INFORMATION ONLY. CONTRACTOR SHALL CONFIRM LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORK AND ACCEPT FULL RESPONSIBILITY FOR THE COST OF REPAIRS AND CONSEQUENCES OF ANY DAMAGE WHICH MAY OCCUR TO THESE SERVICES AS A RESULT OF CONSTRUCTION WORKS.
9. ALL DISTURBED AREAS NOT SUBJECT TO NEW WORKS SHALL BE REINSTATED TO EXISTING CONDITION BY THE CONTRACTOR AT THE COMPLETION OF WORKS.
10. ALL WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE CURRENT WORK HEALTH AND SAFETY ACT AND APPROPRIATE SAFETY SIGNS SHALL BE INSTALLED AT ALL TIMES DURING THE PROGRESS OF THE JOB.
11. APPROVAL OF ANY ALTERNATIVE PRODUCTS SHALL BE OBTAINED FROM THE PRINCIPAL'S REPRESENTATIVE.
12. ALL LEVELS AND DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORK AND SUPERINTENDENT NOTIFIED OF ANY DISCREPANCIES.
13. ALL SETOUT AND DIMENSIONS TO BE VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION.
14. CADASTRAL BOUNDARIES TO BE LOCATED BY A SURVEYOR PRIOR TO CONSTRUCTION, AT CONTRACTORS EXPENSE.

UTILITIES/EXISTING SERVICES

1. FOR SERVICES THAT HAVE BEEN RELOCATED OR REQUIRE ADJUSTMENT FOR THE WORKS, REFER TO INDIVIDUAL UTILITY DIVERSION DRAWINGS AND DETAILS FROM THE RELEVANT UTILITY AUTHORITY. IN THIS INSTANCE - ONLY ELECTRICAL SERVICES ARE TO BE RELOCATED.
2. IN ORDER TO AVOID DAMAGE TO THE SERVICES THE CONTRACTOR SHALL BE RESPONSIBLE FOR CO-ORDINATING THE WORKS ADJACENT TO ANY SERVICE WITH THE RELEVANT UTILITY AUTHORITY IN ACCORDANCE WITH THE AUTHORITY REQUIREMENTS.
3. UTILITIES SHOWN ON THESE DRAWINGS HAVE NOT BEEN VERIFIED. THEY ARE INDICATIVE ONLY AND SOME UTILITIES MAY NOT BE SHOWN. CONTACT RELEVANT SERVICE AUTHORITIES FOR EXACT LOCATION, DIAMETER/SIZE AND TYPE. UTILITY LOCATIONS SHALL BE CONFIRMED BY THE CONTRACTOR.
4. THE CONTRACTOR SHALL CO-ORDINATE WITH THE RELEVANT UTILITY AUTHORITIES AND THE PRINCIPAL WITH RESPECT TO ANY TEMPORARY DIVERSIONS NECESSARY FOR CONSTRUCTION STAGING WORKS IF/ WHERE APPLICABLE.
5. FOR UTILITY INFORMATION REFER TO DIAL BEFORE YOU DIG INFORMATION, SYDNEY TRAINS DSS IS NOT AVAILABLE.
6. WHERE A CONNECTION IS MADE TO AN EXISTING DRAINAGE PIPE OR PIT, THE LEVEL OF THAT ELEMENT MUST BE RE-SURVEYED PRIOR TO CONSTRUCTION OF ANY PART OF NEW DRAINAGE SO THAT NEW INVERT LEVELS CAN BE CONFIRMED.

SIGNAGE AND DELINEATION

1. LINEMARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH THE DESIGN DRAWINGS, THE RELEVANT AUSTRALIAN STANDARDS (AS2899.1 & AS1742 SERIES) AND THE FOLLOWING PROJECT SPECIFICATIONS:
 - R141 - PAVEMENT MARKING
 - R142 - RETROREFLECTIVE RAISED PAVEMENT MARKETING.
 - R143 - SIGN POSTING
 - 3351 - ROAD MARKING PAINT
 - 3356 - WATERBORNE ROAD MARKING PAINT
2. LINE MARKINGS TO BE APPLIED IN ACCORDANCE WITH PROJECT SPECIFICATION RMS R141, USING WATER BORNE PAINT.
3. TO ELIMINATE EXCESSIVE GLARE FROM THE SURFACE OF A SIGN, THE SIGN SHOULD BE TURNED APPROXIMATELY 5 DEGREES AWAY FROM THE NORMAL TO THE HEADLIGHT BEAM/ LINE OF SIGHT. THE VERTICAL AXIS OF OVERHEAD SIGNS SHOULD BE TILTED BACK 5 DEGREES TO THE LINE OF SIGHT IN THE LEVEL AND DOWNHILL GRADES. ON UPHILL GRADES TILT BACK THE SIGN AT 5 DEGREES TO THE LINE OF SIGHT, BUT ENSURE THAT NO REFLECTION PROBLEMS OCCUR OVER THE RANGE OF APPROACH DISTANCES.
4. ALL SIGNAGE TO BE CLEAR OF ALL VEGETATION AND OBSTRUCTIONS.
5. PEDESTRIAN WALKWAYS (INCLUDING ANY PEDESTRIAN CROSSING) ARE TO BE DELINEATED AND SIGNPOSTED AS ILLUSTRATED IN THE SIGNAGE DRAWING.
6. EXISTING SIGNAGE NOT PROVIDED ON SURVEY.
7. PAINTS FOR LINE MARKINGS TO INTERNAL CARPARK SPACES SHALL BE WATER BASED TO AS 2899.1 - COLOUR 'WHITE'.
8. PAINTS FOR LINE MARKINGS TO DISABLED ACCESS AREAS SHALL BE COLOUR 'BLUE' AND 'YELLOW' IN ACCORDANCE WITH AS/NZS 2899.6 (2009). ALL OTHER SPACES SHALL BE DELINEATED IN ACCORDANCE WITH AS/NZS 2899.1 (2009).
9. MINIMUM PERMISSIBLE HEIGHT OF SIGNS IS 2.5m.
10. MINIMUM PERMISSIBLE KERB OFFSET OF SIGNS IS 300mm.
11. CONDITION ASSESSMENT TO BE UNDERTAKEN ON ALL EXISTING SIGNS TO BE RELOCATED/RENEWED PRIOR TO BE RE-USED IN ACCORDANCE WITH RELEVANT SPECIFICATION AND STANDARDS AS DIRECTED BY PRINCIPALS REPRESENTATIVE.

