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## DILAPIDATION REPORT

MUSEUM DISCOVERY CENTRE

MONDAY, 9 AUGUST 2021

## DOCUMENT CONTROL

Document Information	
Job Number	210722
Document Number	3
Report Title	Dilapidation Report
Site Address	172 Showground Road and 2 Green Road Castle Hill, NSW, 2154
Lot	1 in DP1066281 & 102 in DP1130271

Document Review			
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A	09/08/2021	Initial Issue	Amir Entezami

Distribution of Copies			
Revision	Electronic	Paper	Issued to
A	1	0	Taylor Construction

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Name	Signature	Date
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## 1.0 – INTRODUCTION

SDS Engineering was engaged by Adam Vasallo of Taylor Construction in undertaking a dilapidation inspection report pertaining to the construction of the proposed commercial development at the subject site. The dilapidation inspection report was required to satisfying conditions of consent associated with approvals for the works.

## 2.0 – SITE DESCRIPTION

The subject site, formally identified as 172 Showground Road and 2 Green Road Castle Hill (Lot 1 in DP1006281 and Lot 102 in DP113027) are irregular shaped lots, approximately 6.73 hectares in area. The site is located at the junction of Showground Road and Windsor Road, and reference to topographic data for the locality indicates a dip to the north-east. These two lots are currently occupied by the Museum of Applied Arts and Sciences towards the western sections, as well as the TAFE NSW vocational college towards the eastern sections.

## 3.0 – FIELDWORK

An inspection of the subject site and the surrounding area was conducted on Monday 9<sup>th</sup> August 2021. Methods included a detailed site walk-over and the surrounding environment for visual inspection and photographic documentation. It is important to note that this inspection was of a visual nature only, and no attempts were made at dismantling, penetrating, force-opening, digging, breaking-apart, removing or moving objects, or any other invasive procedure.

### 3.1 – AREAS INSPECTED

Areas inspected around the site were as per the scope provided by Taylor Construction, and included the following:

- All public assets on Showground Road and Windsor Road within 30 metres of the proposed development site including roads, kerbs, gutters, footpaths, pavements, visible services, traffic signage and street planting.

### 3.2 – AUSTRALIAN STANDARDS

There is no Australian Standard that is applicable to dilapidation surveys and reports. *AS4349.1 (2007): Inspection of Buildings – Pre-purchase Inspections – Residential Buildings* is a standard for similar types of inspections. In ensuring best practise, relevant prescriptions of this standard have been adopted in the procedures carried out for this dilapidation survey and report.

## 4.0 – TERMINOLOGY

An explanation of terminology used in the description of existing defects and the conditions of private and public assets in and around the subject site is highlighted in table one. It should be noted that these descriptions and their associated commentary are qualitative in nature, and depend on the inspector's judgement in assessment. General considerations in assessment include, but are not limited to:

- The function of the inspected element, and the importance in the role it serves
- The age of the inspected element and what is considered typical degradation
- Underlying causes which may have contributed to the materialisation of the defect



**Table 1: Explanation of Terms**

Term	Description
<b>Good</b>	Indicates that there are no defects evident and the elements described are in good condition for their age.
<b>Reasonable</b>	Indicates that the element may have minor defects that should be noted, but not significant enough to need immediate rectification or remediation.
<b>Poor</b>	Indicates that general maintenance or minor repair works may be warranted
<b>Defective</b>	Indicates there is a significant fault or failure of the item that should be rectified or remediated as soon as possible.

## 5.0 – LIMITATIONS

This inspection was conducted by SDS Engineering in general accordance with industry standards and current professional practise. The inspection was carried out for, and is only relevant to the project at hand. The information presented is believed to be accurate as of the date of issue, but it should be noted that variations and changes to site conditions can occur, and may invalidate the recommendations given herein.

This document is not a comprehensive building report dealing with private or public assets from every aspect. It is not a certificate of compliance with the requirements of any act, regulation, ordinance or by-law. It is not a structural report, and does not serve to comment on or highlight structural performance. This report does not and cannot make comment upon defects that may have been concealed or invisible at the time of assessment. Subsequently, this report is not a guarantee that defects do not exist in any inaccessible or partly inaccessible areas or sections of the subject site and its surrounds. Furthermore, it is limited in its scope, and generally excludes detection of defects that are subject to:

- Prevailing weather conditions
- The presence or absence of timber pests
- Gas-fittings
- Common property areas
- Environmental considerations or concerns
- Proximity of the property to flight paths, railway corridors or areas of congested traffic
- Noise levels
- Issues pertaining to health and safety
- Heritage concerns
- Security concerns
- Fire protection
- Site drainage
- Detention and identification of illegal building works
- Durability of exposed finishes
- Neighbourhood problems.

In the event of any controversy or claim arising out of, or relating to this report, it will be settled by arbitration, in accordance with the rules of the Institute of Arbitrators Australia. Any judgements from such arbitration shall be binding upon both parties.

## 5.1 – DISCLAIMER OF LIABILITY

No liability shall be accepted by SDS Engineering on account of failure of this report to highlight any problems in area/s or section/s of the subject site, physically inaccessible for inspection, or to which access for inspection is denied by or to the inspector (including but not limited to an area/s or section/s so specified by the report). Except as provided herein, no liability shall be accepted for physical or financial injury, loss or damage or consequential loss or damage of any kinds arising out of the inspection services provided by the Consultant's negligence. The Consultant's liability or breach of a condition or warranty implied by Division 2 of Part V of the Trade Practices Act (1974) [other than s.69] is hereby limited to the supplying of the inspection service again or the payment of the cost of having the inspection service supplied again.



## 5.2 – DISCLAIMER OF LIABILITY TO THIRD PARTIES

This report was produced for the sole benefit of the named Client that engaged SDS Engineering. No liability is accepted by SDS Engineering, in contract or tort, towards third parties that rely on this report wholly or in part, and third parties acting or relying on the contents therein do so at their own risk.

## 5.3 – COPYRIGHT

All related Council authorities are granted a perpetual non-exclusive license to make use of the copyright in all images supplied of Council assets within the report, including the right to make copies available to third parties as though they were Council image.

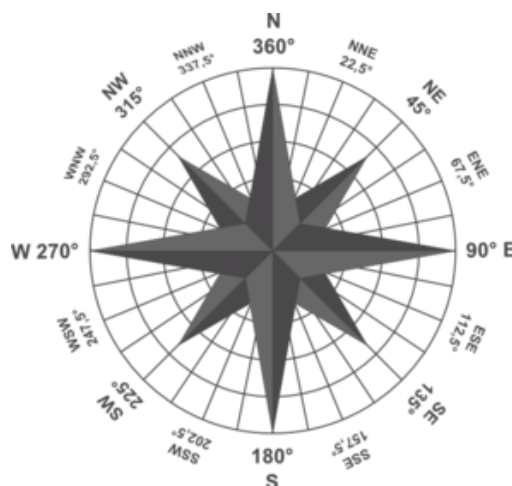
## 5.4 – AERIAL IMAGERY SUPPLIED

Corresponding aerial imagery supplied highlighting locations of defects is indicatively only. This aerial imagery is derived from the Google Maps® Application Programming Interface (API) under a commercial license agreement. Global Positioning System (GPS) data derived from our photographic equipment is used to generate aerial imagery. GPS data is typically accurate within five metres, however it is important to note accuracy is dependent on a wide variety of factors such as satellite geometry, signal blockage associated with proximity to buildings, trees, bridges and other obstructions, signal interference, as well as atmospheric conditions. Variations in GPS inaccuracy may be as large as 50 metres; however, this is typically not the case, and images are commonly accurate to within less than one metre. SDS Engineering accepts no liability in the accuracy of supplied aerial imagery corresponding to defect locations.

Aerial imagery is typically not provided for documentation of internal areas of structures, as it remains irrelevant, or individual small residential lots, as these sites are prone to signal blockage and GPS inaccuracy.

## 5.5 – BEARINGS

Bearing data derived from digital compasses in photographic equipment is provided on aerial imagery supplied and is indicative of the photo direction. Whilst digital compasses typically remain quite accurate, they may be susceptible to signal interference and/or temporary miscalibration. The field of view of photographic documentation will vary depending on the zoom settings used, however bearing directions are aligned with the centre of the image. The figure below highlights the bearing regime used for reporting. SDS Engineering accepts no liability in the accuracy of the supplied bearings or directions in which photographic evidence has been captured.





## APPENDIX 'A' – PUBLIC ASSETS

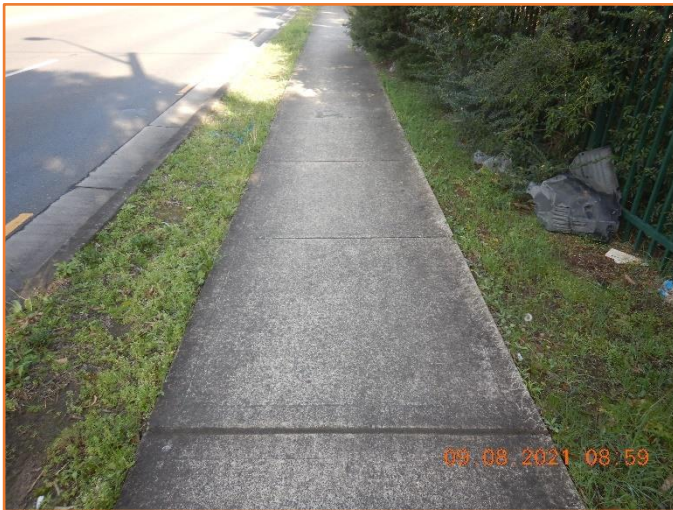


Figure 1: Good - General condition of footpath.



Figure 2: Good - General condition of footpath.



Figure 3: Reasonable - General condition of footpath. Moderate cracking and physical damage observed.







Figure 4: Good - General condition of footpath.



Figure 5: Good - General condition of footpath.



Figure 6: Good - General condition of footpath.







Figure 7: Good - General condition of footpath.



Figure 8: Good - General condition of footpath.

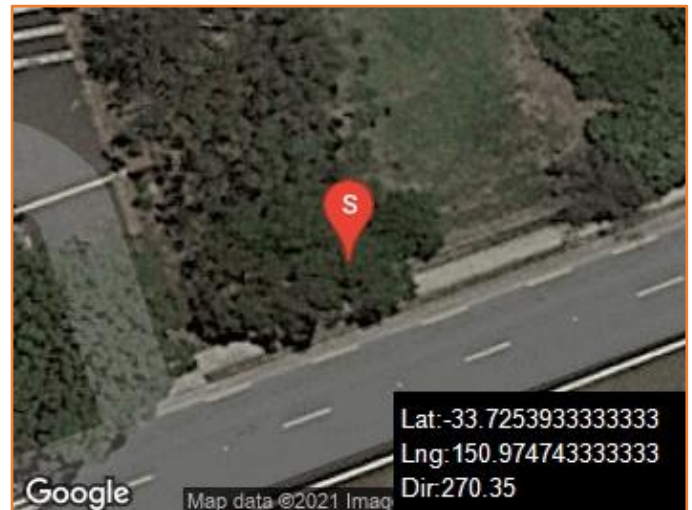


Figure 9: Reasonable - General condition of service pit.

