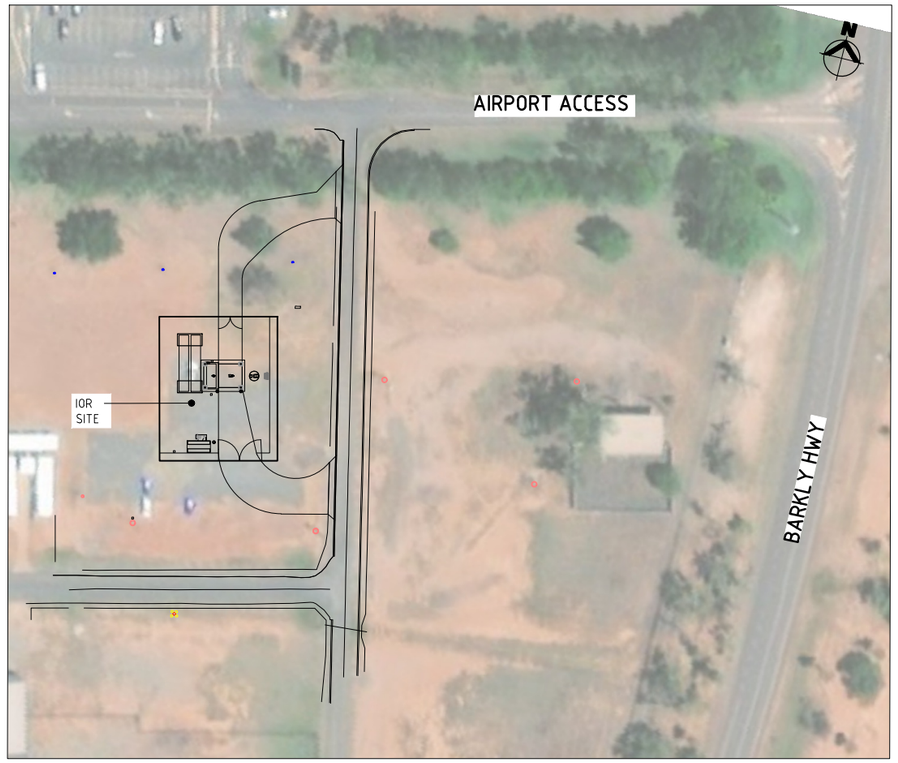
AVIATION DEPOT
550 BARKLY HWY
MOUNT ISA, QLD 4825

CIVIL	
DRG. No.	DRAWING TITLE
26141-C00	DRAWING LIST
26141-C01	GENERAL NOTES DRAINAGE & EARTHWORKS NOTES
26141-C02	SITE SETOUT PLAN
26141-C03	SITE GRADING & DRAINAGE PLAN
26141-C04	PIT SCHEDULE & DETAILS
26141-C05	PAVEMENT PLAN
26141-C06	PAVEMENT DETAILS
26141-C07	EROSION & SEDIMENT CONTROL PLAN
26141-C08	EROSION & SEDIMENT CONTROL TYPICAL CONSTRUCTION DETAILS
26141-C09	DRIVEWAY PAVEMENT STAGING PLAN
26141-C10	TRUCK SWEPT PATH PLAN



ELECTRICAL	
DRG. No.	DRAWING TITLE
26141-E01	ELECTRICAL SERVICES SITE PLAN
26141-E02	ELECTRICAL SERVICES EQUIPOTENTIAL BONDING
26141-E03	ELECTRICAL SERVICES MAIN SWITCHBOARD DIAGRAM

STRUCTURAL	
DRG. No.	DRAWING TITLE
26141-S01	STRUCTURAL GENERAL NOTES
26141-S02	CANOPY FRAMING DETAIL
26141-S03	DRIVERS HUT BUILDING FOUNDATION DETAILS
26141-S04	DRIVERS HUT STAIRS & PLATFORM DETAILS

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 27.05.29

PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust

SIGNATURE:

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	cv	ISSUED FOR CONSTRUCTION	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

DRAWING LIST

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
17.04.26	NTS	A1

DO NOT SCALE THIS DRAWING. CONFIRM ALL DIMENSIONS ON SITE.

DRAWING NO	REV
26141-C00	00

GENERAL NOTES:

1. ALL DIMENSIONS AND CO-ORDINATES ARE TO BE VERIFIED ON SITE BEFORE WORK COMMENCES.
2. DIMENSIONS SHALL NOT BE SCALED OFF DRAWINGS.
3. DURING CONSTRUCTION, BARRIERS, LIGHTS & SIGNS SHALL BE MAINTAINED TO ENSURE SAFE PASSAGE OF TRAFFIC AND PEDESTRIANS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY.
4. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS BY-LAWS AND ORDINANCES OF THE RELEVANT LOCAL AUTHORITY, AND WORKPLACE HEALTH AND SAFETY REQUIREMENTS.
5. THE CONTRACTOR SHALL MAKE GOOD, AT HIS COST, ANY DAMAGE TO ANY SERVICE IF SUCH DAMAGE OCCURS AS A RESULT OF HIS OPERATIONS.
6. ALL DISTURBED VERGE AREAS MUST BE REINSTATED WITH TURF.
7. ALTER ANY SERVICES WHEN THE RELEVANT AUTHORITY OR ASSESSMENT MANAGER DETERMINES THAT THE WORK ASSOCIATED WITH THIS DEVELOPMENT HAVE IMPACTED EXISTING SERVICES.
8. THE SURVEY INFORMATION SHOWN MAY NOT ADEQUATELY REFLECT CURRENT SITE CONDITIONS. THE CONTRACTOR SHALL ASSESS SITE CONDITIONS PRIOR TO COMMENCING CONSTRUCTION. ANY DISCREPANCIES IN THE SURVEY INFORMATION SHALL BE REPORTED TO THE SUPERINTENDENT. REFER TO SURVEY FOR DETAILS.
9. EXISTING SERVICES SHOWN HAVE NOT BEEN CONFIRMED ON SITE. THE CONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF SERVICES WITHIN OR ADJACENT TO THE WORKS BY CONTACTING THE RELEVANT SERVICE AUTHORITY AND APPROVED UNDERGROUND SERVICES LOCATOR A MINIMUM OF 14 DAYS PRIOR TO COMMENCEMENT OF WORKS. ADVISE THE SUPERINTENDENT OF ANY DISCREPANCIES AND CLASHES BEFORE PROCEEDING. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE AND PROGRAM WORKS TO RESOLVE ANY CLASHES WITH RELEVANT SERVICE AUTHORITIES PRIOR TO COMMENCEMENT OF ANY WORKS. RESOLUTION OF CLASHES SHALL BE APPROVED BY THE RELEVANT SERVICE AUTHORITIES.
10. ALL NEW WORK SHALL BE JOINED NEATLY TO EXISTING. PROPOSED LEVELS FOR CONNECTING TO EXISTING WORKS MAY BE VARIED WHERE NECESSARY ON SITE BY THE SUPERINTENDENT TO ACHIEVE A SATISFACTORY SMOOTH FINISH.
11. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL RUBBISH AND SPOIL FROM THE SITE.

STORMWATER DRAINAGE NOTES:

1. ALL DIMENSIONS ARE TO BE CHECKED ON-SITE BEFORE WORK COMMENCES
2. DIMENSIONS SHALL NOT BE SCALED OFF DRAWINGS.
3. DURING CONSTRUCTION, BARRIERS, LIGHTS & SIGNS SHALL BE MAINTAINED TO ENSURE SAFE PASSAGE OF TRAFFIC AND PEDESTRIANS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY.
4. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH S.A.A CODES & BY-LAWS AND ORDINANCES OF THE RELEVANT LOCAL AUTHORITY, AND WORKPLACE HEALTH AND SAFETY REQUIREMENTS.
5. CONTRACTOR TO VERIFY ALL INVERT LEVELS, SURFACE LEVELS, COVER OVER DRAINAGE LINES, AND MINIMUM FALLS ARE CORRECT & OBTAINABLE PRIOR TO COMMENCEMENT OF WORKS.
6. PIPES Ø375 AND LARGER TO BE REINFORCED CONCRETE OR FRC CLASS `2' APPROVED SPIGOT AND SOCKET WITH RUBBER RING JOINTS U.N.O.
7. PIPES UP TO Ø300 SHALL BE SEWER GRADE PVC-U MINIMUM CLASS SN6 WITH SOLVENT WELDED JOINTS..
8. PIPES SHALL BE LAID AS PER TYPICAL PIPE TRENCH DETAIL AND IN ACCORDANCE WITH AUSTRALIAN STANDARDS.
9. FOR TRENCHES NOT UNDER PAVEMENTS WHERE EXCAVATED MATERIAL MAY BE USED FOR BACKFILL, THE MATERIAL SHALL BE COMPACTED TO THE SAME DENSITY AS THE UNDISTURBED MATERIAL EITHER SIDE OF THE TRENCH.
10. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MINIMUM OF 50mm CONCRETE BED (OR 75mm BED OF 12mm BLUE METAL) UNDER THE BARREL OF THE PIPE.
11. ENLARGERS, CONNECTORS AND JUNCTIONS TO BE PRECAST OR PROPRIETARY FITTINGS WHERE PIPES ARE LESS THAN Ø300.
12. CARE IS TO BE TAKEN WITH LEVELS OF STORMWATER LINES. GRADES SHOWN ARE NOT TO BE REDUCED WITHOUT APPROVAL.
13. GRATES AND COVERS SHALL CONFORM TO AS 3996.
14. ALL FINISHED SURFACE LEVELS SHOWN ON GULLY GRATES AND MANHOLES ARE LOCATED ON THE CAST IRON COVER UNLESS OTHERWISE SHOWN.
15. ON COMPLETION OF PIPE INSTALLATION ALL DISTURBED AREAS MUST BE REINSTATED TO "AS FOUND" CONDITION.
16. THE CONTRACTOR SHALL MAKE GOOD, AT HIS COST, ANY DAMAGE TO ANY SERVICE IF SUCH DAMAGE OCCURS AS A RESULT OF HIS OPERATIONS.
17. CONSTRUCT STORMWATER LINES, PITS AND MANHOLES IN ACCORDANCE WITH RELEVANT LOCAL AUTHORITY STANDARD DRAWINGS & SPECIFICATIONS IF NOT OTHERWISE DETAILED ON THE DRAWINGS.
18. ALL PITS/MANHOLES DEEPER THAN 1000mm TO BE FIXED WITH GALV. STEEL PROPRIETARY STEP IRONS.
19. ALL UNDERGROUND SERVICES ARE TO BE PROVEN ONSITE AND THE CONTRACTOR TO LIAISE WITH RELEVANT AUTHORITIES REGARDING ANY IMPACTS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORKS..