STANDARD SUPPLEMENTARY DRAWINGS

RMS MODEL DRAWINGS:
 FOR TRENCH DRAIN DRAWINGS REFER RMS PAVEMENT DRAWINGS - SUBSURFACE DRAINAGE DETAILS
 R0300 STANDARD KERB AND GUTTER SHAPES (S300)
 SYDNEY TRANS STANDARD DRAWINGS:
 CV285935 BOUNDARY FENCES - CHAIN LINK FABRIC WITH TOP RAIL ONLY

EARTHWORKS

1. ALL EARTHWORK ACTIVITIES SHALL BE UNDERTAKEN IN ACCORDANCE WITH RMS SPECIFICATION R44.
2. ALL TOPSOIL AND VEGETATION MATERIALS ARE TO BE STRIPPED TO A MINIMUM DEPTH OF 150mm BELOW EXISTING GROUND SURFACE THROUGHOUT THE AREAS TO BE CLEARED.
3. REMOVAL AND REPLACEMENT OF LOCALISED POCKETS OF UNSUITABLE MATERIAL AS DEFINED IN PROJECT SPECIFICATION RMS R44 SHALL BE CARRIED OUT AND DIRECTED BY THE DGRS BASED ON INSPECTION OF EXPOSED FOUNDATIONS. PROOF ROLLING MAY BE REQUIRED FOR SIGN OFF OF HOLD POINT FOR UNSUITABLE MATERIAL.

PAVEMENT

1. ALL PAVEMENT WORKS TO BE IN ACCORDANCE WITH RELEVANT RMS SPECIFICATIONS.

KERB AND GUTTERING

1. DIMENSIONS OF KERB AND GUTTERING TO BE AS DETAILED.
2. CONCRETE IN KERB AND GUTTERING TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF F_{cu}30MPa
3. PROVIDE 3mm TOOLED JOINT AT A MAXIMUM OF 3m INTERVALS AND 10mm MASTIC JOINT AT A MAXIMUM OF 15m INTERVALS.

TACTILES

1. TACTILES TO BE INSTALLED IN ACCORDANCE WITH AS 1428.4.
2. WARNING TACTILES TO BE 600mm WIDE UNO.
3. TACTILES MUST HAVE AT LEAST 30% OR 45% LUMINANCE CONTRAST AS APPLICABLE TO AS 1428.4 UNO.
4. CONTRACTOR TO CONFIRM COLOUR TO ACHIEVE REQUIRED LUMINANCE CONTRAST TO AS 1428.4.
5. CONSTRUCTION CONTRACTOR IS TO ASSESS AND ADAPT SUITABLE COLOUR TO ENSURE THAT INSTALLED TACTILES ACHIEVE REQUIRED LUMINANCE CONTRAST TO ADJACENT SURFACE IN ALL WEATHER CONDITIONS IN ACCORDANCE WITH AS 1428.4. CONTRAST TO BE 30% FOR INTEGRATED UNITS AND 45% FOR DISCRETE UNITS OR AS REQUIRED BY AS 1428.4 AS APPLICABLE.
6. THE CONSTRUCTION CONTRACTOR IS TO CONFIRM PROPOSED TYPE, STYLE AND COLOUR OF TACTILES, AND DEMONSTRATE COMPLIANCE TO TfNSW AND COUNCIL FOR APPROVAL PRIOR TO INSTALLATION.

BOLLARDS

1. BOLLARDS AT THE DOA CAR SPACES SHALL BE 1200mm HIGH AND HAVE BEEN DESIGNED IN ACCORDANCE WITH AS 2899.1. ALL OTHER LOCATIONS SHALL BE SUBJECT TO SYDNEY TRAINS APPROVAL. REFER TO DRAWINGS AND SPECIFICATION.
2. BOLLARD IS TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURES SPECIFICATION.

HERITAGE

1. THE PROPOSED SITE CONTAINS HERITAGE LISTED STRUCTURES LOCATED WITHIN THE EXTENTS OF WORK.
2. IT IS THE RESPONSIBILITY OF THE CONSTRUCTION CONTRACTOR AND THE SITE SUPERINTENDENT TO ENSURE THE INTEGRITY OF THE STRUCTURE IS NOT COMPROMISED.

SURVEY

1. SURVEY SHOWN IN THIS DOCUMENT IS FOR INFORMATION ONLY. REFER TO SURVEY PREPARED BY BY CARDNO DRG No. 18055564 DATED 14.03.2018
2. ORIGIN OF COORDINATES:
 HORIZONTAL ORIGIN MGA PM41727
 EASTING: 659502.725
 NORTHING: 683187.070
 VERTICAL DATUM
 AHD PM41727
 RL 4.747

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with
 the decision notice

[Signature]
 (for) Delegate
 Heritage Council

| NO | DESCRIPTION | DATE | BY | FOR |
|----|--------------------|------------|-------------|-------------|
| 1 | ISSUE FOR APPROVAL | 08/04/2018 | KL/AS/18/18 | REVISION 18 |
| 2 | ISSUE FOR APPROVAL | 08/04/2018 | KL/AS/18/18 | REVISION 18 |

NSW Transport for NSW

SMEC

SMEC PROJECT No 30011906

| | | |
|--------------|--------------------|------------|
| DRAWN | DAVID DI RADD | 02/04/2018 |
| DESIGNED | DAVID DI RADD | 30/10/2018 |
| DRG CHECK | DAVID DI RADD | 30/10/2018 |
| DESIGN CHECK | BEVIE LAMURE | 30/10/2018 |
| APPROVED | MARTIN MESSERBRUCK | 30/10/2018 |

BYRON BAY
 TRANSPORT INTERCHANGE
 CIVIL
 GENERAL NOTES

FILE No. 30011906-CV-705
 STATUS: 100% DETAILED DESIGN
 DRG No. 30011906-CV-705

SHEET: 1 OF 1

2

- LEGEND**
- PROPOSED**
- PLANTING AREA
 - RESTRICTED CONSTRUCTION CLEAR ZONE
 - PLANTING BOX
 - DRAINAGE PIT, PIPE & HEADWALL
 - SWALE
 - LUMINAIRE
 - LUMINAIRE IN-GROUND
 - SIGN POST
 - BOLLARD @ 1.5m SPACING
 - RETAINING WALL
 - CANOPY EXTENTS
 - ROAD CONTROL LINE
 - ROAD CONTROL CHAINAGE (m)
- EXISTING**
- BUTLER STREET FUTURE WORKS (BY OTHERS)
 - EXISTING SEWER
 - EXISTING TELECOMMUNICATIONS
 - EXISTING WATER
 - EXISTING LV ELECTRICAL
 - EXISTING STORMWATER
 - EXISTING UTILITIES TO BE CONFIRMED