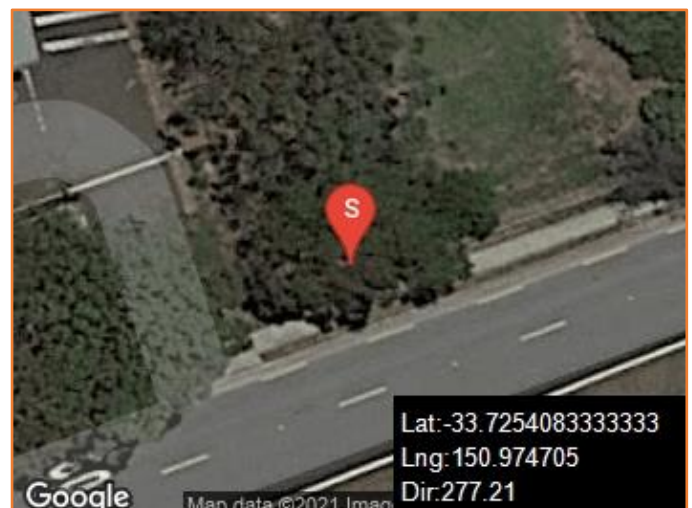






Figure 10: Good - General condition of footpath.



Figure 11: Reasonable - General condition of driveway crossover.



Figure 12: Reasonable - General condition of kerb and gutter.







Figure 13: Reasonable - General condition of kerb and gutter.



Figure 14: Reasonable - General condition of kerb and gutter.



Figure 15: Reasonable - General condition of flexible pavement. Moderate cracking observed.

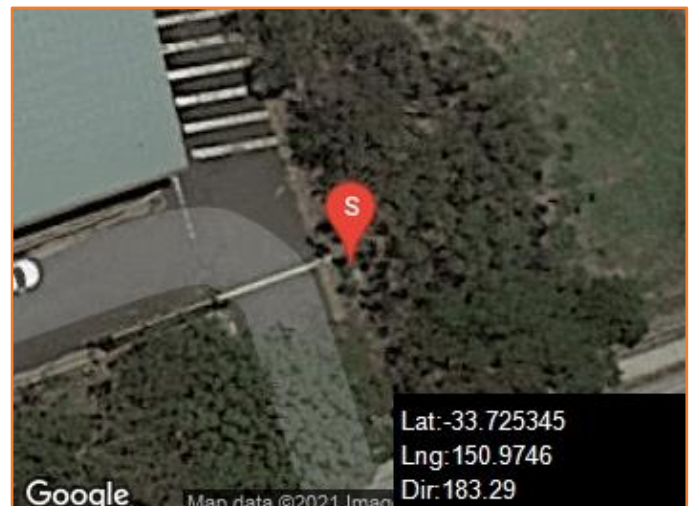






Figure 16: Reasonable - General condition of flexible pavement. Moderate cracking observed.



Figure 17: Good - General condition of kerb inlet pit.



Figure 18: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.







Figure 19: Reasonable - General condition of kerb and gutter. Moderate cracking observed.



Figure 20: Reasonable - General condition of kerb and gutter.



Figure 21: Defective - General condition of footpath. Major cracking and vertical displacement observed.

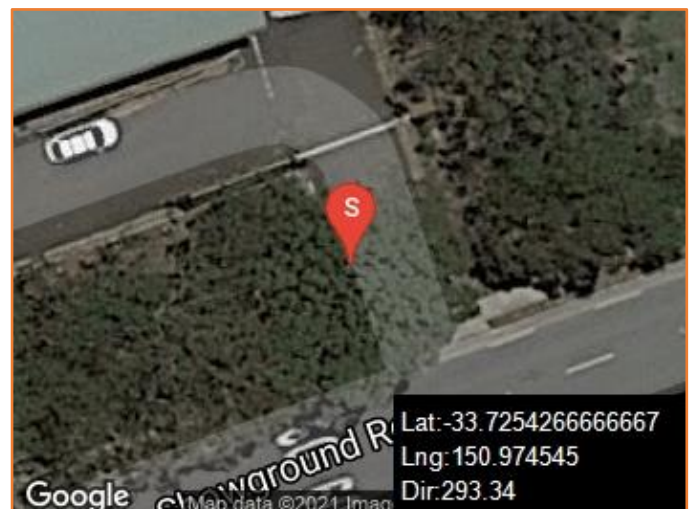






Figure 22: Good - General condition of footpath.



Figure 23: Good - General condition of footpath.

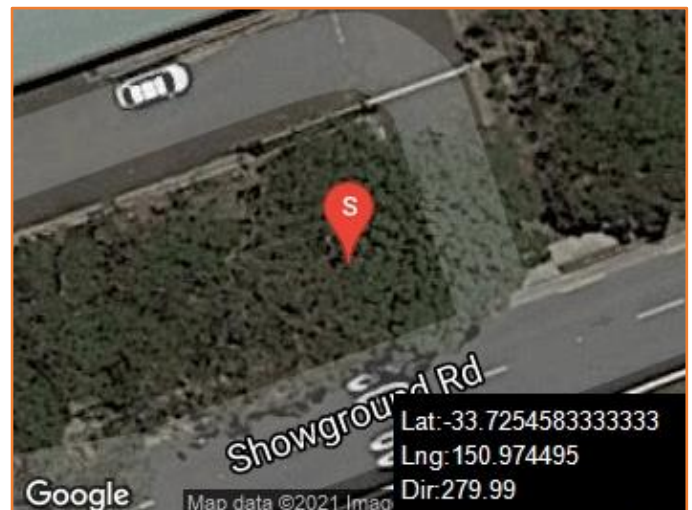


Figure 24: Good - General condition of traffic signage.

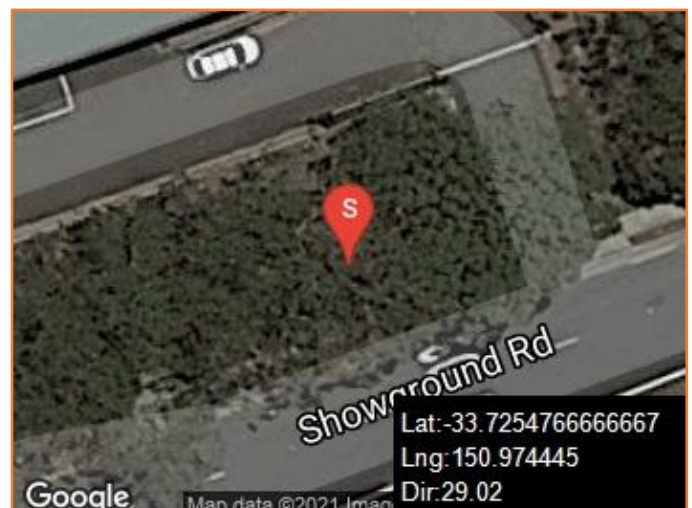






Figure 25: Good - General condition of footpath.

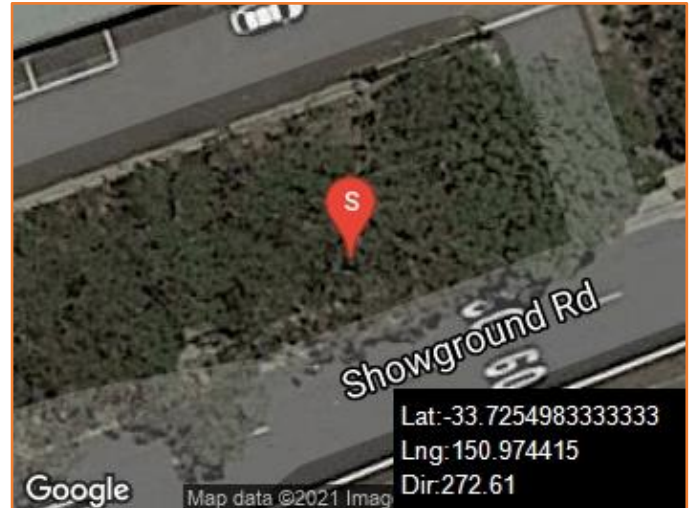


Figure 26: Good - General condition of footpath.

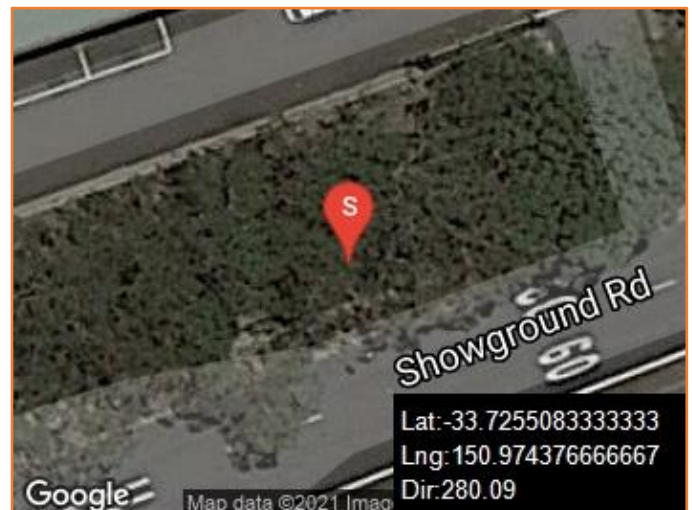


Figure 27: Reasonable - General condition of monopole assembly.

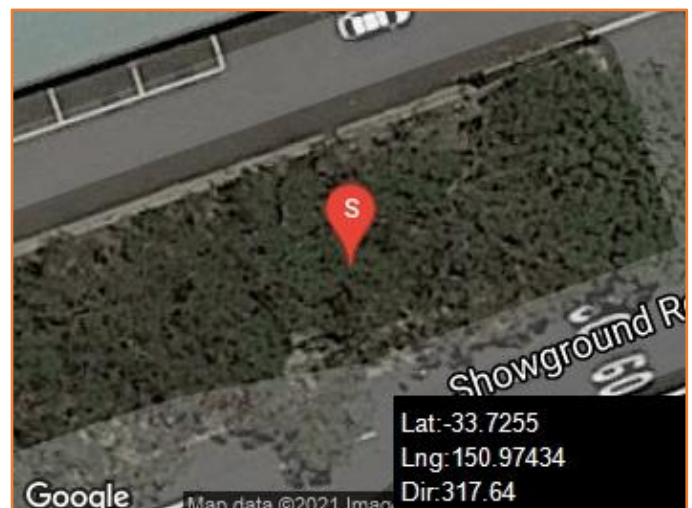






Figure 28: Good - General condition of footpath.