EARTHWORKS NOTES:

SUBGRADE PREPARATION :

1. AREAS UPON WHICH FILL IS TO BE PLACED SHALL BE CLEARED, GRUBBED AND STRIPPED. THE TOTAL AREA ON WHICH FILL IS TO BE PLACED SHALL BE FREE OF SOFT AREAS, WITH THE TOP 150mm OF THE NATURAL SUBGRADE MATERIAL COMPACTED TO 95% STANDARD MAXIMUM DRY DENSITY (MDD-S) COMPACTED AT OPTIMUM MOISTURE CONTENT (OMC) ± 2% PRIOR TO FILLING. THE AREA SHALL BE PROOF ROLLED IN THE PRESENCE OF A QUALIFIED GEOTECHNICAL ENGINEER TO DETERMINE POORLY COMPACTED, SOFT OR UNSTABLE AREAS WITH UP TO 4 PASSES OF EITHER:
   - MINIMUM 8 TONNE (STATIC WEIGHT) VIBRATING STEEL SMOOTH DRUM ROLLER,
   - OPERATING UNDER FULL AMPLITUDE VIBRATION, ROLLING AT APPROXIMATELY 2KM/HR
   OR
   - MINIMUM 20 TONNE (STATIC WEIGHT) RUBBER TYRED, ROLLER, WITH PRESSURE 900kPa MINIMUM, ROLLING AT 3-4KM/HR.
2. WHERE DIRECTED BY THE SUPERINTENDENT, SOFT, WET OR UNSTABLE AREAS SHALL BE EXCAVATED AND THE UNSUITABLE MATERIAL REUSED ON SITE EITHER BY DRYING OUT OR FOR MIXING WITH IMPORTED MATERIAL TO ENABLE COMPACTION AS FILLING.
3. THE BOTTOM OF SUCH EXCAVATION SHALL BE COMPACTED WITH APPROVED EQUIPMENT TO 95% MDD-S, COMPACTED AT OMC ± 3% PRIOR TO BACKFILLING WITH APPROVED FILL MATERIAL.
4. ON NO ACCOUNT SHALL ANY FILL BE PLACED BEFORE APPROVAL OF THIS AREA IS GIVEN BY A QUALIFIED GEOTECHNICAL ENGINEER.
5. IN THE EVENT SOFT SPOTS ARE ENCOUNTERED, THE CONTRACTOR IS TO ENGAGE A GEOTECHNICAL CONSULTANT FOR A REMEDIATION DESIGN.
6. QUANTITIES OF UNSUITABLE MATERIAL NOT OTHERWISE APPARENT BY SITE INSPECTION AT TIME OF TENDER SHALL BE INSPECTED AND AGREED WITH THE SUPERINTENDENT WHEN ENCOUNTERED AT PROOF ROLLING.
7. WHERE SIGNIFICANT GROUND WATER IS ENCOUNTERED AFTER REMOVAL OF EXISTING FILL A GRANULAR BRIDGING LAYER SHALL BE PROVIDED PRIOR TO PLACING OF GENERAL FILL. THE BRIDGING LAYER SHALL BE 75mm MAX SIZE 'BALLAST' ROCK WITH A GEOSYNTHETIC SEPARATION LAYER BETWEEN ANY BRIDGING LAYER AND THE OVERLYING FILL. REFER ENGINEER FOR SPECIFIC DETAILS.

FILL MATERIAL:

1. THE CONTRACTOR SHALL ALLOW TO IMPORT ALL FILL MATERIAL TO THE SITE IN EXCESS OF ON SITE CUT TO FILL. WITH HIS TENDER THE CONTRACTOR SHALL PROVIDE DETAILS OF ALL IMPORTED MATERIAL PROPOSED TO BE USED AS FILL INCLUDING, BUT NOT LIMITED TO, THE SOURCES OF FILL, PLASTIC INDEX, LINEAR SHRINKAGE, PARTICLE GRADINGS, CALIFORNIA BEARING RATIO (CBR). ANY MATERIAL TEST INFORMATION PROVIDED MUST BE CARRIED OUT BY A NATA REGISTERED LABORATORY. DURING TENDER NEGOTIATIONS MORE EXTENSIVE TESTING MAY BE REQUESTED TO CONFIRM THE QUALITY OF PROPOSED FILL FROM SPECIFIC SITES NOMINATED AS ORIGINS OF FILL AS WELL AS SITE INSPECTIONS.
2. QUALITY CONTROL TESTING OF IMPORTED FILL SHALL BE UNDERTAKEN BY A NATA APPROVED LABORATORY AS PART OF LEVEL '2' SUPERVISION TO ENABLE CERTIFICATION THAT ALL FILL MATERIALS MEETS THE MINIMUM STANDARDS ACCEPTED BY THE PRINCIPAL. THIS WILL INCLUDE PLASTIC INDEX, LINEAR SHRINKAGE, PARTICLE GRADINGS, CBR AS CONSIDERED NECESSARY.
3. GENERAL FILL QUALITY: WELL GRADED GRANULAR MATERIAL HAVING PROPERTIES AS FOLLOWS:

- MAXIMUM PARTICLE SIZE: 19mm
- PLASTICITY INDEX: <15%
- LIQUID LIMIT: <35
- CBR: >15
- EMERSON CLASS 3 (TAPWATER)

FILL CONSTRUCTION:

1. ALL FILL MATERIAL SHALL BE PLACED, SPREAD AND COMPACTED IN UNIFORM LAYERS NOT EXCEEDING 150mm COMPACTED THICKNESS. DURING PLACEMENT OF FILL, THE MOISTURE CONTENT SHALL BE CONTROLLED WITHIN -3% AND +1% OF OMC. EACH LAYER AS IT IS PLACED SHALL BE COMPACTED TO 98% MDD-S BEFORE THE FOLLOWING LAYER IS PLACED. FILL MATERIAL WHICH BECOMES EXCESSIVELY WET AFTER PLACEMENT SHALL BE DRIED OUT AND RE-COMPACTED TO 98% MDD-S, OR SHALL BE REPLACED WITH APPROVED MATERIAL AGAIN COMPACTED TO 98% MDD-S, AT THE CONTRACTOR'S EXPENSE.
2. DENSITY TESTS SHALL BE CARRIED OUT BY A NATA APPROVED LABORATORY. REWORK AND RETEST AREAS WHICH DO NOT ACHIEVE DENSITY UNTIL THAT DENSITY IS ACHIEVED AT THE CONTRACTOR'S EXPENSE.
3. TESTS SHALL BE CARRIED OUT AT NOT LESS THAN ONE TEST PER 500m^3 OR ONE TEST PER LAYER PER 2500m^2 WHICHEVER REQUIRES THE MORE TESTS; DISTRIBUTE THE TESTS EVENLY THROUGHOUT THE FILL.
4. A COPY OF ALL TESTS RESULTS SHALL BE E-MAILED DIRECTLY TO THE SUPERINTENDENT BY THE LABORATORY IMMEDIATELY WHEN THE TEST RESULTS ARE AVAILABLE AND THEN TO THE CONTRACTOR. A REPORT OF ALL COMPACTION TESTING WILL BE REQUIRED WITH THE FILL CERTIFICATION DETAILING EXACT LOCATIONS AND LEVEL OF TESTS UNDERTAKEN AND ALL REMEDIAL WORK UNDERTAKEN AND RETESTED.
5. SUPERVISION OF FILLING OPERATIONS BY A NATA APPROVED LABORATORY WILL BE REQUIRED TO ENABLE CERTIFICATION THAT ALL FILL HAS BEEN PLACED AND COMPACTED IN ACCORDANCE WITH THIS SPECIFICATION TO **LEVEL '2'** IN ACCORDANCE WITH AS3798.

GRADING TO FORMATION LEVEL:

1. ON COMPLETION OF EXCAVATION OR FILLING AS SPECIFIED, THE FORMATION SHALL BE GRADED TO CONFORM ACCURATELY TO THE LINES, GRADES AND CROSS-SECTION SHOWN ON THE DRAWINGS CONFORMING TO A LEVEL TOLERANCE OF ± 20mm GENERALLY. PROVIDE EVEN GRADES GENERALLY BETWEEN SPOT LEVELS.

ENVIRONMENTAL PROTECTION:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING, ERECTING AND MAINTAINING EROSION AND SEDIMENT CONTROL DEVICES ON THE SITE AND ENTRY TO THE SITE TO COMPLY WITH ALL STATUTORY AND LOCAL GOVERNMENT REQUIREMENTS.
2. THIS MAY INVOLVE THE CONSTRUCTION OF SEDIMENT FENCES TO THE PERIMETER OF THE SITE TO PREVENT CONTAMINATED STORMWATER ENTERING WATERWAYS AND ALSO APPROPRIATE MEASURES TO PREVENT TRACKING OF MATERIALS ONTO PUBLIC ROADS. IN ADDITION THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS TO ELIMINATE DUST NUISANCE FROM THE SITE.

CONCRETE NOTES:

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS3600.
2. CONCRETE QUALITY:

ELEMENT	SLUMP	MAX. SIZE AGG.	CEMENT TYPE	AS 3600 F'C
BUILDING SLABS, FOOTINGS, EXTERNAL PATHS & DRIVEWAY PAVEMENTS	80	20	GP	N32

3. SIZES OF CONCRETE DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
4. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE ENGINEER.
5. NO HOLES OR CHASES OTHER THAN THAT SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
6. REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY. IT IS NOT NECESSARILY SHOWN OF TRUE PROJECTIONS.
7. SPLICES IN REINFORCEMENT SHALL BE MADE ONLY ON THE POSITIONS SHOWN. THE WRITTEN APPROVAL OF THE ENGINEER SHALL BE OBTAINED FOR ANY OTHER SPLICES. WHERE LAP LENGTHS ARE NOT SHOWN, THEY SHALL SATISFY THE REQUIREMENTS OF AS3600 OR AS FOLLOWS:-
   FABRIC - 1 SQUARE +25mm

f'c	N12	N16	N20	N28	N32
25	850	1150	1500	2200	2600
32	750	1000	1300	1950	2300
40	650	900	1150	1750	2100

8. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT WITHOUT THE APPROVAL OF THE ENGINEER.
9. ALL STEEL WIRE MESH SHALL BE SUPPLIED IN FLAT SHEETS.
10. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 24 HOURS BEFORE REINFORCEMENT IS COMPLETED. THE CONTRACTOR SHALL ALLOW AFTER COMPLETION OF THE REINFORCEMENT, TWO HOURS FOR THE ENGINEERS INSPECTION.
11. CONCRETE SHALL NOT BE ORDERED UNTIL REINFORCEMENT IS APPROVED BY THE ENGINEER.
12. CONCRETE FINISHING, CURING AND STRIPPING TO BE IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS. CONCRETE TO BE CURED A MINIMUM OF 7 DAYS AFTER POURING BY EITHER APPLYING A SPRAYED MEMBRANE FORMING CURING COMPOUND COMPATIBLE WITH ANY SUBSEQUENT FINISHES TO BE APPLIED TO THE CONCRETE SURFACES, OR COVERING WITH POLYTHENE SHEETING SECURELY HELD IN POSITION.
13. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS INDICATED.
14. ALL REINFORCEMENT SHALL BE SUPPORTED ON APPROVED CHAIRS AT A MAXIMUM SPACING OF 1000mm CENTRES IN EACH DIRECTION TO PROVIDE THE CORRECT COVER.
15. THE SUPPLY, DELIVERY, SAMPLING AND TESTING OF CONCRETE SHALL BE IN ACCORDANCE WITH AS1379. RESULTS OF CONCRETE CYLINDER SAMPLE TESTING SHALL BE FORWARDED TO THE ENGINEER FOR REVIEW & APPROVAL.

iOR

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 27.05.29
PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust
SIGNATURE:

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

GENERAL NOTES, DRAINAGE & EARTHWORKS NOTES

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
20.04.26	NTS	A1

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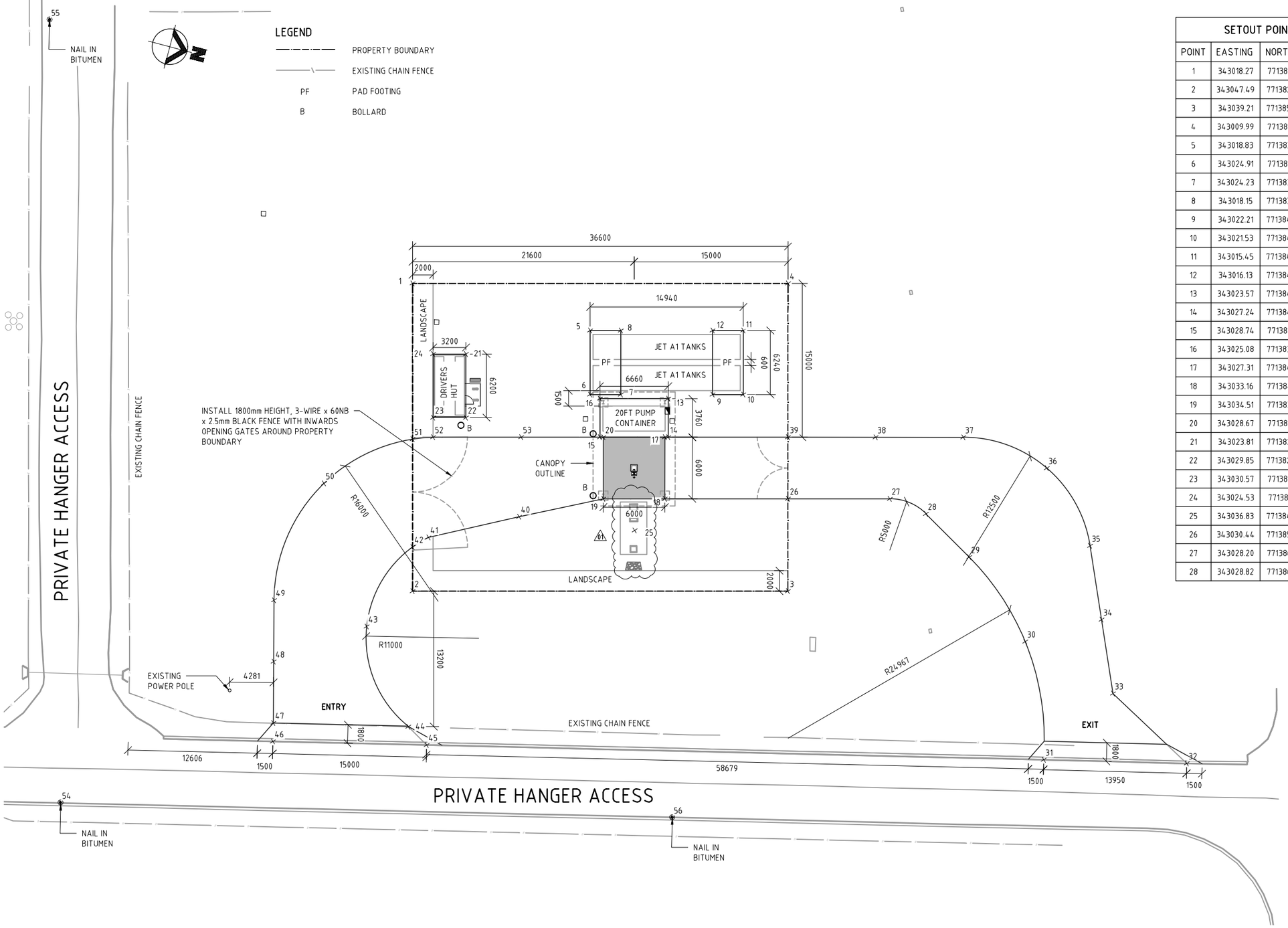
DRAWING NO	REV
26141-C01	00



SETOUT POINT TABLE			
POINT	EASTING	NORTHING	DESCRIPTION
1	343018.27	7713816.00	BOUNDARY
2	343047.49	7713822.79	BOUNDARY
3	343039.21	7713858.44	BOUNDARY
4	343009.99	7713851.65	BOUNDARY
5	343018.83	7713833.90	PAD FOOTING
6	343024.91	7713835.31	PAD FOOTING
7	343024.23	7713838.23	PAD FOOTING
8	343018.15	7713836.82	PAD FOOTING
9	343022.21	7713846.94	PAD FOOTING
10	343021.53	7713849.86	PAD FOOTING
11	343015.45	7713848.45	PAD FOOTING
12	343016.13	7713845.53	PAD FOOTING
13	343023.57	7713842.83	SLAB
14	343027.24	7713843.68	SLAB
15	343028.74	7713837.19	SLAB
16	343025.08	7713836.34	SLAB
17	343027.31	7713843.35	BUND
18	343033.16	7713844.71	BUND
19	343034.51	7713838.87	BUND
20	343028.67	7713837.51	BUND
21	343023.81	7713822.63	DRIVERS HUT
22	343029.85	7713824.03	DRIVERS HUT
23	343030.57	7713820.91	DRIVERS HUT
24	343024.53	7713819.51	DRIVERS HUT
25	343036.83	7713842.54	OE30
26	343030.44	7713856.40	ROAD
27	343028.20	7713866.07	ROAD
28	343028.82	7713869.85	ROAD

SETOUT POINT TABLE			
POINT	EASTING	NORTHING	DESCRIPTION
29	343031.98	7713874.91	ROAD
30	343038.76	7713882.09	ROAD
31	343049.56	7713886.45	ROAD
32	343046.75	7713900.11	ROAD
33	343041.75	7713891.56	ROAD
34	343034.99	7713888.84	ROAD
35	343028.24	7713886.12	ROAD
36	343021.82	7713880.30	ROAD
37	343020.73	7713871.70	ROAD
38	343022.66	7713863.37	ROAD
39	343024.60	7713855.04	ROAD
40	343038.08	7713831.27	ROAD
41	343042.04	7713823.12	ROAD
42	343043.31	7713821.82	ROAD
43	343051.86	7713819.21	ROAD
44	343060.46	7713825.38	ROAD
45	343061.79	7713827.53	ROAD
46	343064.84	7713812.84	ROAD
47	343063.08	7713812.47	ROAD
48	343057.25	7713811.16	ROAD
49	343051.41	7713809.84	ROAD
50	343039.22	7713812.00	ROAD
51	343033.06	7713819.44	ROAD
52	343032.42	7713821.34	ROAD
53	343030.48	7713829.70	ROAD

SURVEY BENCH MARK			
POINT	EASTING	NORTHING	ELEVATION
54	343075.32	7713794.01	335.648
55	343001.25	7713775.71	335.992
56	343063.23	7713852.43	335.653

EXISTING SERVICES:

NOTWITHSTANDING THAT EXISTING SERVICES MAY OR MAY NOT BE SHOWN ON THESE DRAWINGS, NO RESPONSIBILITY IS TAKEN BY THE ENGINEER OR THE PRINCIPAL FOR THIS INFORMATION WHICH HAS BEEN SUPPLIED BY OTHERS. THE DETAILS ARE PROVIDED FOR INFORMATION ONLY. THE CONTRACTOR SHALL ASCERTAIN THE POSITION OF ALL UNDERGROUND SERVICES PRIOR TO EXCAVATION AND SHALL BE RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGES CAUSED AS A RESULT OF THE WORKS.

IOR

0 4 8 12 16 20m

SCALE 1:200

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 28.05.26

PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust

SIGNATURE:

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A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	PM	JA
01	28.05.26	CV	OILY WATER SEPARATOR UNIT UPDATED	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

SITE SETOUT PLAN

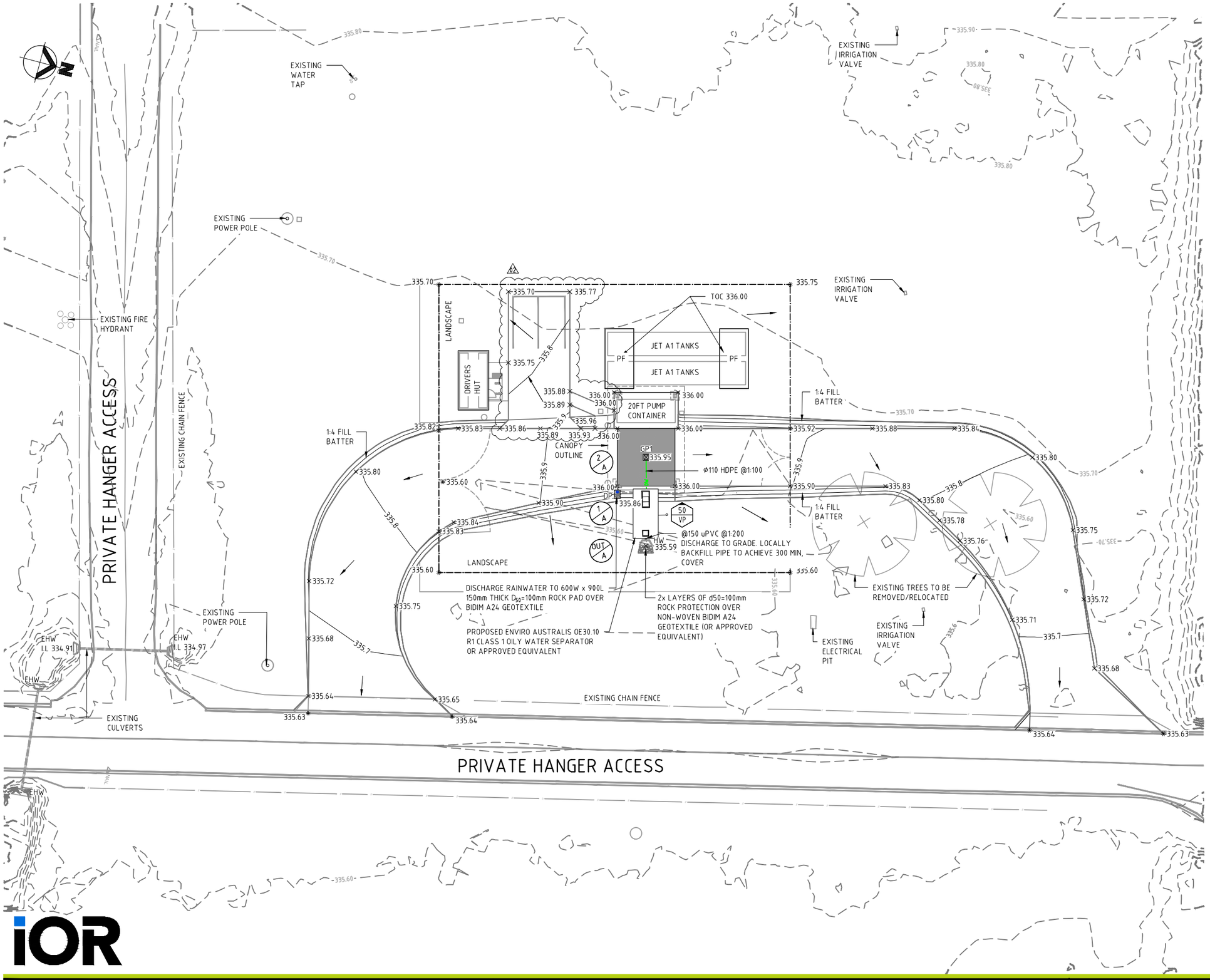
STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
21.04.26	1:200	A1

DO NOT SCALE THIS DRAWING. CONFIRM ALL DIMENSIONS ON SITE.

DRAWING NO	REV
26141-C02	01



LEGEND:

- PROPERTY BOUNDARY
- EXISTING STORMWATER PIPE
- PROPOSED STORMWATER PIPE
- 335.8 EXISTING CONTOUR LEVEL (0.1m INTERVALS)
- 335.9 PROPOSED CONTOUR LEVEL (0.1m INTERVALS)
- OW PROPOSED OILY WATER PIPE
- V PROPOSED VENT PIPE ø50 uPVC @ 1:100
- PROPOSED GENERAL DIRECTION OF FALL
- EHW EXISTING HEAD WALL
- HW PROPOSED HEAD WALL
- DP PROPOSED DOWN PIPE
- GP1 PROPOSED OILY WATER GULLY PIT
- PF TANK PAD FOOTING
- 335.64 EXISTING SURFACE LEVEL
- 335.84 PROPOSED FINISHED SURFACE LEVEL
- 1/A PIT/DRAINAGE STRUCTURE
- VP 50 DIRECTION OF FLOW, SERVICE IDENTIFICATION, SIZE
- REFUELLING AND UNLOADING AREAS

EXISTING SERVICES:

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0 4 8 12 16 20m

SCALE 1:200

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166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 02.06.26

PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust

SIGNATURE:

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A	06.05.26	CV	PRELIMINARY ISSUE	PM	JA
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00	27.05.26	CV	ISSUED FOR CONSTRUCTION	JA	JA
01	28.05.26	PM	UPDATED ENVIRO UNIT	JA	JA
02	02.06.26	LT	CAR PAVEMENT ADDED	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

SITE GRADING AND DRAINAGE PLAN

STATUS: CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
27.04.26	1:200	A1

DO NOT SCALE THIS DRAWING. CONFIRM ALL DIMENSIONS ON SITE.