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with the decision notice (for Council Approval)



PLAN SCALE 1:250



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| NO. | DESCRIPTION | DATE | BY | CHECKED BY |
|-----|---------------------|----------|-------------------------------|---------------|
| 2 | FOR DETAILED DESIGN | 08/03/18 | M. J. O'NEILL | M. J. O'NEILL |
| 1 | FOR CONCEPT DESIGN | 01/08/17 | M. J. O'NEILL & M. J. O'NEILL | M. J. O'NEILL |



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SMC PROJECT No 30011906
 SMC CML

DESIGNED: MACHELLE DARREN BETTS 30/10/2018
 DESIGNED: DARREN BETTS 30/10/2018
 DRG CHECK: DAVID DI RADDI 30/10/2018
 DESIGN CHECK: BERNE LARSEN 30/10/2018
 APPROVED: MARTIN MCCORMACK 30/10/2018

BYRON BAY
 TRANSPORT INTERCHANGE
 CIVIL
 SITE LAYOUT
 PLAN

FILE No. 30011906-CV-710
 STATUS: 10 - DETAILED DESIGN
 DTC No. 30011906-CV-710

| | | | | |
|---|---------|------------|---------------|---------------|
| 2 | REVISED | 30/10/2018 | M. J. O'NEILL | M. J. O'NEILL |
|---|---------|------------|---------------|---------------|

SHEET: 1 OF 1

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with
 the decision notice

(for) Delegate
 Heritage Council

LEGEND

- CUT
- FILL
- FINISHED SURFACE LEVEL
- EXISTING SURFACE LEVEL
- BULK EARTHWORKS SURFACE LEVEL

HORIZONTAL CURVES
 VERTICAL CURVES
 GRADE
 DATUM RL -2.00

| CHAINAGE (m) | 0+00 | 10+00 | 20+00 | 30+00 | 40+00 | 50+00 | 60+00 | 70+00 | 80+00 | 90+00 | 100+00 | 110+00 | 120+00 | 130+00 | 140+00 | 150+00 | 160+00 | 165+00 |
|-------------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| FINISHED SURFACE LEVEL | | 2.573 | 2.976 | 3.67 | 3.88 | 4.05 | 4.09 | 4.20 | 4.30 | 4.37 | 4.39 | 4.23 | 4.18 | 3.71 | 3.36 | 3.37 | | |
| BULK EARTHWORKS SURFACE LEVEL | | 1.543 | 1.942 | 3.47 | 3.81 | 3.84 | 3.88 | 3.95 | 3.95 | 3.35 | 3.21 | 3.09 | 2.98 | 2.80 | 3.19 | 3.19 | 3.10 | 3.25 |
| EXISTING SURFACE LEVEL | | 2.478 | 2.91 | 3.47 | 4.07 | 3.95 | 4.07 | 4.41 | 4.45 | 4.23 | 4.19 | 3.99 | 3.74 | 3.97 | 3.29 | 2.78 | 2.78 | 2.49 |
| CHAINAGE (m) | 0+00 TP | 10+00 | 20+00 | 30+00 | 40+00 | 50+00 | 60+00 | 70+00 | 80+00 | 90+00 | 100+00 | 110+00 | 120+00 | 130+00 | 140+00 | 150+00 | 160+00 | 165+00 |

SECTION 01
 SCALE 1 : 250 (CV-71)

HORIZONTAL CURVES
 VERTICAL CURVES
 GRADE
 DATUM RL -1.00

| CHAINAGE (m) | 0+00 | 10+00 | 20+00 | 30+00 | 40+00 |
|-------------------------------|------|-------|-------|-------|-------|
| FINISHED SURFACE LEVEL | | 4.89 | 4.74 | 4.88 | 3.89 |
| BULK EARTHWORKS SURFACE LEVEL | | 3.35 | 3.65 | 3.84 | 2.95 |
| EXISTING SURFACE LEVEL | | 4.46 | 4.05 | 3.96 | 3.22 |
| CHAINAGE (m) | 0+00 | 10+00 | 20+00 | 30+00 | 40+00 |

SECTION 02
 SCALE 1 : 250 (CV-71)

HORIZONTAL CURVES
 VERTICAL CURVES
 GRADE
 DATUM RL -1.80

| CHAINAGE (m) | 0+00 | 10+00 | 20+00 | 30+00 | 40+00 | 50+00 | 60+00 |
|-------------------------------|------|-------|-------|-------|-------|-------|-------|
| FINISHED SURFACE LEVEL | | 4.41 | 4.46 | 4.16 | 4.43 | 3.92 | |
| BULK EARTHWORKS SURFACE LEVEL | | 3.46 | 3.66 | 3.94 | 3.8 | 2.92 | |
| EXISTING SURFACE LEVEL | | 3.74 | 3.82 | 4.12 | 4.02 | 3.57 | 3.46 |
| CHAINAGE (m) | 0+00 | 10+00 | 20+00 | 30+00 | 40+00 | 50+00 | 60+00 |

SECTION 03
 SCALE 1 : 250 (CV-71)



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|-------------------------------|------------------|--------------|
| DESIGNED BY: DARREN BETTS | DATE: 30.10.2018 | SCALE: 1:250 |
| CHECKED BY: DAVID DE RAGO | DATE: 30.10.2018 | SCALE: 1:250 |
| DESIGNED BY: BENJAMIN LARWERE | DATE: 30.10.2018 | SCALE: 1:250 |
| CHECKED BY: MARTIN MCCORMACK | DATE: 30.10.2018 | SCALE: 1:250 |



SMC PROJECT No 30011906
 SMC CIVIL

BYRON BAY
 TRANSPORT INTERCHANGE
 CIVIL
 BULK EARTHWORKS
 LONGITUDINAL SECTIONS

FILE No.: 30011906-CV-712
 STATUS: 100% DETAILED DESIGN
 DWG No.: 30011906-CV-712

SHEET: 1 OF 1
 AT

File Path: \\p:\proj\30011906\CAD\Drawings\Byron Bay\30011906-CV-712.dwg
 Plot Date & Time: 07/01/2019 13:31 PM
 Plot By: 1011800