Figure 29: Good - General condition of footpath.



Figure 30: Good - General condition of traffic signage.

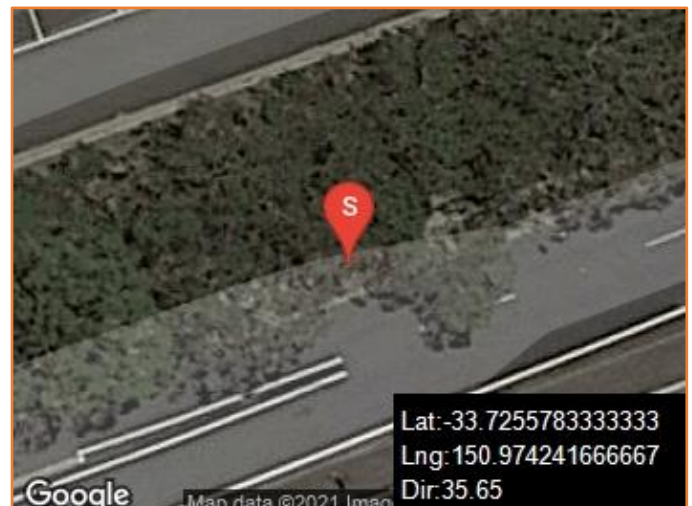






Figure 31: Good - General condition of footpath.



Figure 32: Good - General condition of footpath.



Figure 33: Good - General condition of footpath.

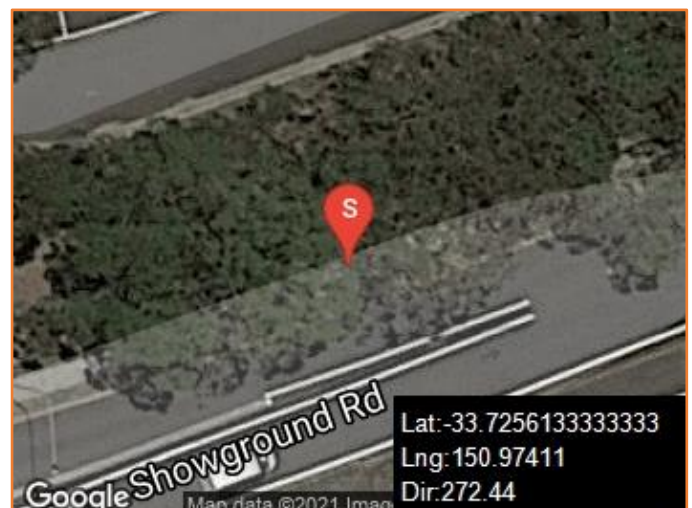






Figure 34: Good - General condition of footpath.

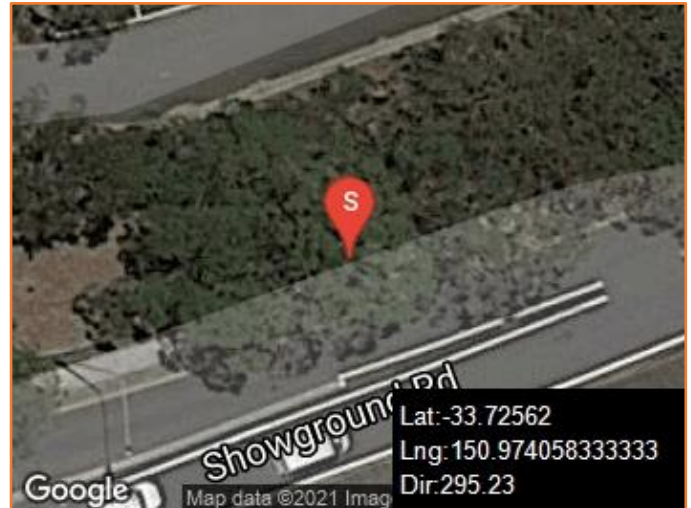


Figure 35: Good - General condition of service pits.

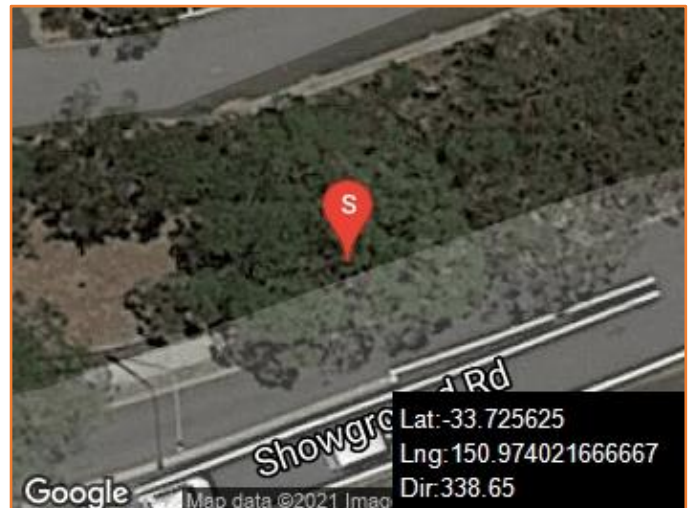


Figure 36: Good - General condition of footpath.

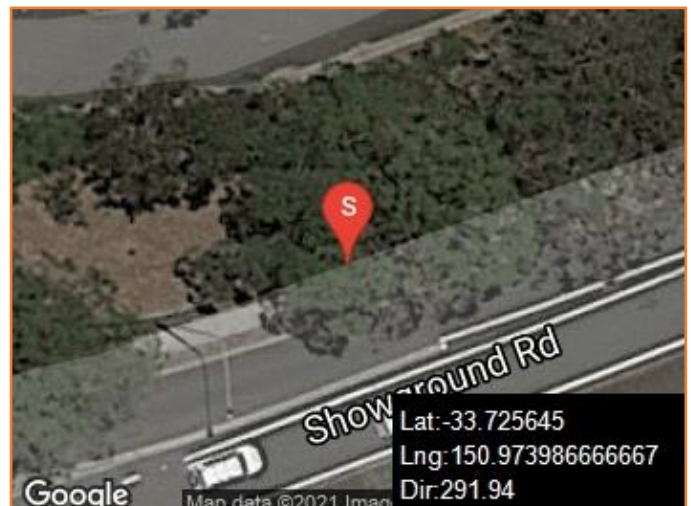






Figure 37: Good - General condition of footpath.



Figure 38: Good - General condition of footpath.



Figure 39: Poor - General condition of monopole assembly. Moderate rotation observed.

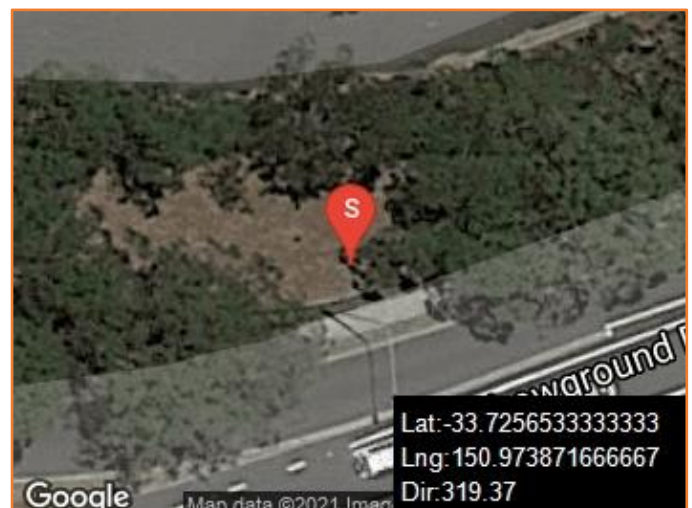






Figure 40: Reasonable - General condition of service pit.



Figure 41: Good - General condition of footpath.



Figure 42: Good - General condition of footpath.

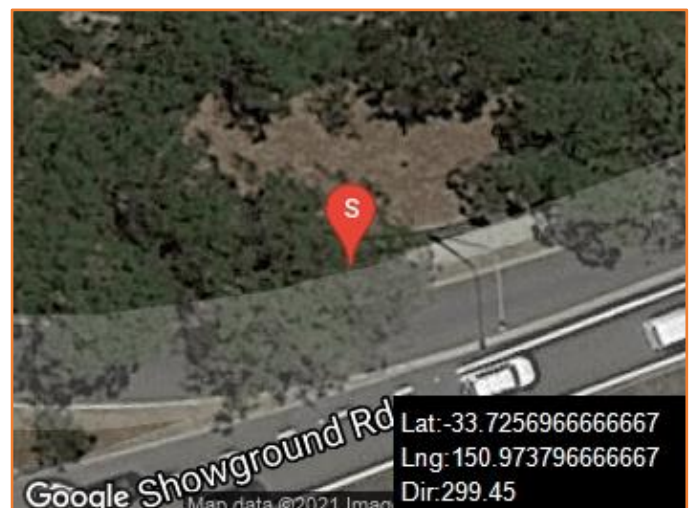






Figure 43: Good - General condition of street planting.



Figure 44: Good - General condition of footpath.



Figure 45: Good - General condition of footpath.







Figure 46: Good - General condition of service pit.



Figure 47: Defective - General condition of traffic signage. Major rotation observed.



Figure 48: Good - General condition of footpath.

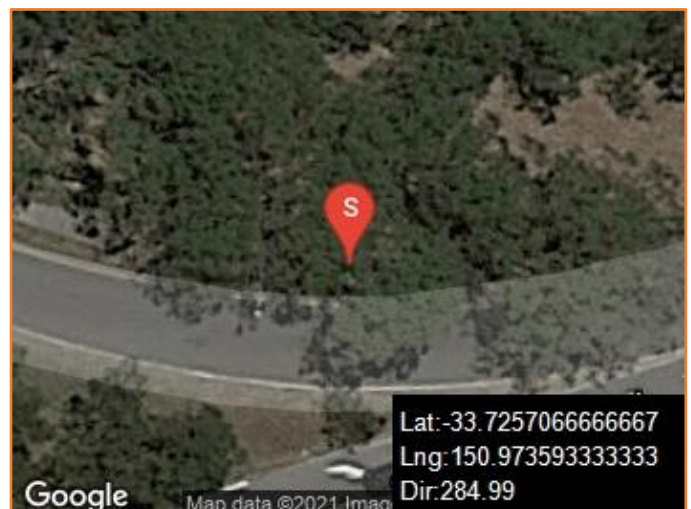






Figure 49: Good - General condition of footpath.