DRAWING NO	REV
26141-C03	02

PIT SCHEDULE

ALTERNATE EQUAL PRODUCTS MAY BE USED IF APPROVED BY ENGINEER

PIT NO.	PIT SIZE/TYPE	LID/GRATE TYPE	S.L.	I.L./U.S.	I.L./D.S.
OUT/A	SLOPING PIPE HEADWALL (150ø PIPE)	-	-	-	335.59
1/A	ENVIRO AUSTRALIS 0E30.10 R1 "CLASS 1" OILY WATER SEPARATOR OR APPROVED EQUIVALENT	CLASS 'B' LID BY ENVIRO AUSTRALIS	336.04 (01)	335.60	335.60
2/A	450 SQ OILY WATER GULLY PIT (WATER SEALED)	450 SQ CLASS 'D' LID GALV. OR C.I. GRATE & FRAME (HEEL SAFE)	335.95	-	335.65

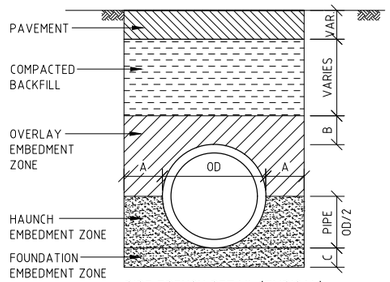
(01)

PIPE TRENCHING NOTES:

1. EMBEDMENT ZONE MATERIAL: 5mm OR 10mm SCREENINGS, OR ALTERNATIVELY WASHED SCREENED BEDDING SAND TO GRADING SPECIFIED BELOW TO BED ZONE.

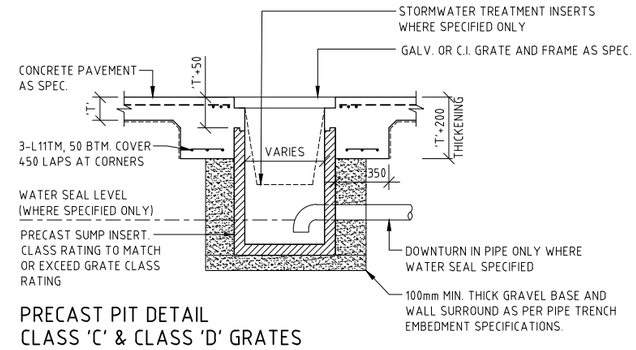
SIEVE SIZE (mm)	PASSING (% BY MASS)
19.0	100
2.36	40-100
0.425	15-70
0.075	3-30

2. BACKFILL TO CONSIST OF APPROVED SUBGRADE REPLACEMENT MATERIAL WITH A MINIMUM CALIFORNIA BEARING RATIO OF 15, PLACED IN 150mm LAYERS AND COMPACTED UNTIL THE DRY DENSITY IS NOT LESS THAN 98% STANDARD MAXIMUM DRY DENSITY.
3. COMPACTED BACKFILL SHALL BE GRANULAR FILL COMPRISING CRUSHED ROCK (75mm MAXIMUM SIZE, NON PLASTIC OPEN GRADED MATERIAL) OR CRUSHER RUN RECYCLED CONCRETE. WHERE APPROVED UNDER SPECIAL CIRCUMSTANCES, STABILISED SAND (1 PART CEMENT TO 12 PARTS SAND BY VOLUME) OR CONTROLLED LOW STRENGTH MATERIAL OR LEAN MIX CONCRETE OR CLASS 3 MATERIAL MAY BE BE PERMITTED.
4. COMPACTED BACKFILL UNDER FOOTPATHS AND BIKEWAYS: EXCAVATED MATERIALS MAY BE USED PROVIDED ADEQUATE COMPACTION CAN BE OBTAINED. ALTERNATIVELY USE GRANULAR FILL OR SAND.
5. WHERE APPROVED, SELECTED MATERIAL FROM EXCAVATIONS SHALL BE PLACED IN 150mm LAYERS & COMPACTED TO A MINIMUM CONSOLIDATION OF 98% STANDARD COMPACTION.
6. INCREASE EXCAVATION LOCALLY AT SPIGOT AND SOCKET JOINTS (RIGID PIPES) TO ENSURE MINIMUM BOTTOM COVER AS SHOWN.



PIPE TRENCH DETAIL (TYPICAL)
NTS

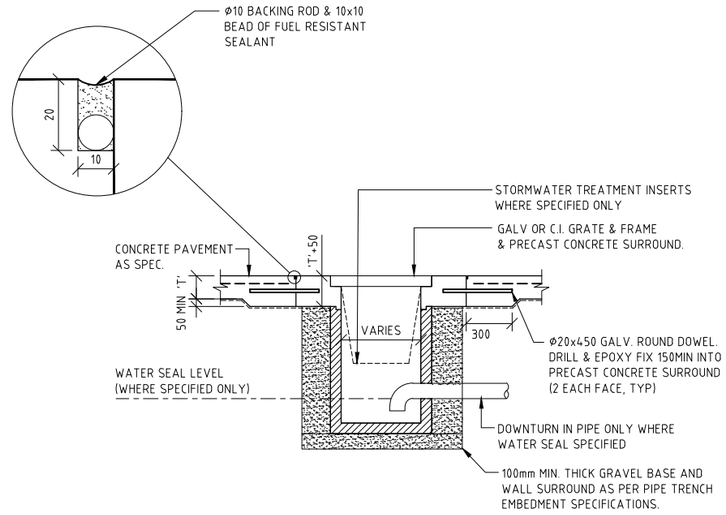
PIPE TRENCH TABLE			
PIPEø	A	B	C
≥75 ≤150	100	100	75
>150 <300	150	150	100
≥300 ≤450	300	150	100
>450 ≤900	300	150	100
>900 ≤1500	300	200	100
>1500 ≤4000	0.25 x OD	300	150



PRECAST PIT DETAIL
CLASS 'C' & CLASS 'D' GRATES

SCALE 1 : 20
(REFER TO PIT SCHEDULE FOR GULLY PIT SIZES)

NOTE:
1. WATER SEAL & HDPE PIPING REQUIRED FOR OILY WATER PITS ONLY.



ALTERNATIVE PRECAST PIT DETAIL
CLASS 'C' & CLASS 'D' GRATES WITH CONCRETE SURROUND

SCALE 1 : 20
(REFER TO PIT SCHEDULE FOR GULLY PIT SIZES)

NOTE:
1. WATER SEAL & HDPE PIPING REQUIRED FOR OILY WATER PITS ONLY.

0 400 800 1200 1600 2000mm

SCALE 1:20

IOR

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 28.05.26
PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust
SIGNATURE:

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	JA	JA
01	28.05.26	PM	ENVIRO UNIT LEVEL UPDATED	JA	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

PIT SCHEDULE & DETAILS

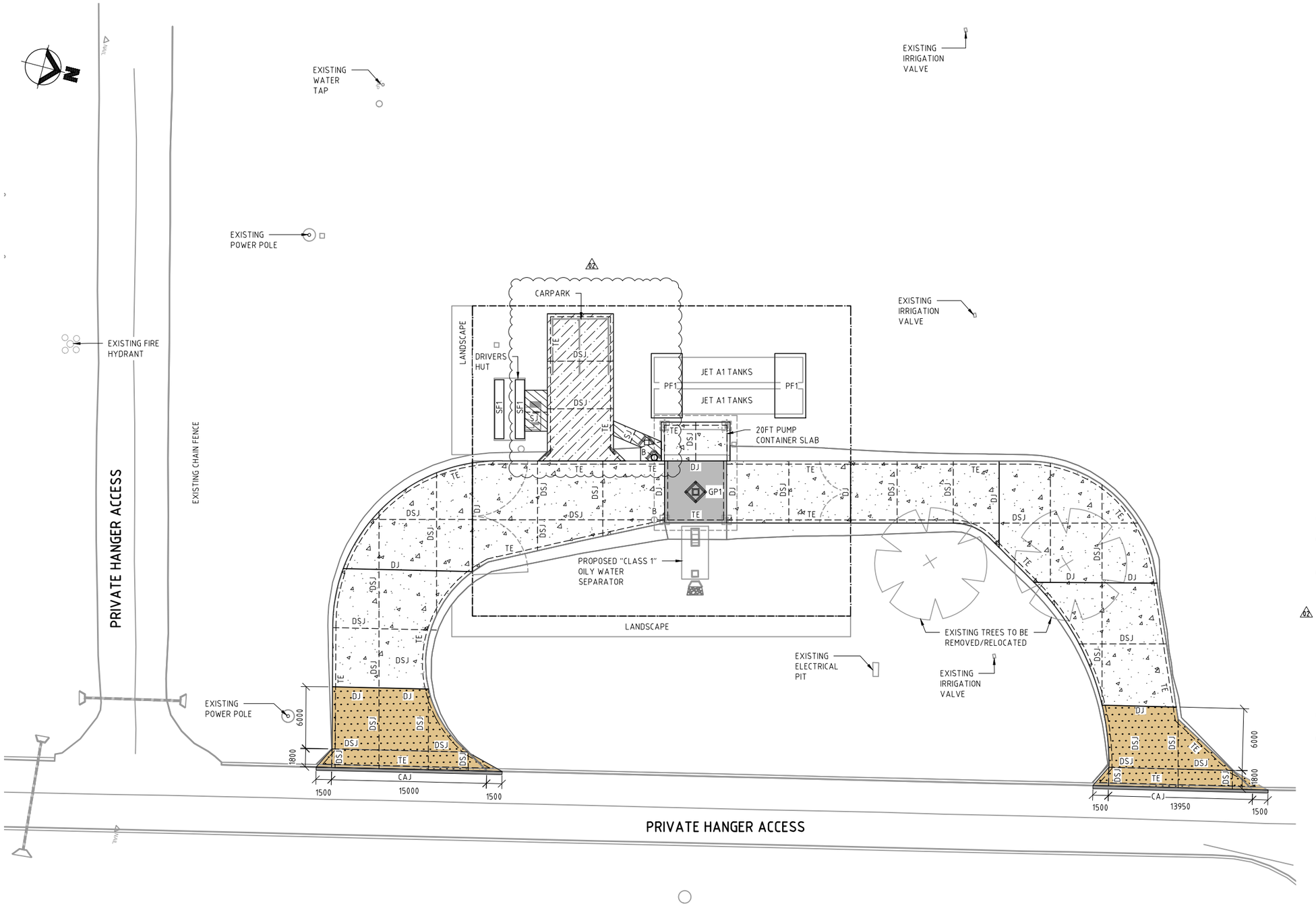
STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
16.02.26	1:20	A1

DO NOT SCALE THIS DRAWING. CONFIRM ALL DIMENSIONS ON SITE.

DRAWING NO	REV
26141-C04	01



LEGEND

PROPERTY BOUNDARY	
SJ, DSJ	SAW JOINT
DJ	DOWEL CONSTRUCTION JOINT
TE	THICKENED EDGE TO DRIVEWAY SLAB
CAJ	CONCRETE /AC JOINT
PF1	TANK PAD FOOTING
SF1	STRIP FOOTING
	3-N12 TRIMMER BARS x 2000mm LONG MIN. TYPICAL, TIED UNDER MESH ACROSS RE-ENTRANT CORNERS AT 50 CRS, 50 EDGE COVER.
B	BOLLARDS, REFER DRG. C06 FOR DETAILS
GPM	DENOTES ECONO GUIDE POSTS OR APPROVED EQUIVALENT INSTALLED IN ACCORDANCE WITH THE MANUFACTURER RECOMMENDATIONS. INSTALL 750mm FROM EDGE OF SEAL, TYP.