RAILWAY PARK

RAILWAY SQUARE

RAILWAY CORRIDOR

BUTLER STREET

SOMERSET STREET

WEATHERBOARD RAILWAY BUILDING

LEGEND

- WORKS TO BE DEMOLISHED
 - 1 REMOVE ALL REMNANT OBJECTS ASSOCIATED WITH THE HERITAGE TURNTABLE - CARE TO BE TAKEN WITH ITS REMOVAL THAT IT IS REMOVED IN ONE PIECE. LIAISE WITH CLIENT OR HERITAGE CONSULTANT FOR STORAGE LOCATION OFF SITE
 - 2 CLEAR SITE OF ALL EXISTING VEGETATION
 - 3 RETAIN EXISTING CASUARINA TREE AS OUTLINED
 - 4 REMOVE ALL EXISTING FENCES FROM SITE AS PER PLAN
- AREA TO BE NEGOTIATED (POSSIBLE INCREASE OF LAND TO ALLOW FOR PATHWAY FROM RAILWAY SQUARE TO INTERCHANGE)

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: *the Heritage Council of NSW*
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with the decision notice

[Signature]
 (for) Delegate
 Heritage Council

- NOTES:
- NO WORK TO BE DONE TO BUTLER STREET/BYRON BAY BYPASS
 - SHARED PATH DESIGN BY OTHERS - INTEGRATION OF MATERIALS TO MATCH PLAZA
 - REFER TO CIVIL ENGINEERS DRAWING PACKAGES FOR ALL KERB TYPES AND ROAD SURFACE TREATMENTS.
 - REFER TO DRAINAGE ENGINEERS DRAWING PACKAGES FOR STORMWATER PITS AND O&D TANKS
 - REFER TO ARCHITECTURAL DRAWINGS FOR AMENITIES BUILDING LAYOUT AND BUS INTERCHANGE CANOPY STRUCTURE LAYOUT AND DETAILS
 - MAKE GOOD ALL DISTURBED AREAS
 - CO-ORDINATION TO BE MADE WITH INTERFACE BETWEEN PATHWAY AND RAILWAY SQUARE - TO BE FURTHER DEVELOPED

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| CO-ORDINATE SYSTEM | HEIGHT DATA | SCALE | 1:250 |
| AMD | D | DESIGNER SIGN/DATE | VERIFIED SIGN/DATE |
| | | 18/10/18 | 18/10/18 |



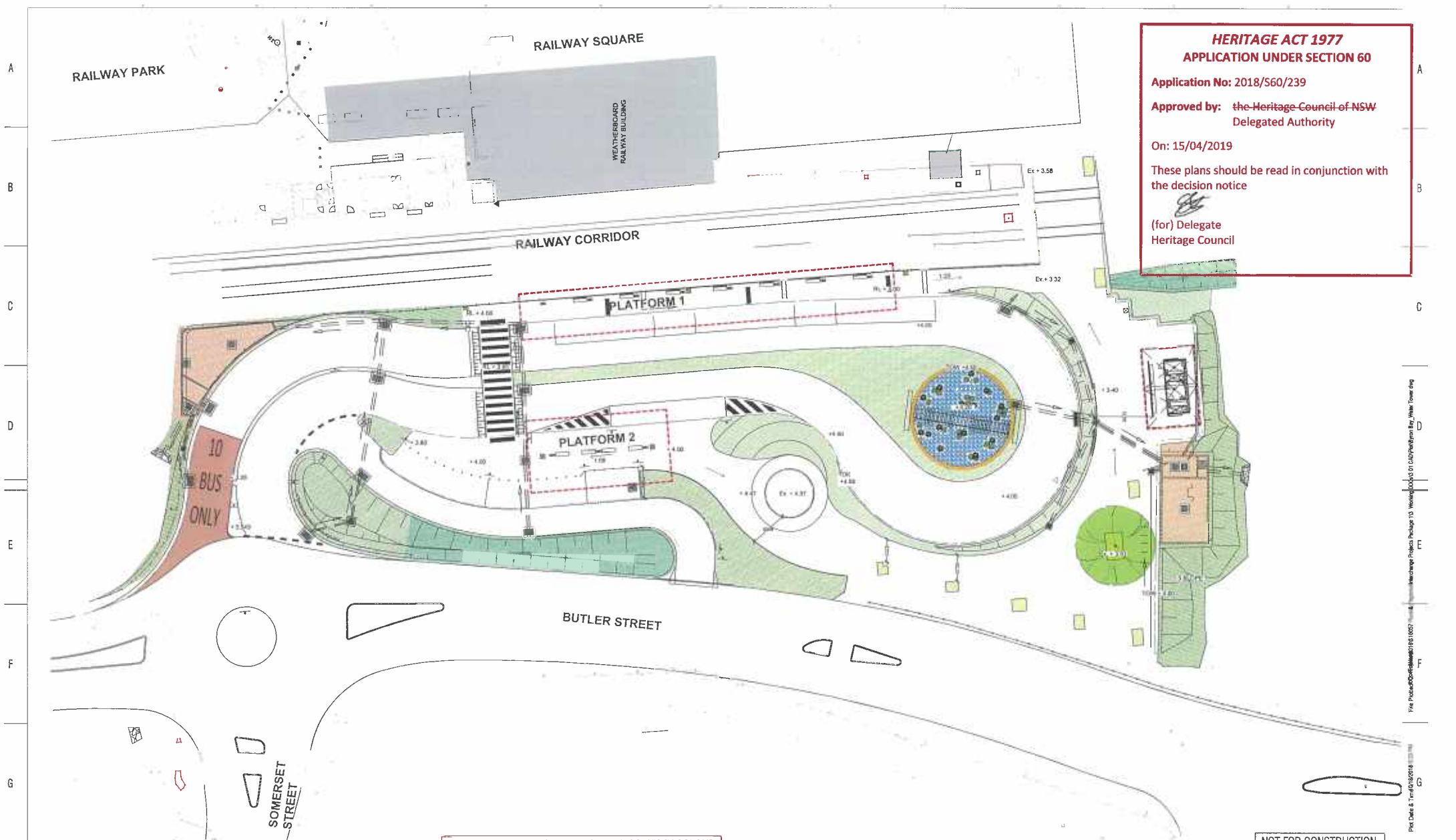
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| | | |
|--------------|---------|----------|
| DESIGNED | M.MCGR | 01.04.18 |
| DWG CHECK | G.DAVES | 01.04.18 |
| DESIGN CHECK | G.DAVES | 01.04.18 |
| APPROVED | M.MCGR | 01.04.18 |

BYRON BAY
 TRANSPORT INTERCHANGE
 LANDSCAPE DESIGN
 DEMOLITION
 PLAN

| | | | |
|----------|----------------------|--------|--------|
| FILE No. | BB-WT-LA-1000 | SHEET: | 2DF 12 |
| STATUS: | 100% DETAILED DESIGN | | |
| DWG No. | BB-WT-LA-1000 | | |