Figure 50: Good - General condition of monopole assembly.

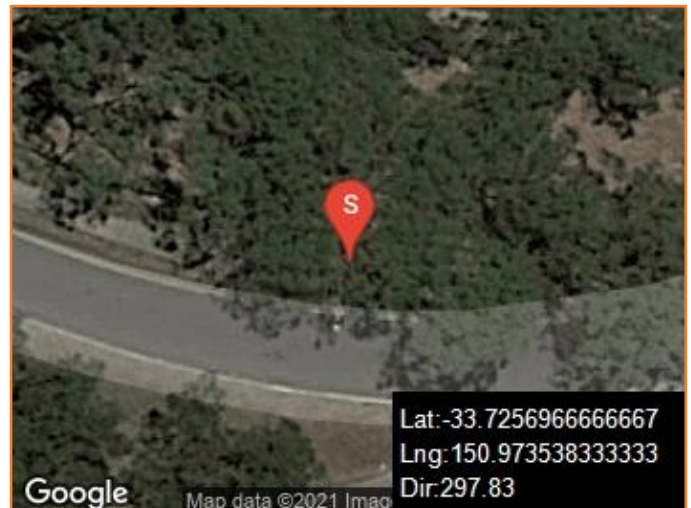


Figure 51: Good - General condition of footpath.

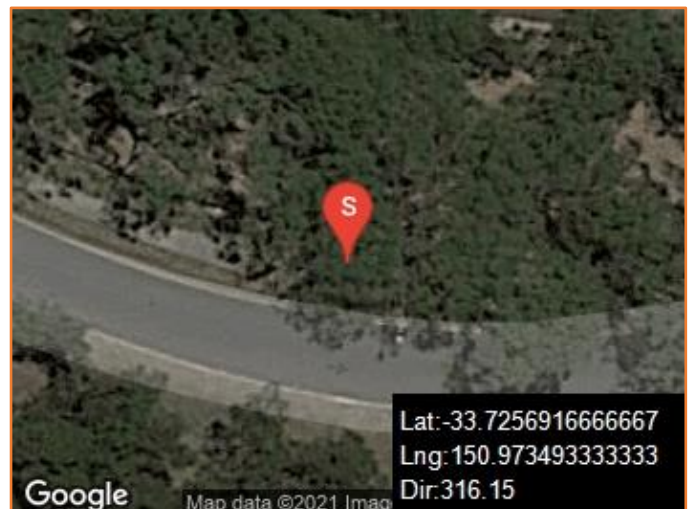






Figure 52: Good - General condition of footpath.



Figure 53: Good - General condition of footpath.



Figure 54: Reasonable - General condition of footpath. Minor physical damage observed.







Figure 55: Good - General condition of footpath.



Figure 56: Reasonable - General condition of driveway crossover and service pit. Moderate cracking observed.



Figure 57: Good - General condition of footpath.







Figure 58: Reasonable - General condition of footpath. Moderate cracking observed.



Figure 59: Reasonable - General condition of traffic signage.



Figure 60: Good - General condition of traffic signage.







Figure 61: Reasonable - General condition of footpath.



Figure 62: Reasonable - General condition of service pit.



Figure 63: Good - General condition of footpath.







Figure 64: Good - General condition of traffic signage.



Figure 65: Good - General condition of footpath.



Figure 66: Reasonable - General condition of kerb inlet pit.







Figure 67: Good - General condition of monopole assembly.



Figure 68: Good - General condition of footpath.



Figure 69: Good - General condition of footpath.







Figure 70: Good - General condition of footpath.



Figure 71: Good - General condition of footpath.



Figure 72: Good - General condition of service pits.

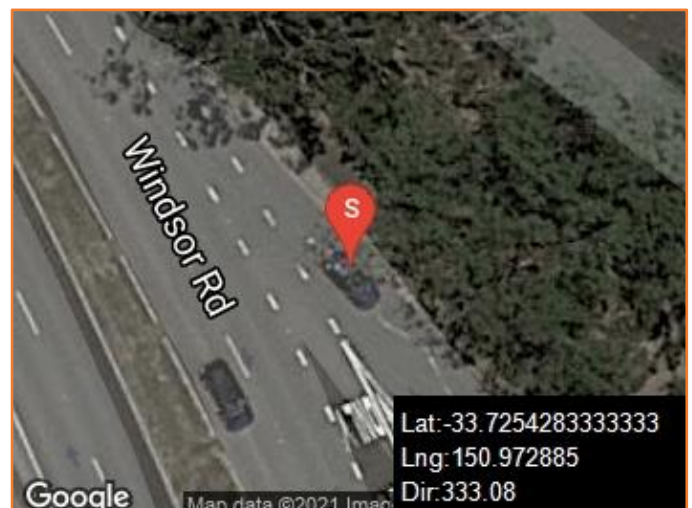






Figure 73: Good - General condition of footpath.



Figure 74: Good - General condition of footpath.



Figure 75: Good - General condition of footpath.







Figure 76: Good - General condition of monopole assembly.



Figure 77: Good - General condition of substation.

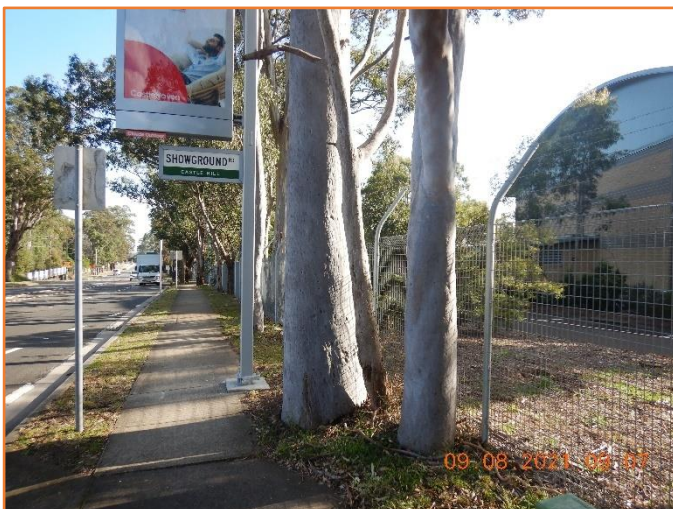


Figure 78: Good - General condition of street planting.







Figure 79: Good - General condition of signage.



Figure 80: traffic signage.

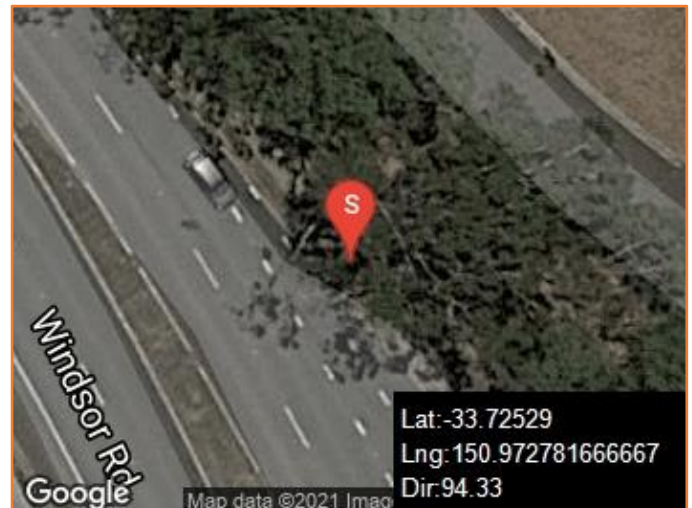


Figure 81: Good - General condition of traffic signage.







Figure 82: Reasonable - General condition of driveway crossover and footpath.



Figure 83: Good - General condition of footpath.

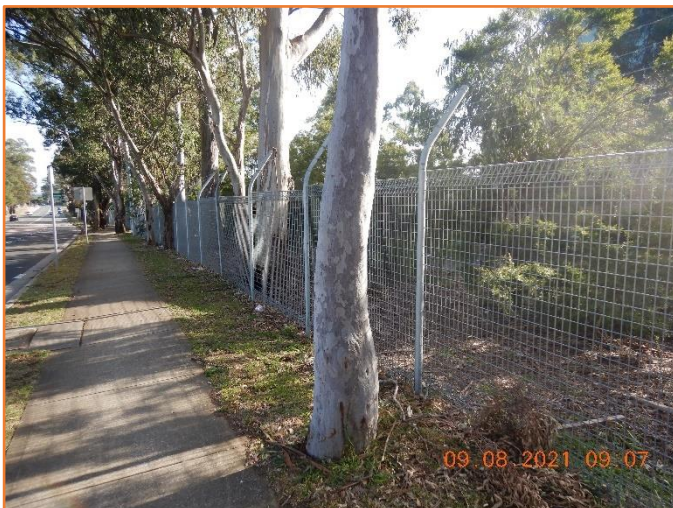
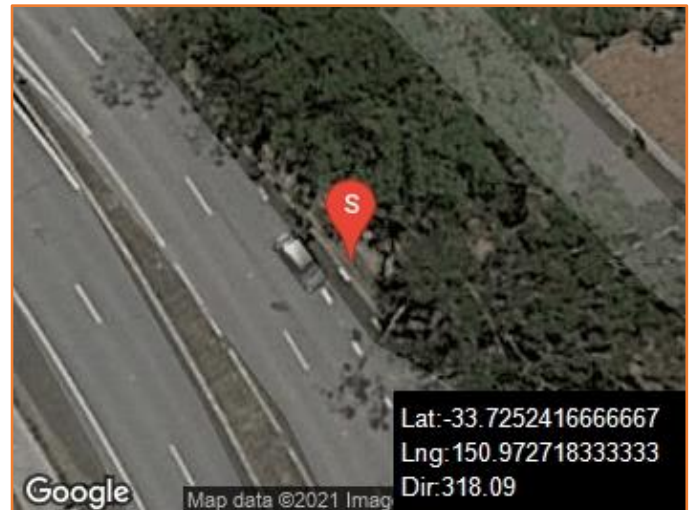


Figure 84: Good - General condition of street planting.