BUNDED SLAB:
(APPROX AREA 36m²)
200mm THICK CONCRETE SLAB WITH SL92 MESH @ 50 TOP COVER ON 0.2mm POLYTHENE OVER 150mm DTMR TYPE 2.3(c) BASE COURSE (MIN CBR 45%). (CHARCOAL FINISH).

CONCRETE CROSSOVER PAVEMENT:
DRIVEWAYS (APPROX. AREA 173m²)
200mm THICK CONCRETE CROSSOVER WITH SL92 MESH @ 50 TOP COVER ON 0.2mm POLYTHENE (REFER LOCAL COUNCIL STANDARDS) OVER 150mm DTMR TYPE 2.3(c) BASE COURSE (MIN CBR 45%).

CONCRETE FOOTPATH:
(APPROX. AREA 17m²)
100mm THICK CONCRETE FOOTPATH WITH SL72 MESH AT 50 TOP COVER ON 0.2mm POLYTHENE OVER 50mm MIN COMPACTED SAND.

CAR PAVEMENT:
(APPROX. AREA 92m²)
150mm THICK CONCRETE SLAB WITH SL82 MESH AT 50 TOP COVER ON 0.2mm POLYTHENE OVER 150mm DTMR TYPE 2.3(C) BASE COURSE (MIN CBR 45%).

CONCRETE DRIVEWAY PAVEMENT:
(APPROX. AREA 785m²)
200mm THICK CONCRETE SLAB WITH SL92 MESH @ 50 TOP COVER ON 0.2mm POLYTHENE OVER 150mm DTMR TYPE 2.3(c) BASE COURSE (MIN CBR 45%).

EXISTING SERVICES:

NOTWITHSTANDING THAT EXISTING SERVICES MAY OR MAY NOT BE SHOWN ON THESE DRAWINGS, NO RESPONSIBILITY IS TAKEN BY THE ENGINEER OR THE PRINCIPAL FOR THIS INFORMATION WHICH HAS BEEN SUPPLIED BY OTHERS. THE DETAILS ARE PROVIDED FOR INFORMATION ONLY. THE CONTRACTOR SHALL ASCERTAIN THE POSITION OF ALL UNDERGROUND SERVICES PRIOR TO EXCAVATION AND SHALL BE RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGES CAUSED AS A RESULT OF THE WORKS.

IOR

0 4 8 12 16 20m
SCALE 1:200

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL
NAME: JUAN AVELLA DATE: 29.05.26
PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust
SIGNATURE:

REV	DATE	BY	DESCRIPTION	CHK	APP
A	06.05.26	CV	PRELIMINARY ISSUE	PM	JA
B	11.05.26	CV	DRIVEWAY PAVEMENT AREA UPDATED	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	PM	JA
01	28.05.26	CV	OILY WATER SEPARATOR UNIT UPDATED	PM	JA
02	29.05.26	CV	CAR PAVEMENT ADDED	PM	JA

PROJECT DETAILS
IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

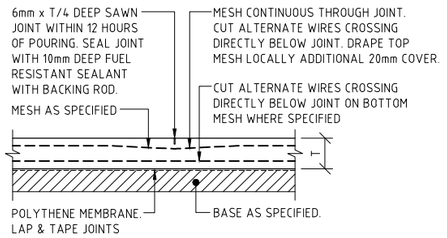
DRAWING TITLE
SITE PAVEMENT PLAN

STATUS
CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
20.04.26	1:200	A1

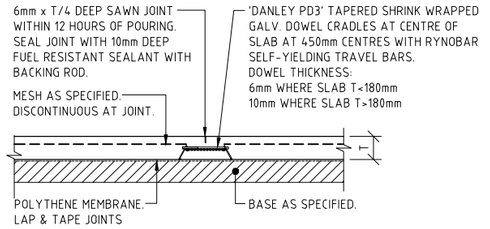
DO NOT SCALE THIS DRAWING. CONFIRM ALL DIMENSIONS ON SITE.

DRAWING NO	REV
26141-C05	02



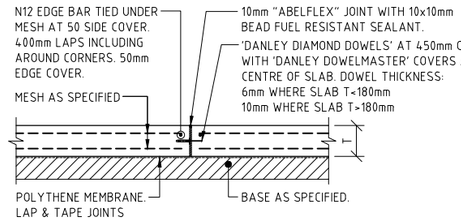
TYPICAL SAW JOINT (SJ)

SCALE 1 : 20



TYPICAL DOWELED SAW JOINT (DSJ)

SCALE 1 : 20



DOWEL JOINT (DJ)

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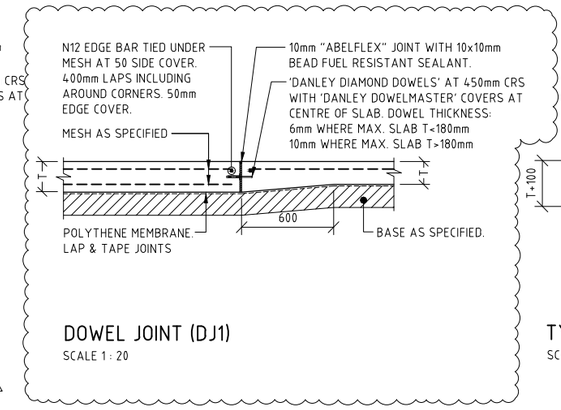
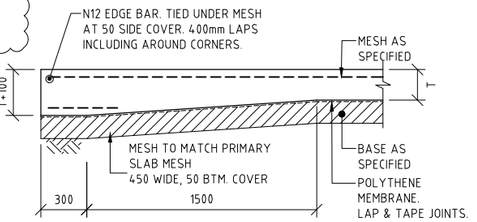


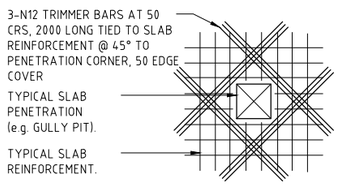
DOWEL JOINT (DJ1)

SCALE 1 : 20



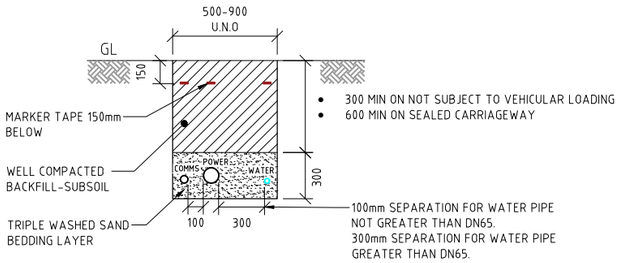
TYPICAL THICKENED EDGE (TE)

SCALE 1 : 20



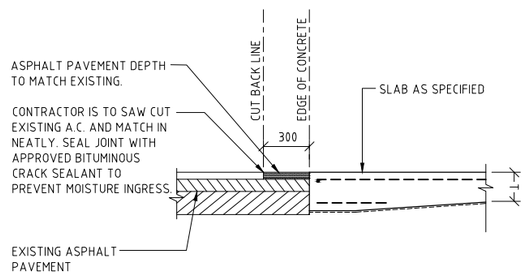
TYPICAL SLAB PENETRATION DETAIL

NOT TO SCALE



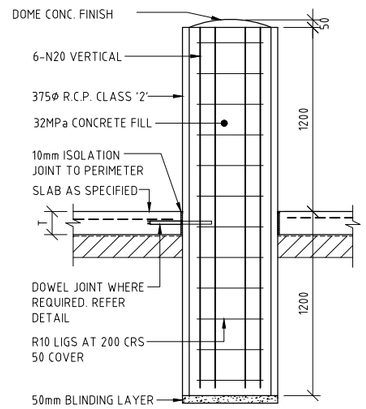
TYPICAL SERVICES TRENCH DETAIL

SCALE 1 : 20



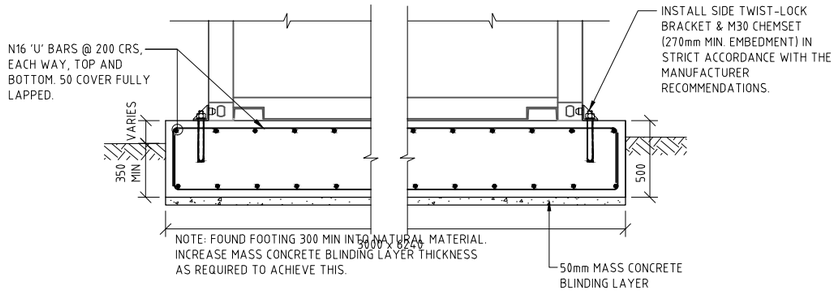
TYPICAL CONCRETE/AC JOINT (CAJ)

SCALE 1:20



TYPICAL 450ø (NOMINAL) BOLLARD DETAIL (B)

SCALE 1:20



TANK ISOLATED PAD FOOTING (PF) DETAIL

SCALE 1 : 20

IOR

0 400 800 1200 1600 2000mm

SCALE 1:20

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

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166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 29.05.26

PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust

SIGNATURE:

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	PM	JA
01	29.05.26	CV	DJ1 DETAIL ADDED	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

PAVEMENT DETAILS

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
05.02.26	1:20	A1

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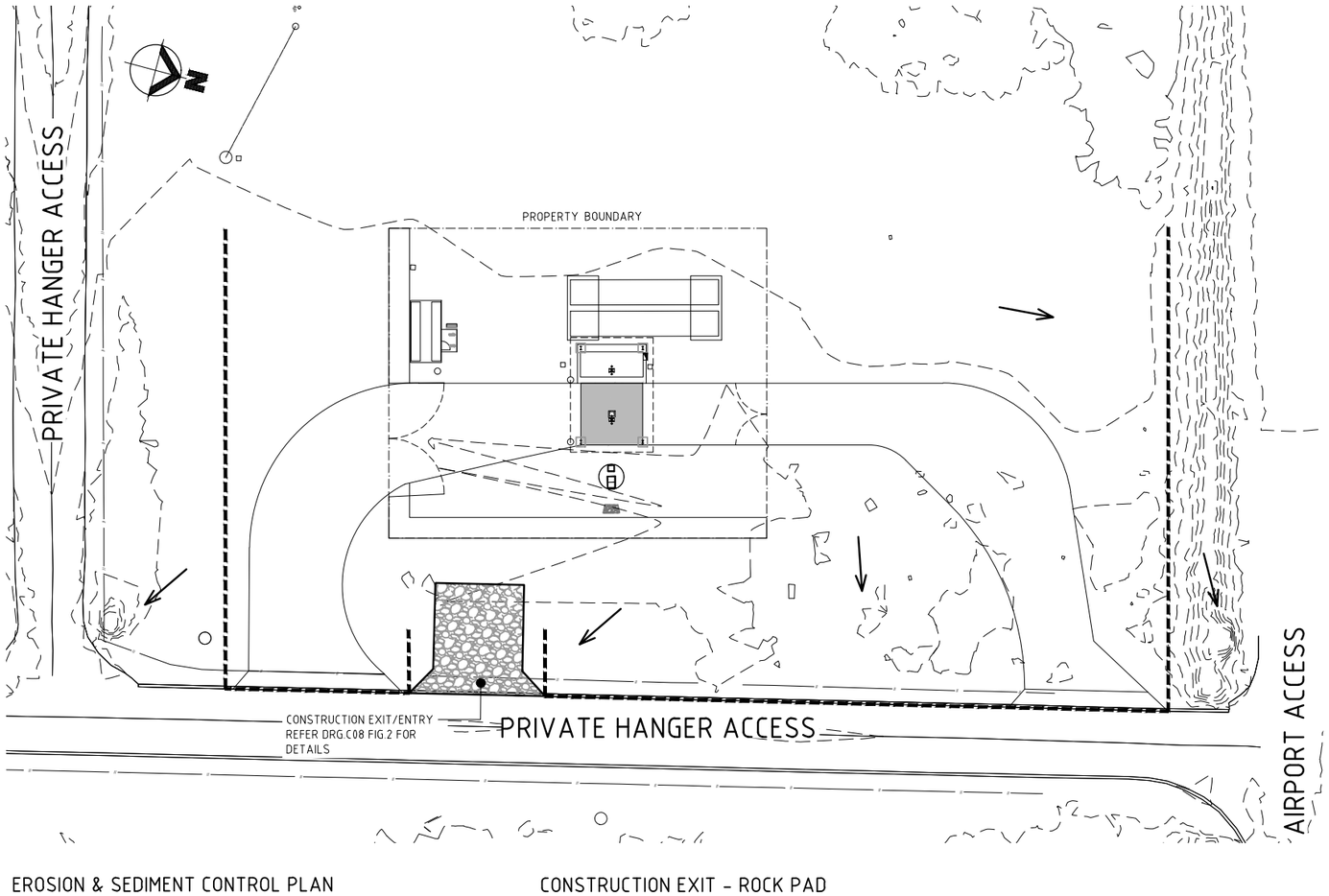
DRAWING NO	REV
26141-C06	01



EROSION & SEDIMENT CONTROL PLAN

NOT TO SCALE

NOTES:

1. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE INTERNATIONAL EROSION CONTROL ASSOCIATION AUSTRALASIA (I.E.C.A.) - "BEST PRACTICE FOR EROSION AND SEDIMENT CONTROL." REFER STANDARD DRAWINGS BY I.E.C.A. FOR DETAILED CONSTRUCTION METHODOLOGY AND REQUIREMENTS.
2. REFER TO DESIGN ENGINEER IF CONSTRUCTION ENTRY/EXIT IS TO BE RELOCATED.