File Path: C:\Users\mccgr\OneDrive\Documents\Projects\Byron Bay\2018\20180415\20180415_100%_Detailed_Design_Plan.dwg
 Plot Date & Time: 01/04/2018 3:33 PM
 Plot by: M.MCGR



HERITAGE ACT 1977
APPLICATION UNDER SECTION 60

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
 Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with the decision notice

[Signature]
 (for) Delegate
 Heritage Council

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 - MAKE GOOD ALL DISTURBED AREAS
 - CO-ORDINATION TO BE MADE WITH INTERFACE BETWEEN PATHWAY AND RAILWAY SQUARE - TO BE FURTHER DEVELOPED

| REV | DESCRIPTION | DATE | BY | CHKD |
|-----|----------------------|---------------|---------------|---------------|
| C | 100% DETAILED DESIGN | ME / 18.10.18 | MM / 18.10.18 | MM / 18.10.18 |
| B | 100% ISSUE | ME / 02.10.18 | MM / 02.10.18 | MM / 02.10.18 |
| A | 100% ISSUE | ME / 05.00.18 | MM / 05.00.18 | MM / 05.00.18 |

| DESIGNER | DATE | APPROVED SIGN/DATE |
|----------|----------|--------------------|
| ME | 18.10.18 | MM / 18.10.18 |
| MM | 02.10.18 | MM / 02.10.18 |
| MM | 05.00.18 | MM / 05.00.18 |



DesignInc

DESIGNED: ME/MLH
 DRG CHECK: G.DAVES
 DESIGN CHECK: G.DAVES
 APPROVED: M.MCGIBR

DATE: 01.04.18
 DATE: 01.04.18
 DATE: 01.04.18
 DATE: 01.04.18

| | |
|------------------------------|----------------|
| BYRON BAY | |
| TRANSPORT INTERCHANGE | |
| LANDSCAPE DESIGN | |
| LEVELS AND GRADING | |
| PLAN | |
| FILE No. BB-WT-LA-1002 | SHEET: 4 OF 12 |
| STATUS: 100% DETAILED DESIGN | |
| DRG No. BB-WT-LA-1002 | C |

File Path: C:\Program Files\Autodesk\AutoCAD 2018\Projects\2018\20180415\20180415_01_CAD\Byron Bay_Water Tower.dwg
 Plot Date: 8/11/2018 10:38 AM
 Plotter: HP DesignJet T1200

RAILWAY PARK

RAILWAY SQUARE

RAILWAY CORRIDOR

PAVERS SET OUT STARTING POINT - ALIGN FROM HERE ONWARDS

PAVERS TO ALIGN TO PLATFORM EDGE AND BUILD UP BACKWARDS.

CONTINUE PIXELATED PAVING PATTERN TO EDGE OF WORKS BOUNDARY

LEGEND

- FEATURE PAVERS TO CREATE A RIPPLE PIXELATED PATTERN. 300x300x25 - EUROSTONE PAVERS IN 3 COLOURS AS PER MATERIAL SCHEDULE
- PRAGUE
- ZURICH
- RIVERINA
- FEATURE BRICK BANDING (230x115x76) TRIPLE BRICK WIDTH - REFER TO MATERIAL SCHEDULE
- BOMRAL BROWN

FEATURE PAVING - WATER RIPPLE THROUGHOUT PLAZA AREA. REFER TO PAVING PLAN

FEATURE PAVING BANDING TO REFLECT RAILWAY TRACK TO FORM A PEDESTRIAN CONNECTION LINK

600mm HIGH SANDSTONE WALL

CONTINUE PIXELATED PAVING PATTERN OF SHARED PATHWAY CONNECT INTO CONCRETE SHARED PATH BY OTHERS

10 BUS ONLY

SOMERSET STREET

BUTLER STREET

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
 Application No: 2018/S60/239
 Approved by: the Heritage Council of NSW
 Delegated Authority
 On: 15/04/2019
 These plans should be read in conjunction with the decision notice
 (for) Delegate
 Heritage Council

- NOTES:**
- NO WORK TO BE DONE TO BUTLER STREET/BYRON BAY BYPASS
 - SHARED PATH DESIGN BY OTHERS - INTEGRATION OF MATERIALS TO MATCH PLAZA
 - REFER TO CIVIL ENGINEERS DRAWING PACKAGES FOR ALL KERB TYPES AND ROAD SURFACE TREATMENTS.
 - REFER TO DRAINAGE ENGINEERS DRAWING PACKAGES FOR STORMWATER PITS AND O&D TANKS
 - REFER TO ARCHITECTURAL DRAWINGS FOR AMENITIES BUILDING LAYOUT AND BUS INTERCHANGE CANOPY STRUCTURE, LAYOUT AND DETAILS.
 - MARKS GOOD ALL DISTURBED AREAS
 - COORDINATION TO BE MADE WITH INTERFACE BETWEEN PATHWAY AND RAILWAY SQUARE - TO BE FURTHER DEVELOPED

| REV | DESCRIPTION | DATE | BY | CHECKED | DATE |
|-----|----------------------------|-------------|-------------|-------------|------|
| F | 100% DETAILED DESIGN | ME/18.10.18 | MM/18.10.18 | MM/18.10.18 | |
| D | 90% DETAILED DESIGN | ME/17.02.18 | MM/17.02.18 | MM/17.02.18 | |
| C | 100% CO-ORDINATION/BLUE | ME/23.08.18 | MM/23.08.18 | MM/23.08.18 | |
| B | 90% DETAILED DESIGN | ME/31.05.18 | MM/31.05.18 | MM/31.05.18 | |
| A | 30% DETAILED DESIGN/INFORM | ME/24.05.18 | MM/24.05.18 | MM/24.05.18 | |

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NOT FOR CONSTRUCTION

DesignInc

| | | |
|--------------|----------|----------|
| DRAWN | MUNICH | 01.04.18 |
| DESIGNED | M.ENOCH | 01.04.18 |
| DRG CHECK | G.DAVES | 01.04.18 |
| DESIGN CHECK | G.DAVES | 01.04.18 |
| APPROVED | M.MCGRIR | 01.04.18 |

BYRON BAY
 TRANSPORT INTERCHANGE
 LANDSCAPE DESIGN
 PAVING
 PLAN

FILE No. BB-WT-LA-2001 SHEET: 6 OF 12
 STATUS: 100% DETAILED DESIGN
 DRG NO. BB-WT-LA-2001

File Path: C:\Users\jmc\Documents\Projects\2018\2018-Interchange\Project Package 13\Working\04\01 CAD\2018\Byron Bay_Water_Tower.dwg
 Plot Date & Time: 04/04/2019 8:33 PM
 Printed by: J.MCGRIR