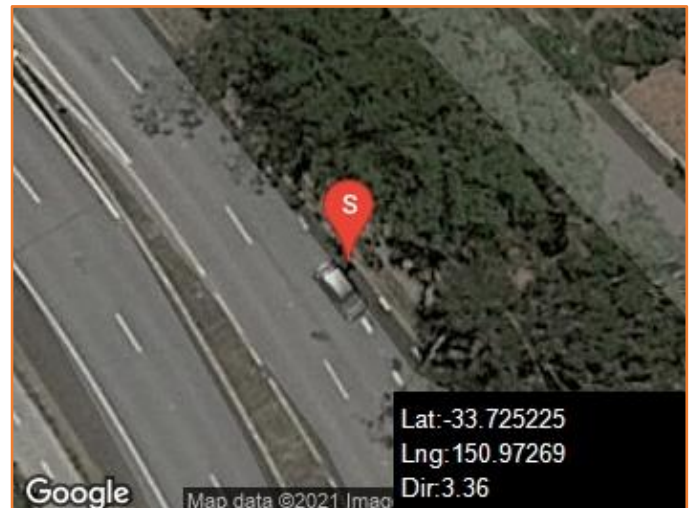






Figure 85: Good - General condition of traffic signage.



Figure 86: Good - General condition of footpath.

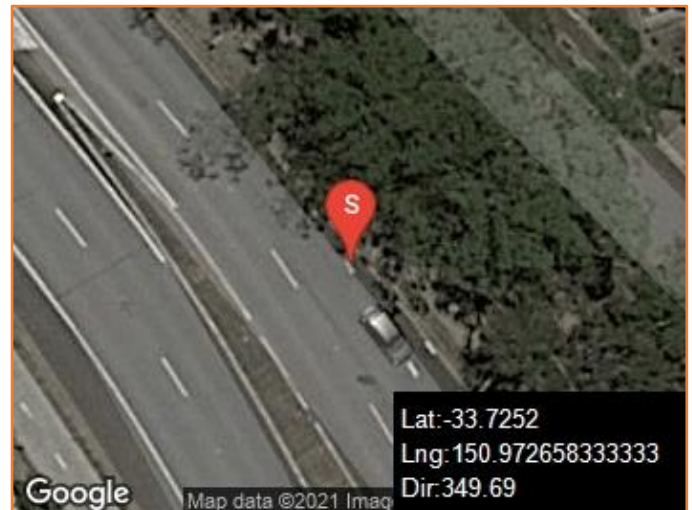


Figure 87: Defective - General condition of kerb inlet pit. Extensive cracking observed.

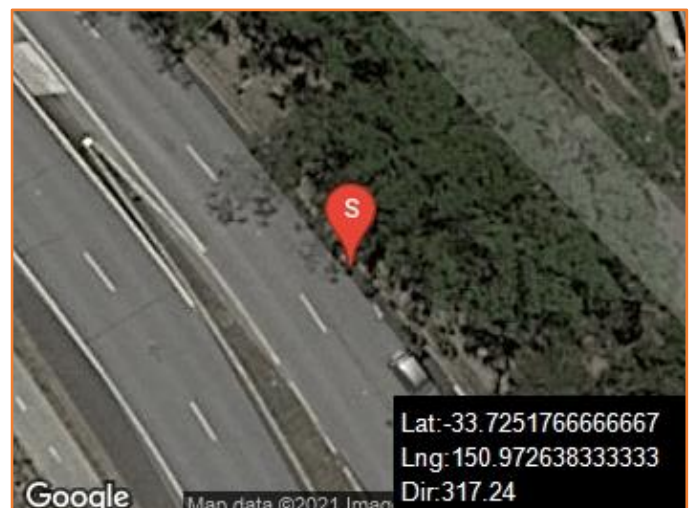






Figure 88: Good - General condition of footpath.



Figure 89: Good - General condition of footpath.

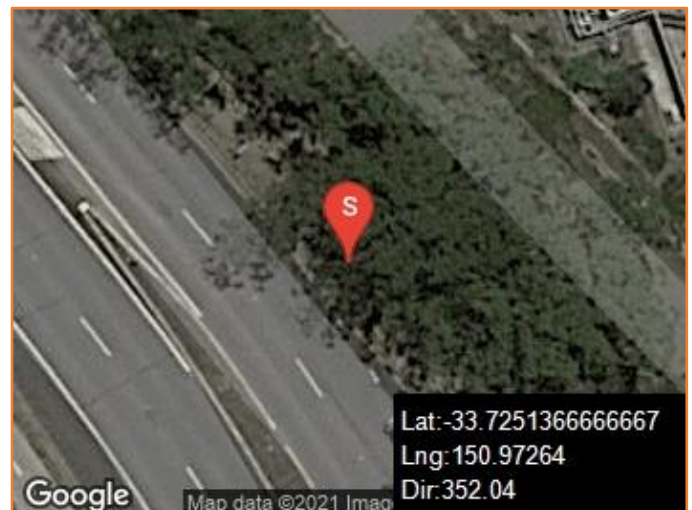


Figure 90: Good - General condition of footpath.

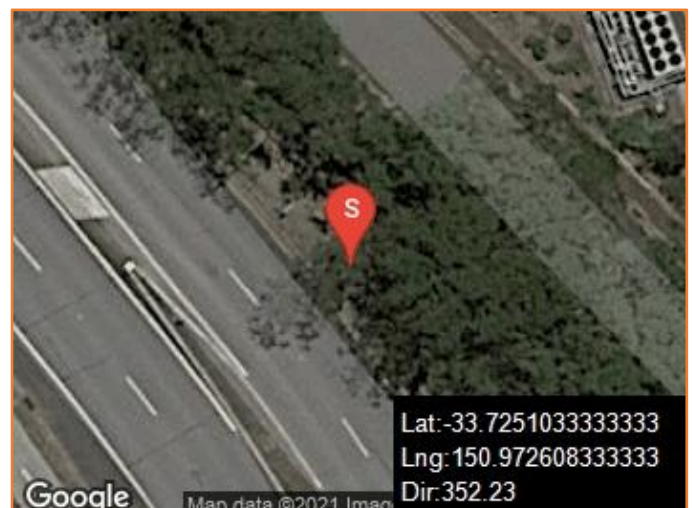






Figure 91: Good - General condition of street planting.



Figure 92: Good - General condition of footpath.

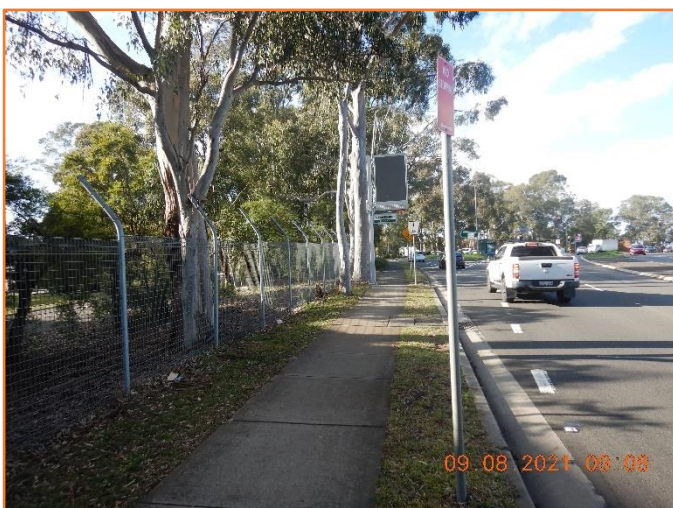


Figure 93: Good - General condition of traffic signage.

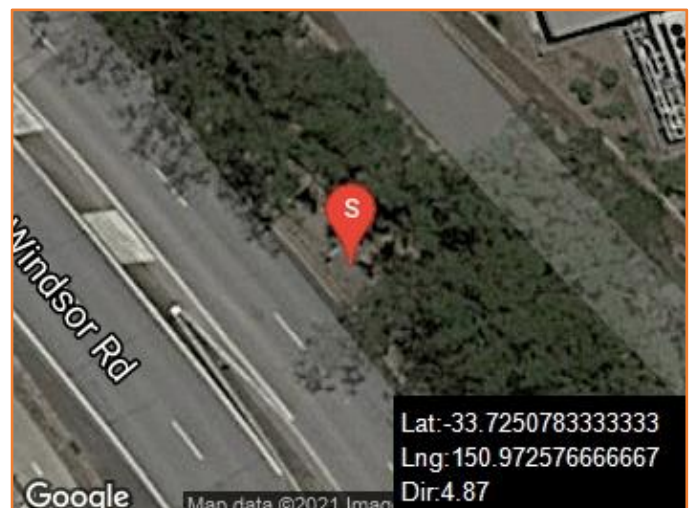






Figure 94: Good - General condition of footpath.



Figure 95: Good - General condition of footpath.



Figure 96: Good - General condition of traffic signage.

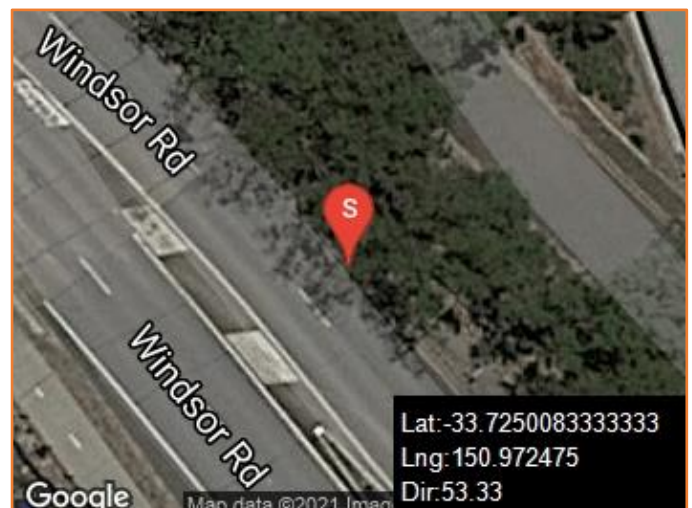






Figure 97: Good - General condition of monopole assembly.



Figure 98: Reasonable - General condition of footpath. Minor differential settlement observed.