LEGEND

- EXTENT OF SEDIMENT FENCE
- DIRECTION OF SURFACE FALL
- EXISTING CONTOURS
- PROPERTY BOUNDARY

CONSTRUCTION EXIT - ROCK PAD

MATERIALS:

1. ROCK : WELL GRADED, HARD, ANGULAR, EROSION RESISTANT ROCK, NOMINAL DIAMETER OF 50 TO 75mm (SMALL DISTURBANCES) OR 100 TO 150mm (LARGE DISTURBANCES). ALL REASONABLE MEASURES MUST BE TAKEN TO OBTAIN ROCK OF NEAR UNIFORM SIZE.
2. FOOTPATH STABILISING AGGREGATE : 25 TO 50mm GRAVEL OR AGGREGATE.
3. GEOTEXTILE FABRIC : HEAVY-DUTY, NEEDLE -PUNCHED, NON-WOVEN FILTER CLOTH ('BIDIM' A24 OR EQUIVALENT).

INSTALLATION:

1. CLEAR THE LOCATION OF THE ROCK PAD, REMOVING STUMPS, ROOTS & OTHER VEGETATION TO PROVIDE A FIRM FOUNDATION SO THAT THE ROCK IS NOT PRESSED INTO SOFT GROUND. CLEAR SUFFICIENT WIDTH TO ALLOW PASSAGE OF LARGE VEHICLES, BUT CLEAR ONLY THAT NECESSARY FOR THE EXIT. DO NOT CLEAR ADJACENT AREAS UNTIL THE REQUIRED EROSION & SEDIMENT CONTROL DEVICES ARE IN PLACE.
2. IF THE EXPOSED SOIL IS SOFT, PLASTIC OR CLAYEY, PLACE A SUB-BASE OF CRUSHED ROCK OR A LAYER OF HEAVY-DUTY FILTER CLOTH TO PROVIDE A FIRM FOUNDATION.
3. PLACE THE ROCK PAD FORMING A MINIMUM 200mm THICK LAYER OF CLEAN, OPEN-VOID ROCK.
4. IF THE ASSOCIATED CONSTRUCTION SITE IS UP-SLOPE OF THE ROCKPAD, THUS CAUSING STORMWATER RUNOFF TO FLOW TOWARD THE ROCK PAD, THEN FORM A MINIMUM 300mm HIGH FLOW CONTROL BERM ACROSS THE ROCK PAD TO DIVERT SUCH RUNOFF TO A SUITABLE SEDIMENT TRAP.
5. THE LENGTH OF THE ROCK PAD SHOULD BE AT LEAST 15m WHERE PRACTICABLE, & AS WIDE AS THE FULL WIDTH OF THE ENTRY OR EXIT & AT LEAST 3m. THE ROCK PAD SHOULD COMMENCE AT THE EDGE OF THE OFF-SITE SEALED ROAD OR PAVEMENT.
6. FLARE THE END THE ROCK PAD WHERE IT MEETS THE PAVEMENT SO THAT THE WHEELS OF TURNING VEHICLES DO NOT TRAVEL OVER UNPROTECTED SOIL.
7. IF THE FOOTPATH IS OPEN TO PEDESTRIAN MOVEMENT, THEN COVER THE COARSE ROCK WITH FINE AGGREGATE OR GRAVEL, OR OTHERWISE TAKE WHATEVER MEASURES ARE NEEDED TO MAKE THE AREA SAFE.

SEDIMENT AND EROSION CONTROL NOTES:

1. ALL THE SEDIMENT & EROSION CONTROL MEASURES TO BE IN ACCORDANCE WITH LOCAL COUNCIL'S GUIDE LINES.

PRIOR TO THE COMMENCEMENT OF CONSTRUCTION:

1. AVOID STRIPPING & EXCAVATING UNTIL READY TO BUILD .
2. INSTALL SEDIMENT FENCES .

SPECIFICATION:

1. SILT FENCE SHALL NOT BE REMOVED UNTIL SITE HAS BEEN PAVED & SURFACED.
2. BUND WALLS SHALL BE LOCATED AROUND ALL PITS & MAINTAINED UNTIL THE CATCHMENT AREA HAS BEEN PAVED.
3. KERB DRAIN EXCLUDER SHALL INCORPORATE TRAFFIC CONTROL BARRICADES IN ACCORDANCE WITH AS1742.3 - 1985, & SHALL NOT BE PLACED UNTIL WORKS ARE BEING CARRIED OUT ON THE FOOTPATH AREA, OR AS OTHERWISE DIRECTED BY COUNCIL.
4. ALL SEDIMENT TRAPS, EXCLUDERS, BUND WALLS SHALL BE INSPECTED & CLEANED AFTER EACH STORM EVENT. DAMAGED OR CLOGGED BUNDING ARE TO BE REMOVED AND REPLACED.
5. THE BUILDER SHALL CARRY OUT ANY ADDITIONAL WORKS DEEMED NECESSARY AND DIRECTED BY COUNCIL TO BE CARRIED OUT.
6. THE SEDIMENT CONTROL PLAN SHALL BE IMPLEMENTED PRIOR TO ANY WORKS BEING CARRIED OUT ON SITE.

HOLD POINTS:

INSPECTION OF EROSION AND SEDIMENT CONTROL DEVICES MUST BE UNDERTAKEN BY THE SUPERVISING OR SUPERINTENDENT ENGINEER AT A MINIMUM AT THE FOLLOWING HOLD POINTS:

1. PRIOR TO COMMENCEMENT OF BULK EARTHWORKS.
2. PRIOR TO LIVE CONNECTION OF NEW STORMWATER DRAINAGE TO THE EXISTING SYSTEM.
3. PRIOR TO ANY IN STREAM WORKS.
4. PRIOR TO ON MAINTENANCE OR OFF MAINTENANCE INSPECTION.
5. AT INTERVALS NOT EXCEEDING ONE MONTH.

COPIES OF INSPECTION REPORTS SHALL BE KEPT ON SITE.

SEDIMENT BARRIERS:

SEDIMENT FENCE

- INSTALL SEDIMENT FENCE(S) ALONG THE LOW SIDE OF THE SITE, AND IDEALLY ALONG A LINE OF CONSTANT LAND LEVEL TO PREVENT THE CONCENTRATION OF STORMWATER RUNOFF. IN AREAS WHERE IT IS EITHER UNDESIRABLE OR IMPRACTICAL TO BURY THE LOWER EDGE OF THE SEDIMENT FENCE, THE LOWER 200mm (MIN) PORTION OF THE FABRIC SHOULD BE PLACED O THE GROUND UP-SLOPE OF THE FENCE AND BURIED UNDER A 100mm (MIN)LAYER OF AGGREGATE. SEDIMENT FENCES ON BUILDING SITES CAN BE STAPLED TO APPROXIMATELY 40mm SQUARE HARDWOOD POSTS OR WIRE TIED TO STEEL POSTS.

FIELD INLET GULLIES

- SEDIMENT CONTROLS FOR STORMWATER INLETS LOCATED WITHIN THE PROPERTY BOUNDARIES MAY CONSIST OF GEOTEXTILE FABRIC PLACED EITHER DIRECTLY OVER THE GRATED INLET OR AROUND THE INLET SUPPORT BY A TIMBER FRAME. FIELD INLET PROTECTION IS NECESSARY WHERE INLETS DRAIN AREAS OF BARE AND UNPROTECTED SOIL. DURING STORMS, PONDING SHOULD BE ALLOWED TO OCCUR AROUND THE STORMWATER INLET TO ASSIST IN THE SETTING OUT OF SEDIMENTS.

PAVEMENT INLET GULLY

- A ROADSIDE INLET BARRIER IS TO BE INSTALLED, SO THAT IT SHOULD NOT BE ALLOWED TO FULLY BLOCK THE INLET STRUCTURE. ON A HILLSIDE, SEDIMENT BARRIERS MAY CONSIST OF A TEMPORARY DAM CONSTRUCTED FROM SAND AND GRAVEL BAGS AT LEAST 4 METRES UP SLOPE FROM THE GULLY INLET.

BUILDING OPERATIONS:

1. ERODABLE MATERIAL MISTAKENLY PLACED WITHIN THE ROAD RESERVE (INCLUDING ACCIDENTAL SPILLAGE AND TRACKING OF SUCH MATERIALS ONTO THE ROAD) THAT CAN NOT BE PREVENTED THROUGH REASONABLE MEANS, MUST BE:
   (a) REMOVED IMMEDIATELY IF RAINFALL IS IMMINENT OR OCCURRING.
   (b) REMOVED PRIOR TO THE END OF THE DAY'S WORK IF RAINFALL NOT EXPECTED. MATERIALS SHOULD BE SWEPT FROM THE ROAD, NOT WASHED DOWN THE GUTTER.
2. ALL SOLID WASTE SHOULD BE STORED ON SITE IN SUCH A MANNER THAT IT IS PREVENTED FROM LEAVING THE SITE EITHER BY THE ACTION OF WIND OR WATER.
3. SMALLER MATERIALS, SUCH AS LITTER, SHOULD BE CONTAINED IN COVERED BINS OR LITTER TRAPS FORMED ON THREE SIDES BY A GEOTEXTILE WIND BREAK.
4. CONCRETE WASTE WASTED FROM TRUCKS AND MIXERS UNITS SHALL BE CONTAINED ON SITE AND SHALL NOT BE PLACED IN A POSITION WHERE IT COULD REASONABLY BE EXPECTED TO WASH FROM THE SITE AND HARM THE ENVIRONMENT.
5. DUST SUPPRESSION OPERATIONS SHALL BE UNDERTAKEN TO MINIMISE THE RISK OF DUST RISE, INCLUDING WATER TRUCKS, MULCHING, EROSION CONTROL BLANKETS, SOIL BINDERS, VEHICLE SPEED LIMITS & STOCKPILE STABILISATION.

BULK EARTHWORKS:

1. AVOID STRIPPING & EXCAVATING UNTIL READY TO BUILD.
2. CONSTRUCTION OF AN ENTRY/EXIT POINT TO THE SITE SHOULD BE MANAGED SO THAT SEDIMENT IS NOT TRACKED OFF THE SITE.
3. TOP SOIL SHOULD BE STOCKPILED ON SITE FOR LATER USE.
4. WHERE PRACTICABLE MAINTAIN KERB VEGETATION IN A HEALTHY STATE DURING THE CONSTRUCTION PROGRESS.
5. WHEN UP SLOPE WATER IS DIVERTED AROUND A WORK SITE IT IDEALLY SHOULD BE DISCHARGED AS SHEET FLOW THROUGH AN UNDISTURBED AREA BESIDE THE WORKS.