RAILWAY PARK

RAILWAY SQUARE

RAILWAY CORRIDOR

FEATURE TREES IN MEDIAN
EX - GROUND TREES
5 x *Elaeagnus reticulata* 'Prima Donna' AT 10m CTS TO
MINIMISE CLASH WITH
STREET LIGHTING

MASS PLANTING TO TOP OF OSD
TANK - MAX 300mm SOIL DEPTH.
REFER TO PLANT SCHEDULE
FOR APPROPRIATE SPECIES

FEATURE PLANTING
REFER TO PLANT SCHEDULE

FEATURE PLANTING
REFER TO PLANT SCHEDULE

GRASS PLANTING TO
VEGETATED SWALE

TREES PLANTING TO CONNECT
TO ADJACENT VEGETATION

MASS PLANTING TO TOP OF OSD
TANK - MAX 300mm SOIL DEPTH.
REFER TO PLANT SCHEDULE
FOR APPROPRIATE SPECIES

EXISTING TREE TO BE RETAINED
AND PROTECTED DURING
CONSTRUCTION - CARE TO BE
TAKEN NOT TO DISTURB ROOTS
AND SURROUNDING LEVELS

TREES PLANTING TO CONNECT TO ADJACENT
VEGETATION

MASS PLANTING TO SWALE
GARDEN USING APPROPRIATE
SPECIES AS SHOWN ON PLANT
SCHEDULE

BUTLER STREET
PLAZA TREES IN PAVEMENT
WITH STRATA VAULT UNDER
3 x *Cupressus anacardioides*

LOW LEVEL
PLANTING TO
ALLOW FOR
SIGHTLINES INTO
PLAZA

PLAZA TREES IN PAVEMENT
WITH STRATA VAULT UNDER
8 x *Harpulla pendula*

10
BUS
ONLY

SOMERSET
STREET

**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
Delegated Authority

On: 15/04/2019

These plans should be read in conjunction with
the decision notice

(for Delegate) **Heritage Council**

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- NOTES:**
- NO WORK TO BE DONE TO BUTLER STREET/BYRON BAY BYPASS
 - SHARED PATH DESIGN BY OTHERS - INTEGRATION OF MATERIALS TO MATCH PLAZA
 - REFER TO CIVIL ENGINEERS DRAWING PACKAGES FOR ALL KERB TYPES AND ROAD SURFACE TREATMENT
 - REFER TO DRAINAGE ENGINEERS DRAWING PACKAGES FOR STORMWATER PITS AND OSD TANKS
 - REFER TO ARCHITECTURAL DRAWINGS FOR AMENITIES BUILDING LAYOUT AND BUS INTERCHANGE CANOPY STRUCTURE, LAYOUT AND DETAILS
 - MAKE GOOD ALL DISTURBED AREAS
 - CO-ORDINATION TO BE MADE WITH INTERFACE BETWEEN PATHWAY AND RAILWAY SQUARE - TO BE FURTHER DEVELOPED

| NO. | DESCRIP. | DATE | BY | CHKD BY | APPROVED BY |
|-----|-----------------|-------------|-------------|-------------|-------------|
| C | DETAILED DESIGN | 11/18.10.18 | MM/18.10.18 | MM/18.10.18 | |
| B | 100% DC ISSUE | ME/02.10.18 | MM/02.10.18 | MM/02.10.18 | |
| A | 100% AD ISSUE | ME/05.09.18 | MM/05.09.18 | MM/05.09.18 | |

CO-ORDINATE SYSTEM: HERITAGE DATUM SCALE: 1:250



DesignInc

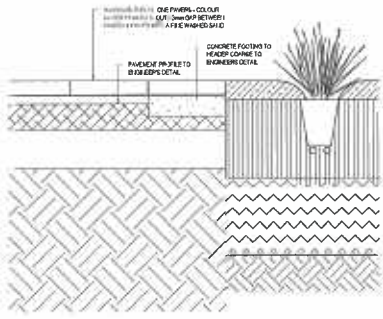
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| DRAWN | M. ENOCH | 01.04.18 |
| DESIGNED | M. ENOCH | 01.04.18 |
| DRG CHECK | G. DAVIES | 01.04.18 |
| DESIGN CHECK | G. DAVIES | 01.04.18 |
| APPROVED | M. MCGORRY | 01.04.18 |

BYRON BAY
TRANSPORT INTERCHANGE
LANDSCAPE DESIGN
PLANTING
PLAN

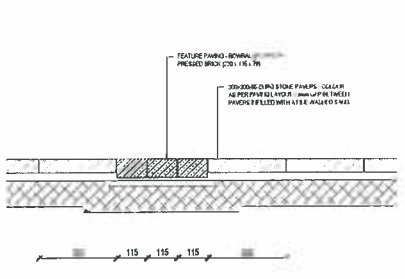
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STATUS: 100% DETAILED DESIGN
DRG No. BB-WT-LA-2050 C

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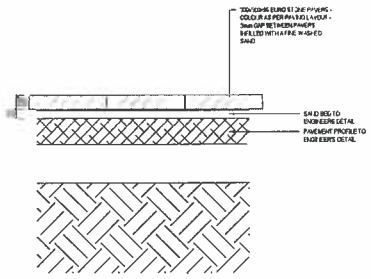
Prepared by: JMC