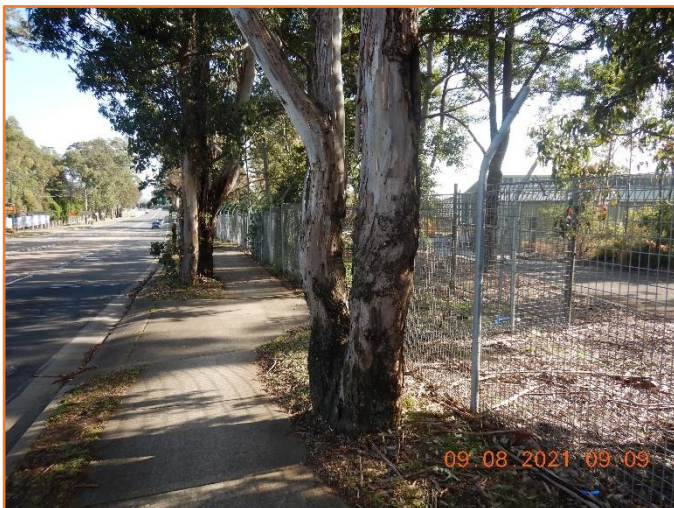
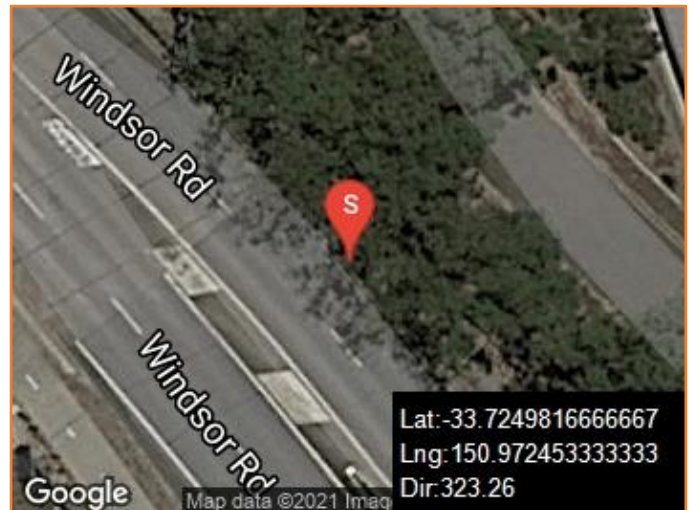


Figure 99: Good - General condition of street planting.

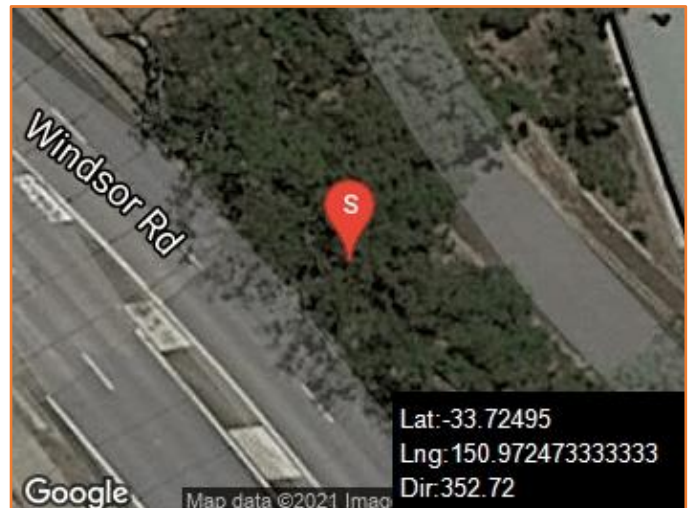






Figure 100: Good - General condition of footpath.



Figure 101: Reasonable - General condition of driveway crossover.

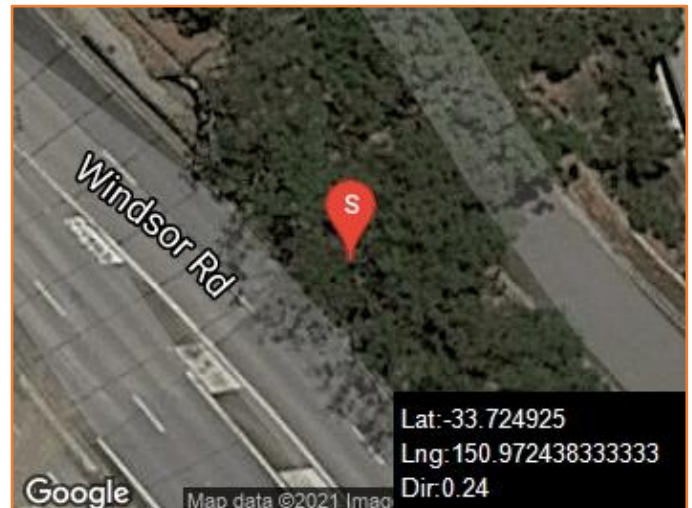


Figure 102: Good - General condition of street planting.

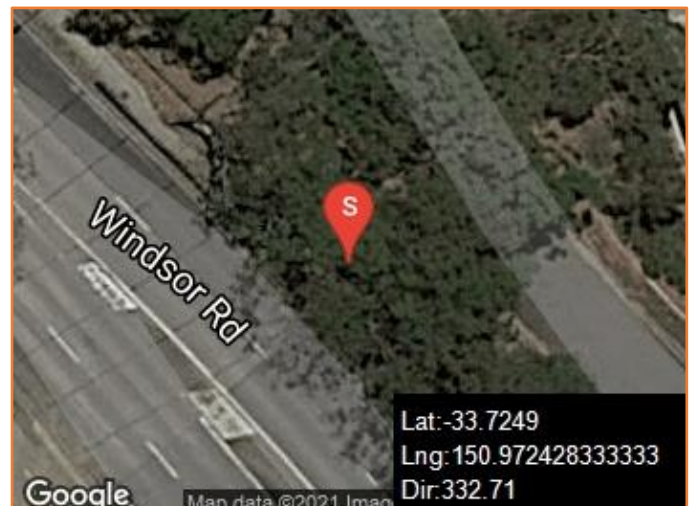






Figure 103: Good - General condition of footpath.



Figure 104: Good - General condition of footpath.



Figure 105: Good - General condition of footpath.

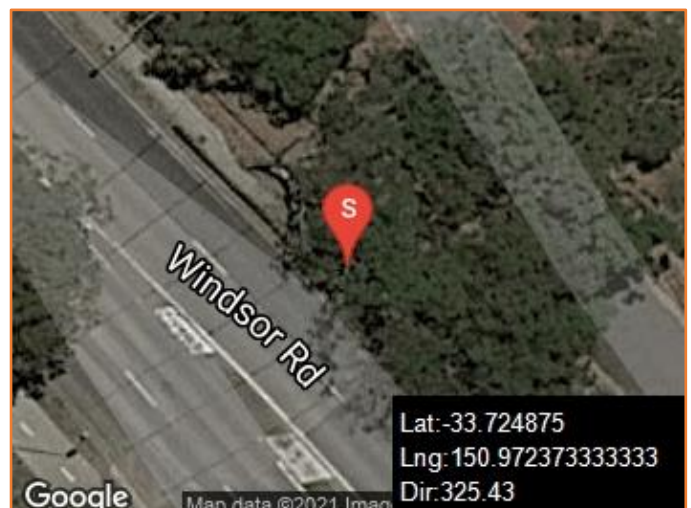






Figure 106: Good - General condition of footpath.



Figure 107: Good - General condition of street planting.



Figure 108: Good - General condition of footpath.

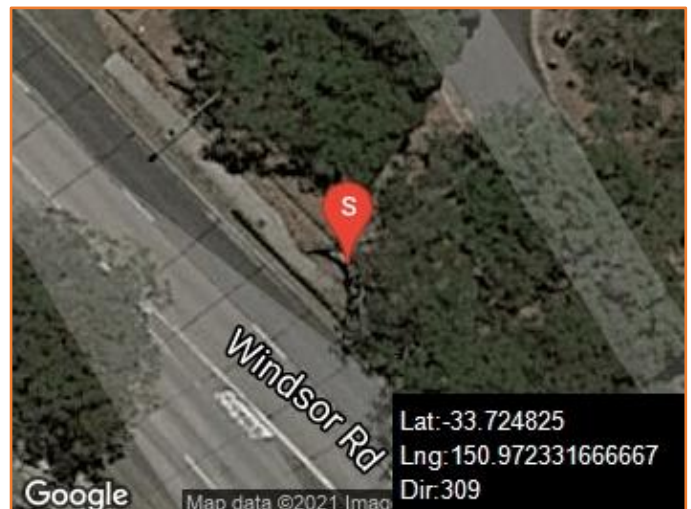






Figure 109: Cut tree observed.



Figure 110: Good - General condition of street planting.



Figure 111: Reasonable - General condition of service pit.

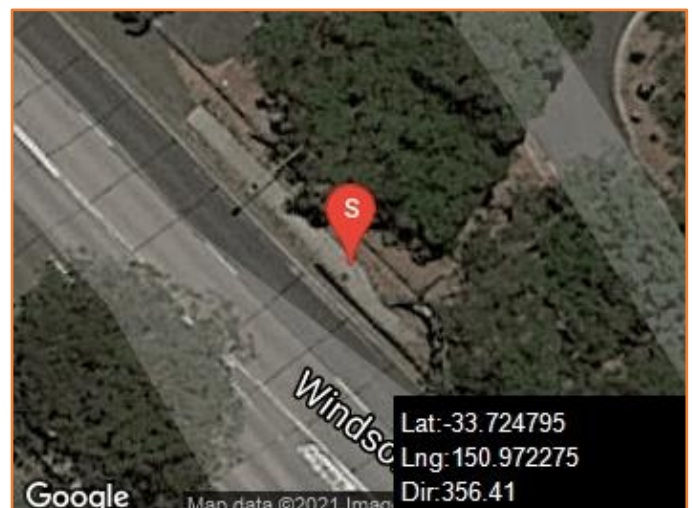






Figure 112: Reasonable - General condition of crash barrier. Moderate physical damage observed.



Figure 113: Reasonable - General condition of crash barrier.