STOCKPILES:

1. STOCKPILES ARE NOT TO BE STORED ON THE FOOTPATH OR THE ROAD RESERVE.
2. WHERE NECESSARY STOCKPILE LOSSES CAN BE MINIMISED WITH THE USE OF COVERS.
3. ALL STOCKPILES AND BUILDING MATERIAL SHOULD BE LOCATED WITHIN SEDIMENT CONTROL ZONE.
4. TO MINIMISE EROSION AND THE LOSS OF SAND AND SOIL, STOCKPILES SHOULD BE NOT LOCATED WITHIN AN OVERLAND FLOW PATH. IF IT IS IMPRACTICAL TO AVOID STORMWATER RUNOFF BEING DIRECTED TO A STOCKPILE, THEN A PERIMETER BANK SHALL BE CONSTRUCTED UP SLOPE OF THE STOCKPILE TO DIRECT RUNOFF IN A CONTROLLED MANNER AROUND THE STOCKPILE.

GENERAL MAINTENANCE:

1. SEDIMENT FENCES SHOULD BE REPLACED IF THE FABRIC IS RIPPED OR OTHERWISE DAMAGED. THE MAINTENANCE OF THE SEDIMENT FENCES INCLUDES THE REMOVAL OF SEDIMENT DEPOSITED UP SLOPE OF THE FENCE AND RETRENCHING THE FABRIC WHEN THE FENCE IS 25% FULL.
2. FOLLOWING STORM EVENTS, THE ROAD RESERVE AND ALL SEDIMENT BARRIERS SHOULD BE INSPECTED AND ANY EXCESSIVE RESIDUE SHOULD BE APPROPRIATELY REMOVED.

SITE REHABILITATION:

1. ALL GROUND DISTURBED BY THE CONSTRUCTION ACTIVITY SHOULD BE PROMPTLY AND PROGRESSIVELY STABILISED SO IT CAN NO LONGER ACT AS A SOURCE OF SEDIMENT.

SERVICES TRENCHES:

1. TO AVOID UNNECESSARY SOIL EROSION, SERVICE TRENCHES SHOULD BE BACK FILLED, CAPPED AND COMPACTED TO A LEVEL AT LEAST 75-100mm ABOVE THE ADJOINING GROUND LEVEL.

OPERATION & MAINTENANCE

1. EROSION & SEDIMENT CONTROL MEASURES SHALL BE INSPECTED:
   A. DAILY (WHEN WORK IS OCCURRING ON SITE) OR WEEKLY (WHEN WORK IS NOT OCCURRING ON SITE)
   B. WITHIN 24 HOURS OF EXPECTED RAIN
   C. WITHIN 18 HOURS OF A RAINFALL EVENT (ie AN EVENT OF SUFFICIENT INTENSITY AND DURATION TO CAUSE RUNOFF).
2. EROSION & SEDIMENT CONTROL MAINTENANCE MEASURES SHALL BE TRIGGERED WHEN THE CAPACITY OF THE MEASURE FALLS BELOW 75%. THE MAINTENANCE SHALL BE PERFORMED BY THE END OF THE DAY.
3. PRIOR TO LONG PERIODS OF SHUT DOWN (GREATER THAN 5 DAYS) THE SITE SHALL EITHER TO BE PROVIDED WITH TEMPORARY GROUND COVER (AT LEAST 70% EFFECTIVE COVER) OR HAVE ALL EROSION AND SEDIMENT CONTROL MEASURES TO BE CONTINUALLY OPERATED DURING THE SHUTDOWN, INCLUDING ONGOING MONITORING AND SEDIMENT BASIN CLEANOUTS.
4. SHUTDOWN PERIODS IN EXCESS OF 3 MONTHS ARE TO HAVE 100% LONG TERM SITE COVERAGE SUCH AS HYDROMULCH OR GEOFABRIC.
5. STORMWATER RELEASE LIMITS:
   ALL RELEASES OF STORMWATER CAPTURED ON-SITE, UNLESS OTHERWISE NOTED MUST NOT EXCEED THE FOLLOWING LIMITS:
   A. 50mg/L OF TOTAL SUSPENDED SOLIDS (TSS) AS A MAXIMUM CONCENTRATION.
   B. TURBIDITY (NTU) VALUE LESS THAN 10% ABOVE BACKGROUND
   C. pH VALUE MUST BE IN THE RANGE 6.5 TO 8.5 EXCEPT WHERE, AND TO THE EXTENT THAT, THE NATURAL RECEIVING WATERS LIE OUTSIDE THIS RANGE.
6. WEATHER FORECASTS SHALL BE MONITORED AND IN THE EVENT OF HEAVY RAIN FORECAST ALL MAINTENANCE AND PREVENTION METHODS SHALL BE IMPLEMENTED

STOCKPILE MANAGEMENT

SAND MATERIAL:

A. NO COVER REQUIRED WHEN WIND EROSION AND DUST CONTROL IS NOT AN ISSUE
B. SYNTHETIC COVER IS REQUIRED WHEN THE CONTROL OF WIND EROSION IS REQUIRED FOR SAFETY, TO BE INSTALLED BY THE END OF THE DAY.

SOIL MATERIAL

A. NO COVER REQUIRED WHEN WIND EROSION AND DUST CONTROL IS NOT AN ISSUE.
B. MULCHING, CHEMICAL STABILISERS, SOIL BINDERS, IMPERVIOUS BLANKETS OR VEGETATIVE COVER IS REQUIRED WHEN:
   - >28 DAY STOCKPILING OF DISPERSIVE SOILS
   - >28 DAY STOCKPILING OF CLAYEY SOILS WHERE TURBIDITY CONTROL IS DESIRABLE
   - >5/10 DAY STOCKPILING OF SOILS DURING MONTHS OF EXTREME/HIGH EROSION RISK (JAN, FEB, MAR, APR, NOV, DEC)
   - ALL STOCKPILES OF CLAYEY SOILS WHEN TURBIDITY CONTROL IS ESSENTIAL.

iOR

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 27.05.29

PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust

SIGNATURE:

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

EROSION & SEDIMENT CONTROL PLAN

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
16.02.26	N.T.S	A1

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DRAWING NO	REV
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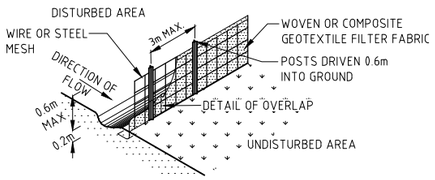


FIG. 1. - SEDIMENT FENCE

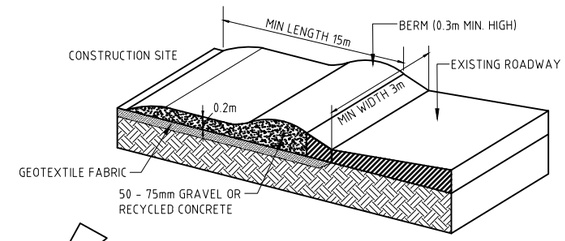
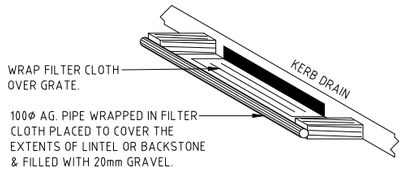


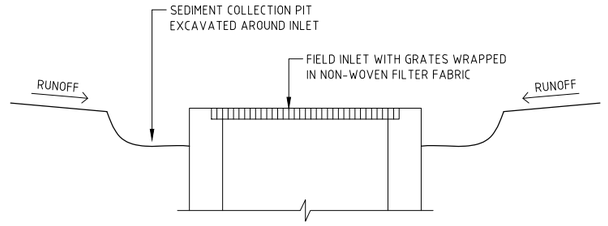
FIG. 2. - CONSTRUCTION EXIT/ENTRY

MAINTENANCE:

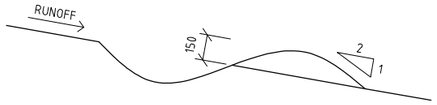
1. THE ENTRANCE SHOULD BE MAINTAINED SO THAT IT PREVENTS TYRES FROM TRACKING.
2. DRESSING WITH ADDITIONAL AGGREGATE IF REQUIRED.
3. REGULARLY REMOVE SEDIMENT FROM ROADWAY.



KERB INLET PROTECTION DETAIL

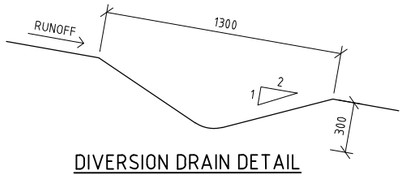


GRATED INLET SEDIMENT TRAP DETAIL



CATCH DRAIN DETAIL

CATCH DRAINS TO BE RUN AT MAX. 0.5% GRADE

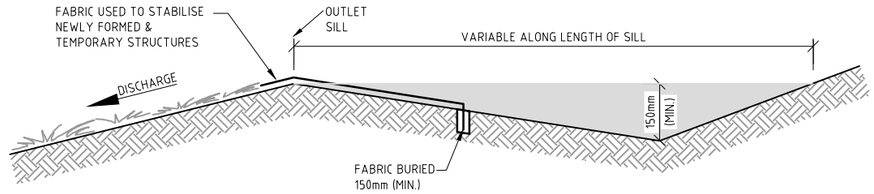


DIVERSION DRAIN DETAIL

DIVERSION DRAIN TO BE LINE WITH GEOFABRIC

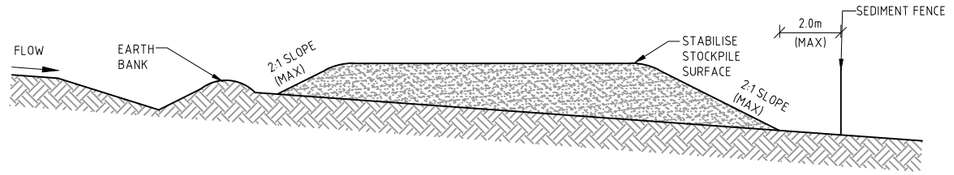
LEVEL SPREADER INSTALLATION:

1. THE OUTLET SILL OF THE SPREADER SHOULD BE PROTECTED WITH EROSION CONTROL MATTING TO PREVENT EROSION DURING THE ESTABLISHMENT OF VEGETATION. THE MATTING SHOULD BE A MINIMUM OF 1200mm WIDE EXTENDING AT LEAST 300mm UPSTREAM OF THE EDGE OF THE OUTLET CREST & BURIED AT LEAST 150mm IN A VERTICAL TRENCH. THE DOWNSTREAM EDGE SHOULD BE SECURELY HELD IN PLACE WITH CLOSELY SPACED HEAVY-DUTY WIRE STAPLES AT LEAST 150mm LONG.
2. ENSURE THAT THE OUTLET SILL (CREST) IS LEVEL FOR THE SPECIFIED LENGTH.
3. IMMEDIATELY AFTER CONSTRUCTION, TURF, OR SEED & MULCH WHERE APPROPRIATE, THE LEVEL SPREADER.