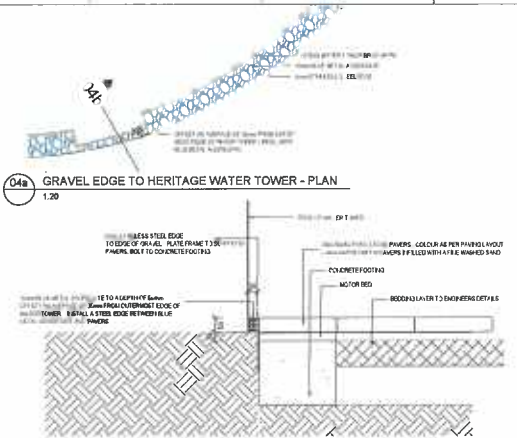
D1 EUROSTONE PAVING TO GARDEN BED
1:10



D2 FEATURE BRICK PAVING INTERFACE WITH EUROSTONE PAVERS
1:10

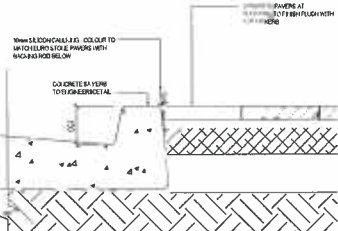


D3 EUROSTONE PAVERS DETAIL
1:10

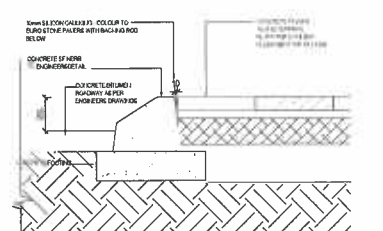


D4a GRAVEL EDGE TO HERITAGE WATER TOWER - PLAN
1:20

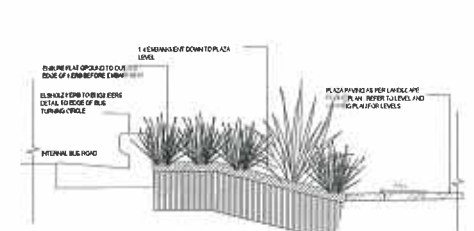
D4b GRAVEL EDGE TO HERITAGE WATER TOWER - DETAIL
1:10



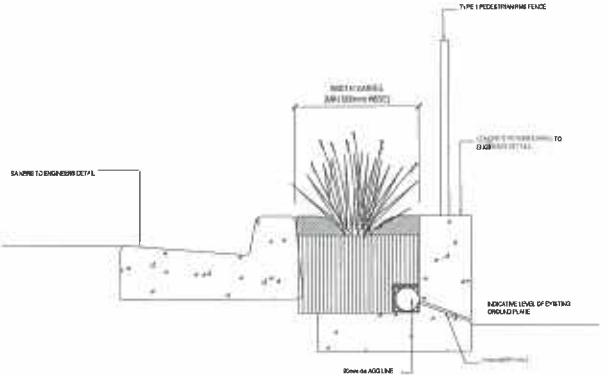
D5 SA KERB TO PAVERS
1:10



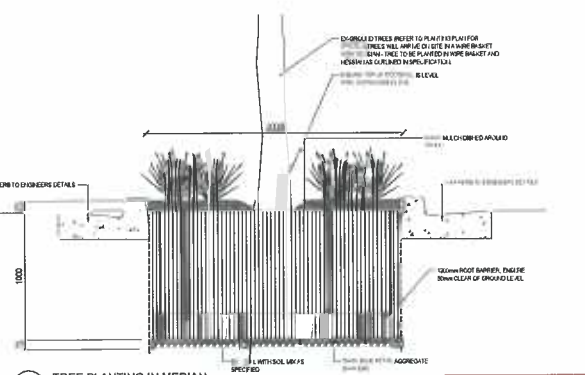
D6 SF KERB (MOUNTABLE KERB) TO PAVERS - TO CARPARKING
1:10



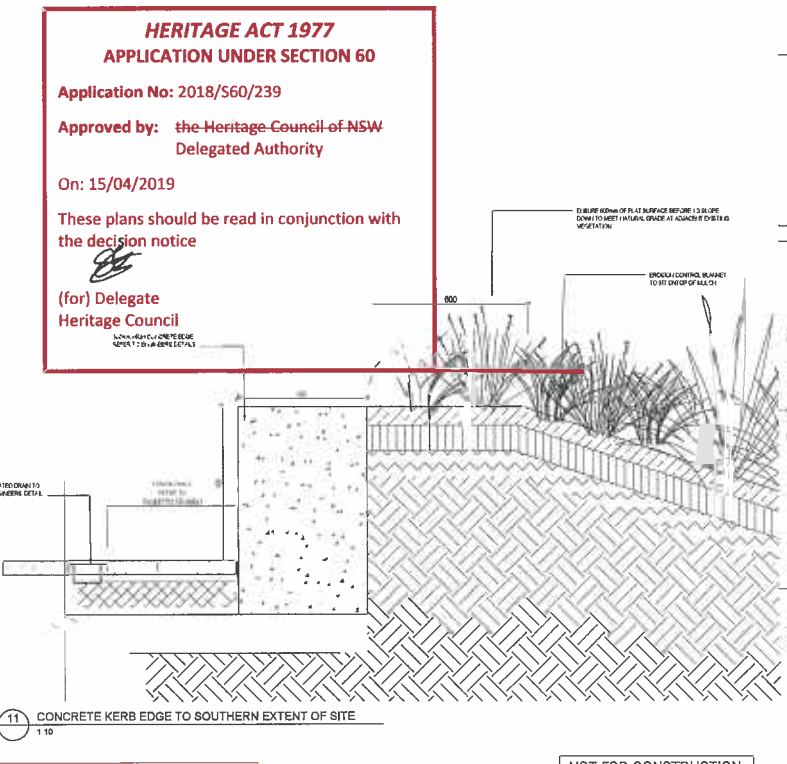
D7 ESHOLZ KERB TO GARDEN
1:20



D8 PLANTING BETWEEN ROAD KERB AND RETAINING WALL
1:10



D9 TREE PLANTING IN MEDIAN
1:20



D10 CONCRETE KERB EDGE TO SOUTHERN EXTENT OF SITE
1:10

HERITAGE ACT 1977
APPLICATION UNDER SECTION 60
Application No: 2018/560/239
Approved by: the Heritage Council of NSW
Delegated Authority
On: 15/04/2019
These plans should be read in conjunction with the decision notice
(for) Delegate
Heritage Council

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| NO | DESCRIPTION | DATE | BY | CHECKED | DATE |
|----|----------------------|---------------|---------------|---------------|------|
| A | 100% DETAILED DESIGN | ME / 18.10.18 | MM / 18.10.18 | MM / 18.10.18 | |
| B | 100% DETAILED DESIGN | ME / 02.10.18 | MM / 02.10.18 | MM / 02.10.18 | |
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| NO | DESCRIPTION | DATE | BY | CHECKED | DATE |
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| B | 100% DETAILED DESIGN | ME / 02.10.18 | MM / 02.10.18 | MM / 02.10.18 | |
| A | 100% DETAILED DESIGN | ME / 05.09.18 | MM / 05.09.18 | MM / 05.09.18 | |

| | | | | | |
|------------------------|--|------------------------------|--|------------------------------|--|
| BYRON BAY | | TRANSPORT INTERCHANGE | | LANDSCAPE DESIGN | |
| FILE No. BB-WT-LA-4002 | | SHEET: 11 OF 12 | | STATUS: 100% DETAILED DESIGN | |
| DRAWN: MENDICH | | DESIGNED: MENDICH | | DESIGN CHECK: S.DAVIES | |
| APPROVED: M.A. MCGIBB | | DATE: 01.04.18 | | DATE: 01.04.18 | |