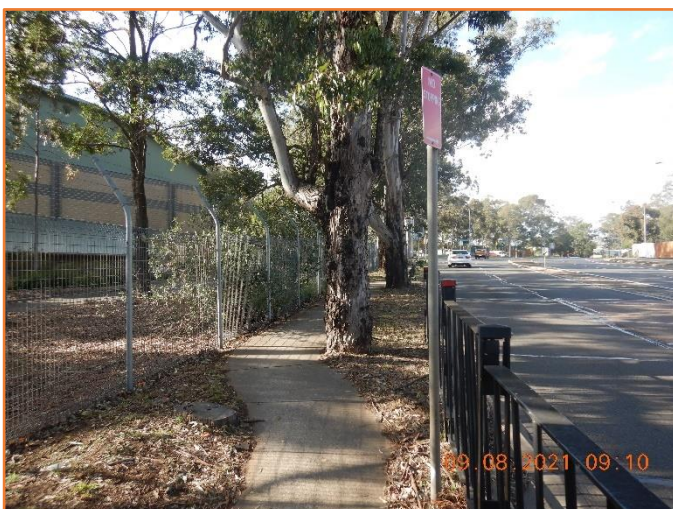
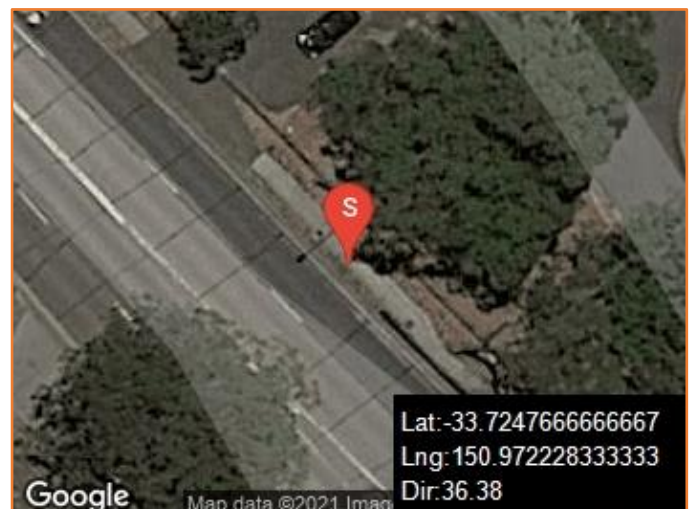


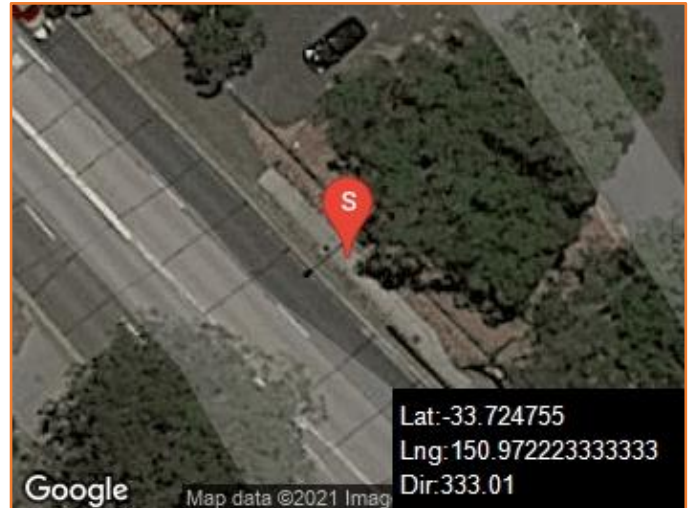
Figure 114: Good - General condition of traffic signage.



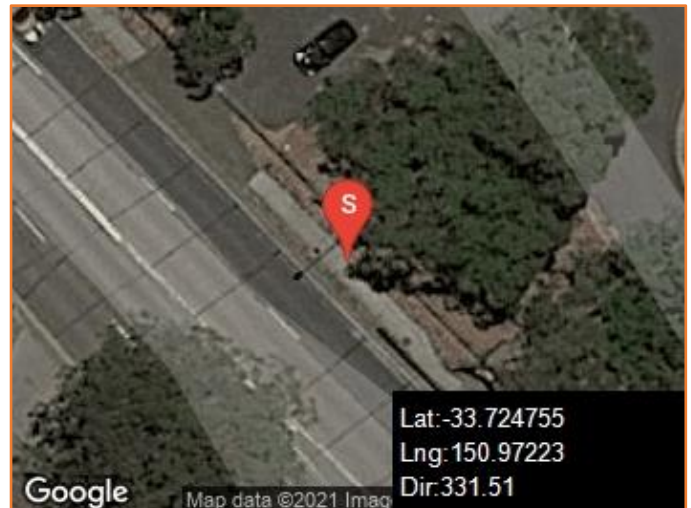




**Figure 115: Defective - General condition of footpath and service pit.**  
**Major cracking observed.**



**Figure 116: Good - General condition of footpath.**



**Figure 117: Good - General condition of footpath.**

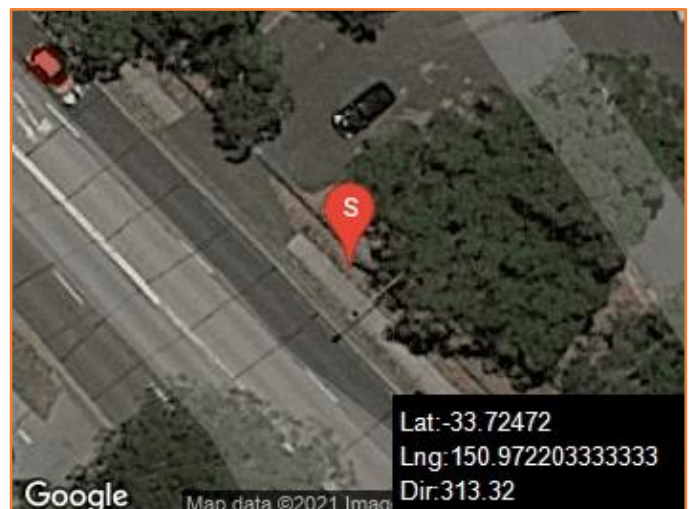






Figure 118: Good - General condition of monopole assembly.



Figure 119: Good - General condition of footpath.



Figure 120: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.

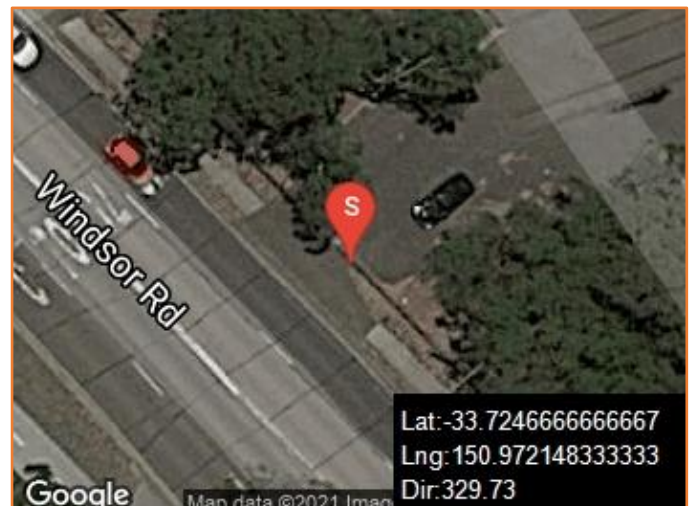






Figure 121: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.



Figure 122: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.



Figure 123: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.

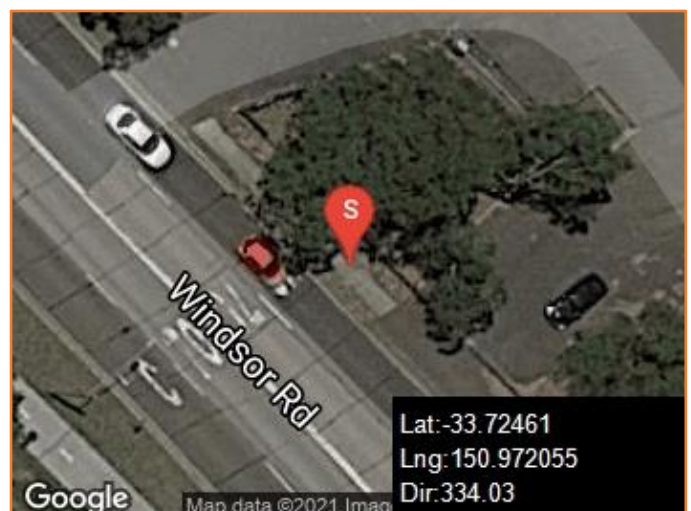






Figure 124: Good - General condition of footpath.



Figure 125: Reasonable - General condition of footpath.



Figure 126: Reasonable - General condition of footpath.

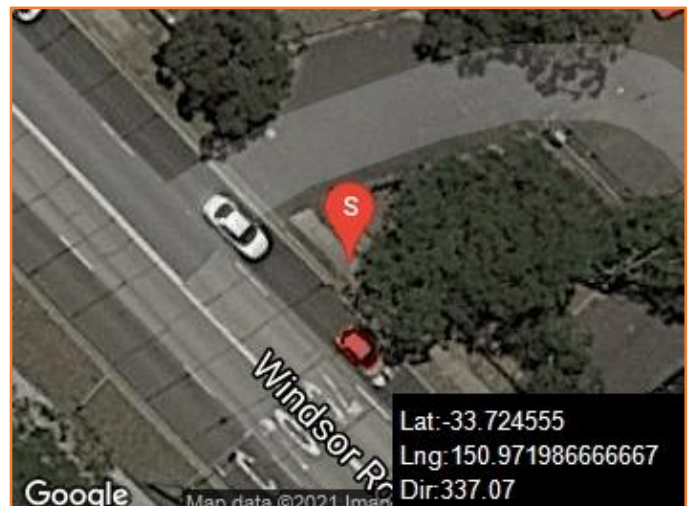






Figure 127: Reasonable - General condition of service pit.



Figure 128: Good - General condition of traffic signage.



Figure 129: Good - General condition of footpath.







Figure 130: Good - General condition of footpath.



Figure 131: Good - General condition of traffic signage.



Figure 132: Defective - General condition of footpath. Extensive cracking observed.







Figure 133: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.



Figure 134: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.



Figure 135: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.

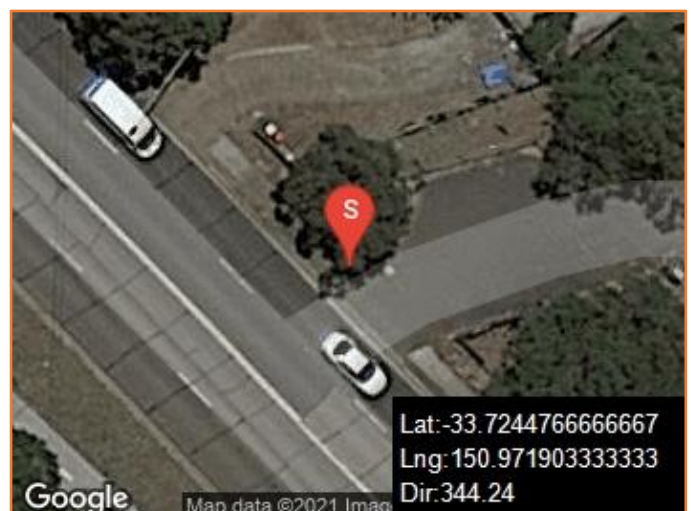






Figure 136: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.



Figure 137: Reasonable - General condition of footpath and service pit.



Figure 138: Good - General condition of footpath.







Figure 139: Good - General condition of footpath.



Figure 140: Reasonable - General condition of driveway crossover.



Figure 141: Reasonable - General condition of driveway crossover.







Figure 142: Good - General condition of footpath.



Figure 143: Good - General condition of monopole assembly.



Figure 144: Good - General condition of footpath.







Figure 145: Good - General condition of street planting.



Figure 146: Good - General condition of footpath.