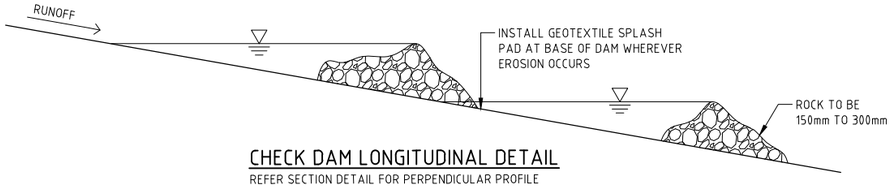


TYPICAL PROFILE OF THE OUTLET WEIR

LEVEL SPREADER

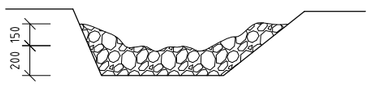


TYPICAL STOCKPILE CONFIGURATION



CHECK DAM LONGITUDINAL DETAIL

REFER SECTION DETAIL FOR PERPENDICULAR PROFILE



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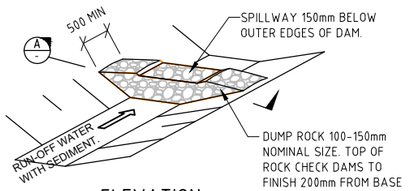
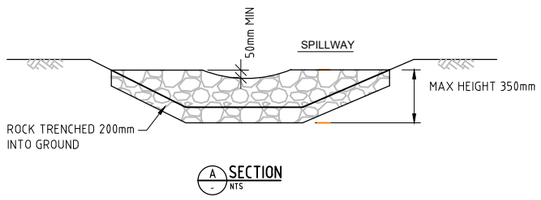
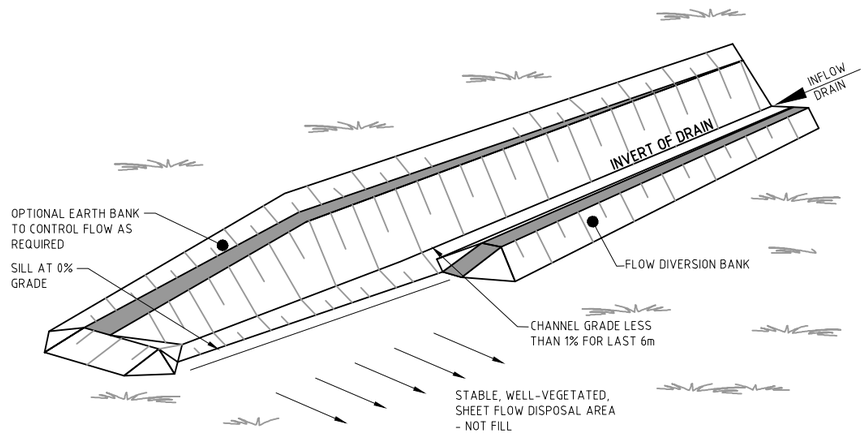


ELEVATION





TYPICAL LAYOUT OF LEVEL SPREADER

IOR

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 27.05.29

PROFESSIONAL QUALIFICATION: RPEQ, CPEng, MIEAust

SIGNATURE:

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11.05.26	CV	PRELIMINARY ISSUE	PM	JA
00	27.05.26	CV	ISSUED FOR CONSTRUCTION	JA	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

EROSION & SEDIMENT CONTROL
TYPICAL CONSTRUCTION DETAILS

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
20.04.26	N.T.S.	A1

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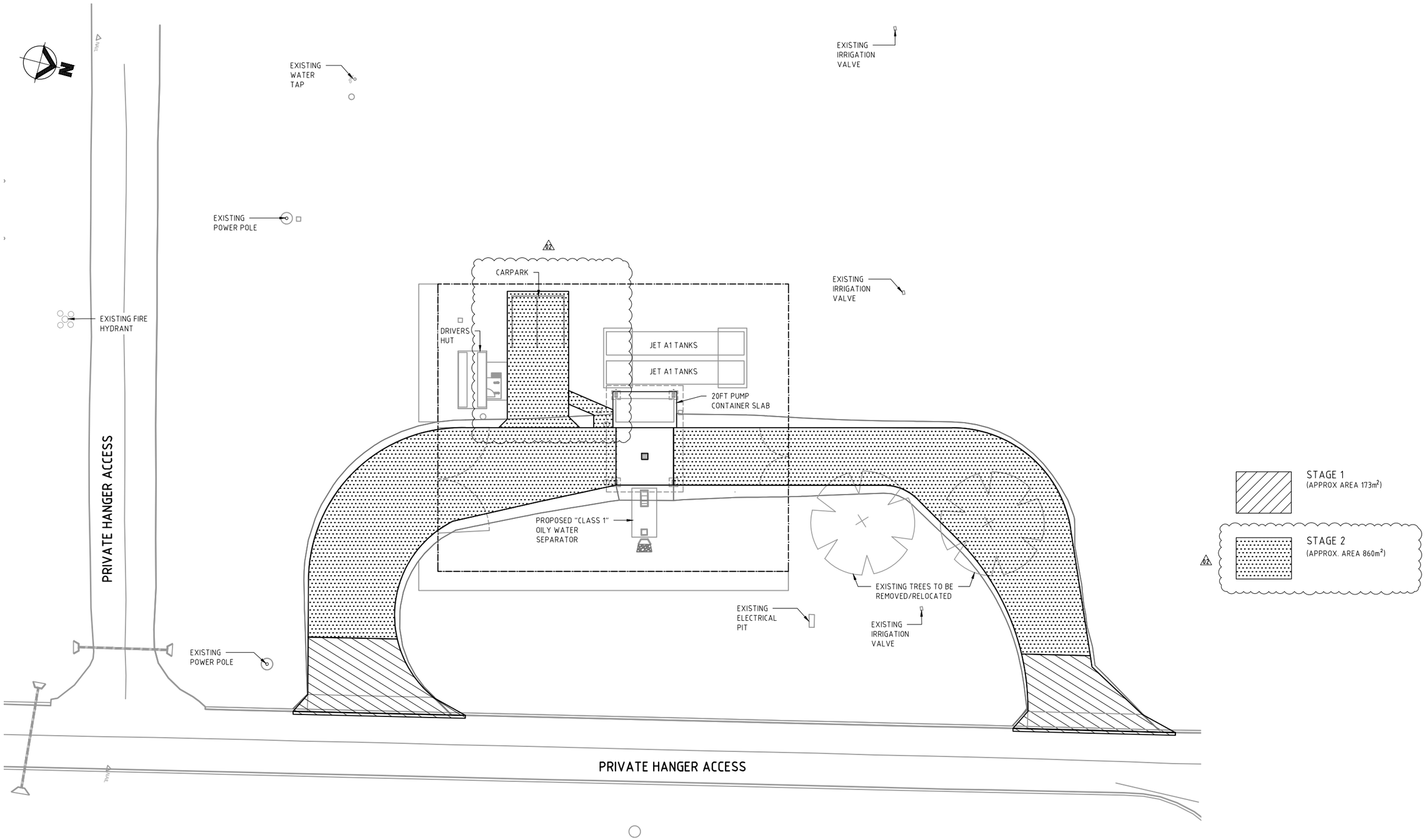

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SCALE 1:200

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TfA Project Group

Head office - Brisbane Ph: 61 7 3854 2900
166 Knapp Street, Fortitude Valley QLD 4006 Australia
Email: enquiry@tfa.com.au Aust Wide: 1300 794 300

DRAWING ISSUE APPROVAL

NAME: JUAN AVELLA DATE: 29.05.26

PROFESSIONAL QUALIFICATIONS: PEQ, CPEng, MIEAust

SIGNATURE:

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00	27.05.26	CV	ISSUED FOR CONSTRUCTION	JA	JA
01	28.05.26	CV	OILY WATER SEPARATOR UNIT UPDATED	PM	JA
02	29.05.26	CV	CARPARK AREA ADDED	PM	JA

PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

DRIVEWAY PAVEMENT STAGING PLAN

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
27.05.26	1:200	A1

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DRAWING NO	REV
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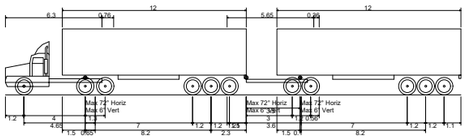
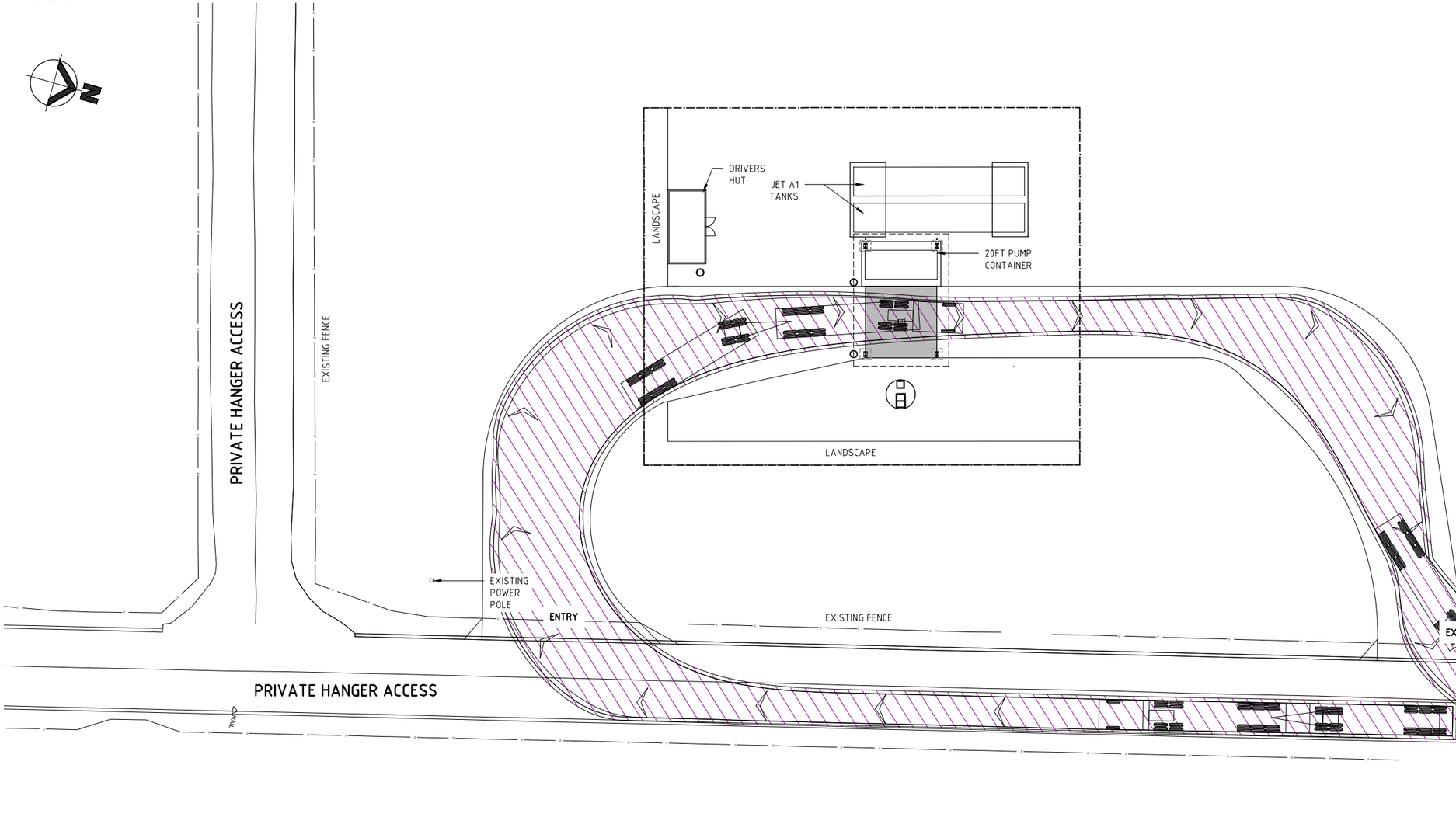


A-Double (30m) VIC	
Overall Length	29.700m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

A-DOUBLE TRUCK PROFILE

SCALE 1:200



IOR

0 4 8 12 16 20m

SCALE 1:200

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TfA Project Group

Head office - Brisbane
166 Knapp Street, Fortitude Valley QLD 4006 Australia
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Ph: 61 7 3854 2900
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PROJECT DETAILS

IOR PETROLEUM
PROPOSED AVIATION REFUELLING
MT ISA AIRPORT
550 BARKLY HWY
MOUNT ISA, QLD 4825

DRAWING TITLE

TRUCK SWEPT PATH PLAN

STATUS

CONSTRUCTION

DATE CREATED	ORIGINAL SCALE	SHEET
22.04.26	1:200	A1

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