**HERITAGE ACT 1977
APPLICATION UNDER SECTION 60**

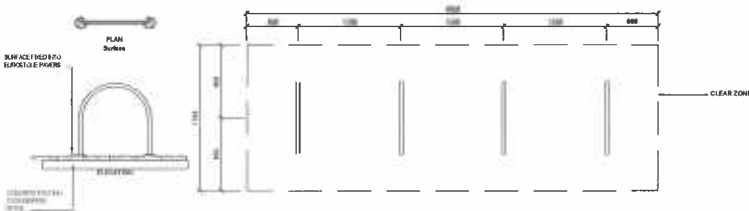
Application No: 2018/S60/239

Approved by: the Heritage Council of NSW
Delegated Authority

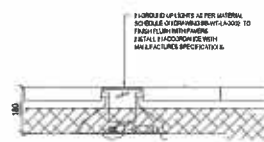
On: 15/04/2019

These plans should be read in conjunction with
the decision notice

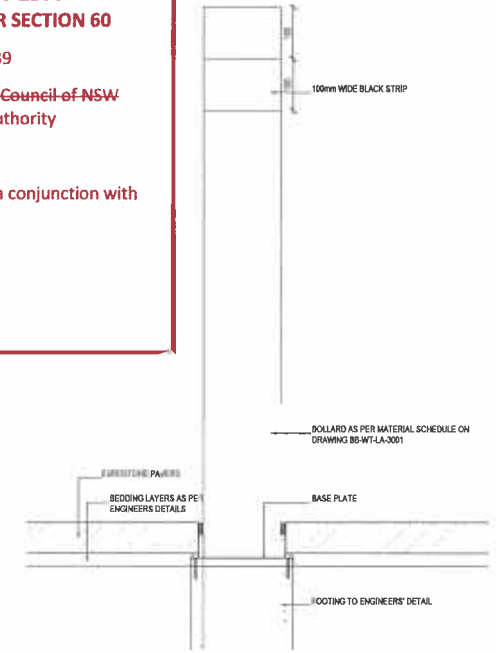
[Signature]
(for) Delegate
Heritage Council



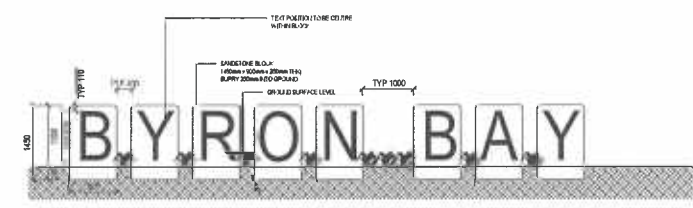
01 TYPICAL BIKE HOOP DETAIL
1:30



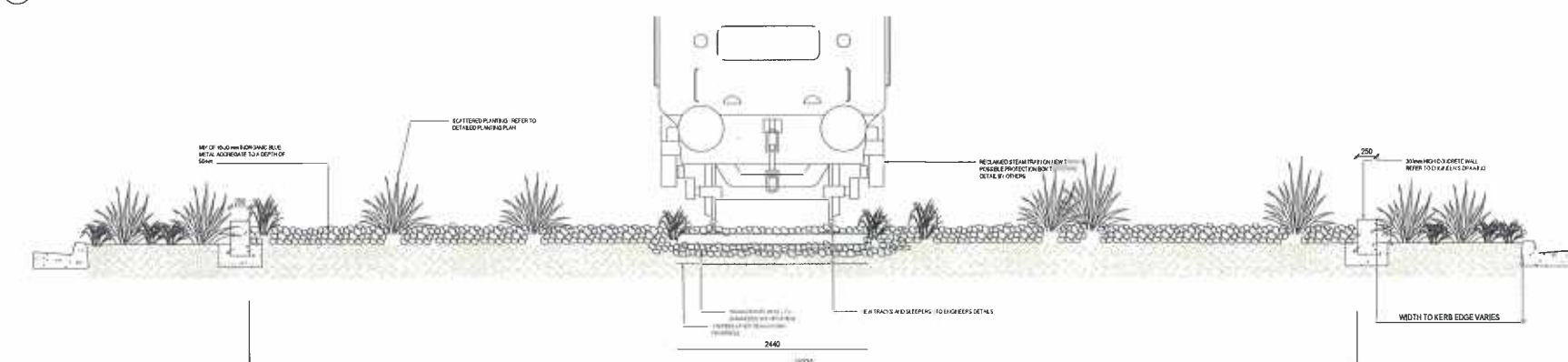
02 INGROUND UPLIGHT TO WATER TOWER IN PAVING
1:10



04 BOLLARD DETAIL
1:5



03 ENTRANCE SIGNAGE DETAIL
1:50



05 INTERPRETIVE STEAM TRAIN AND TRACKS AT ROUNDABOUT - SECTION
1:30

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| NO | DESCRIPTION | DATE | BY | APPROVED |
|-----|----------------------|----------|-------------|-------------|
| 001 | 00% DETAILED DESIGN | 18/10/18 | MJ/18/10/18 | MJ/18/10/18 |
| A | 100% DETAILED DESIGN | 02/10/18 | MJ/02/10/18 | MJ/02/10/18 |
| AMD | DESCRIPTION | DESIGNER | DRAWN | APPROVED |
| | | DATE | DATE | DATE |

COORDINATE SYSTEM: tbCoordSys HEIGHT DATUM: tbHighDatum SCALE: 1:250



| | | |
|--------------|-------------|----------|
| DRAWN | MENCOCH | 01/04/18 |
| DESIGNED | MENCOCH | 01/04/18 |
| DRG CHECK | G.DAVES | 01/04/18 |
| DESIGN CHECK | G.DAVES | 01/04/18 |
| APPROVED | M.A.MCGIBBY | 01/04/18 |

| | | |
|--|----------------------|-----------------|
| BYRON BAY | | |
| TRANSPORT INTERCHANGE LANDSCAPE DESIGN | | |
| TYPICAL DETAILS | | |
| FILE No: | BB-WT-LA-4003 | SHEET: 12 OF 12 |
| STATUS: | 100% DETAILED DESIGN | |
| DRG No: | BB-WT-LA-4003 | B |

File Path: C:\Program Files (x86)\Autodesk\AutoCAD 2018\Projects\2018\20180415\Byron Bay\Wt\Wt_Details.dwg
 Plot Date & Time: 01/04/2018 12:23 PM
 Plotter: HP DesignJet T1100e