Figure 147: Reasonable - General condition of footpath and service pit.







Figure 148: Reasonable - General condition of monopole assembly.



Figure 149: Good - General condition of footpath.



Figure 150: Reasonable - General condition of driveway crossover.







Figure 151: Reasonable - General condition of driveway crossover.



Figure 152: Poor - General condition of footpath and service pit. Moderate cracking observed.



Figure 153: Reasonable - General condition of flexible pavement. Moderate previous repair observed.







**Figure 154: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**



**Figure 155: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**



**Figure 156: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**







Figure 157: Reasonable - General condition of flexible pavement. Moderate previous repair observed.



Figure 158: Reasonable - General condition of flexible pavement. Minor previous repair observed.



Figure 159: Reasonable - General condition of flexible pavement. Minor previous repair observed.







**Figure 160: Reasonable - General condition of flexible pavement.  
 Moderate previous repair observed.**



**Figure 161: Reasonable - General condition of flexible pavement.  
 Moderate previous repair observed.**



**Figure 162: Reasonable - General condition of flexible pavement.  
 Moderate previous repair observed.**



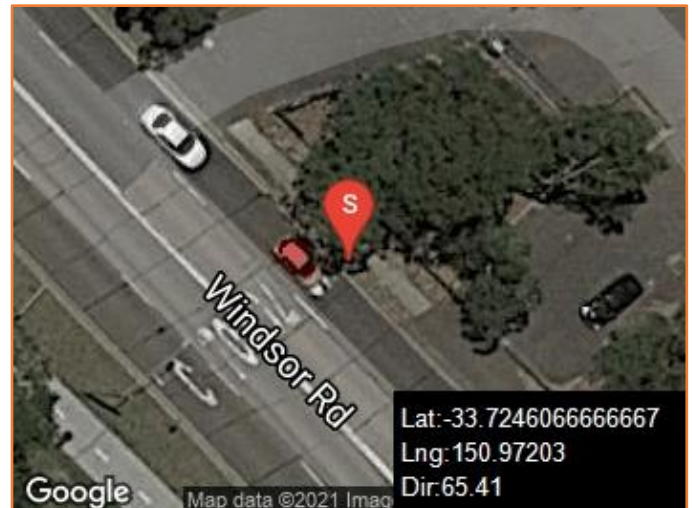




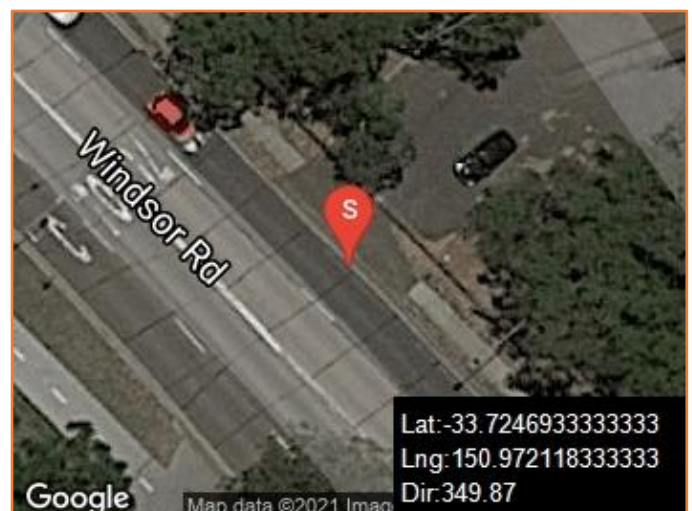
**Figure 163: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**



**Figure 164: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**



**Figure 165: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**







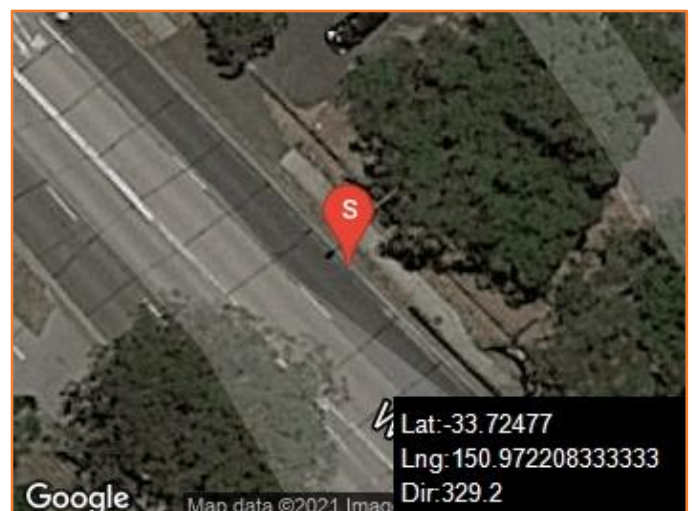
**Figure 166: Reasonable - General condition of flexible pavement.  
 Moderate previous repair observed.**



**Figure 167: Reasonable - General condition of flexible pavement.  
 Moderate previous repair observed.**



**Figure 168: Reasonable - General condition of flexible pavement.  
 Moderate previous repair observed.**







**Figure 169: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**



**Figure 170: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**



**Figure 171: Reasonable - General condition of flexible pavement.**  
**Moderate previous repair observed.**







Figure 172: Reasonable - General condition of flexible pavement. Minor previous repair observed.



Figure 173: Reasonable - General condition of flexible pavement. Minor previous repair observed.



Figure 174: Reasonable - General condition of flexible pavement. Minor previous repair observed.

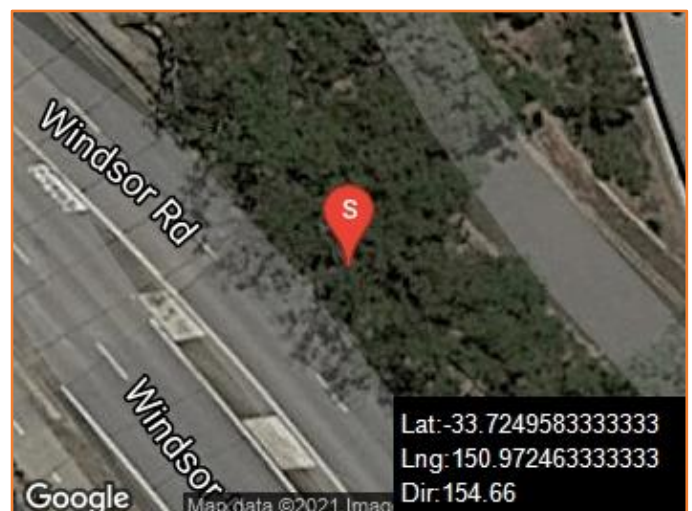






Figure 175: Reasonable - General condition of flexible pavement. Minor previous repair observed.



Figure 176: Reasonable - General condition of flexible pavement. Moderate cracking observed.

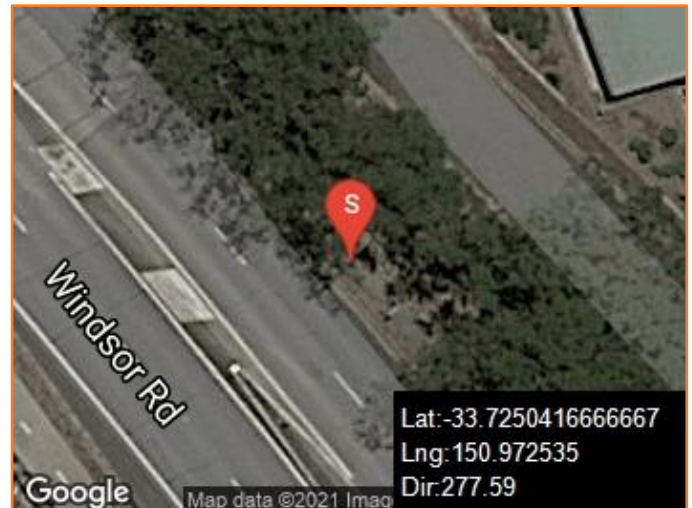


Figure 177: Reasonable - General condition of flexible pavement. Minor previous repair observed.

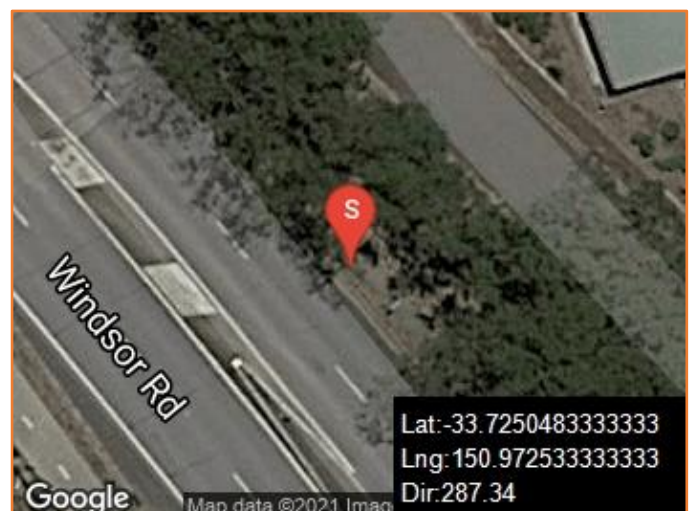






Figure 178: Good - General condition of flexible pavement.



Figure 179: Good - General condition of flexible pavement.

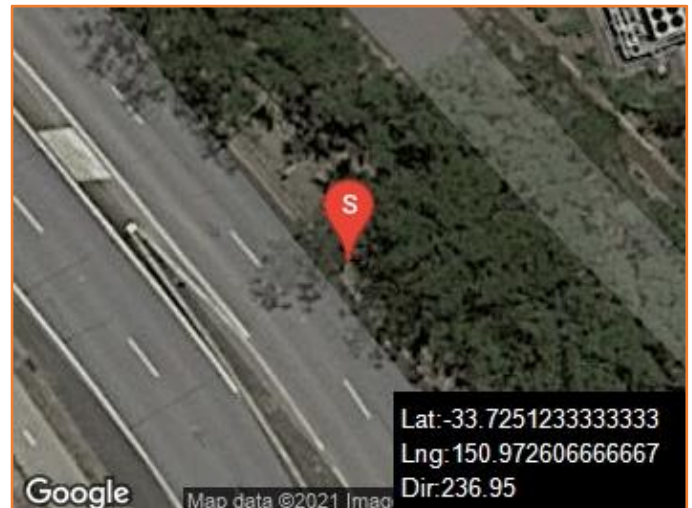


Figure 180: Reasonable - General condition of flexible pavement. Minor cracking observed.







Figure 181: Good - General condition of flexible pavement.



Figure 182: Good - General condition of flexible pavement.

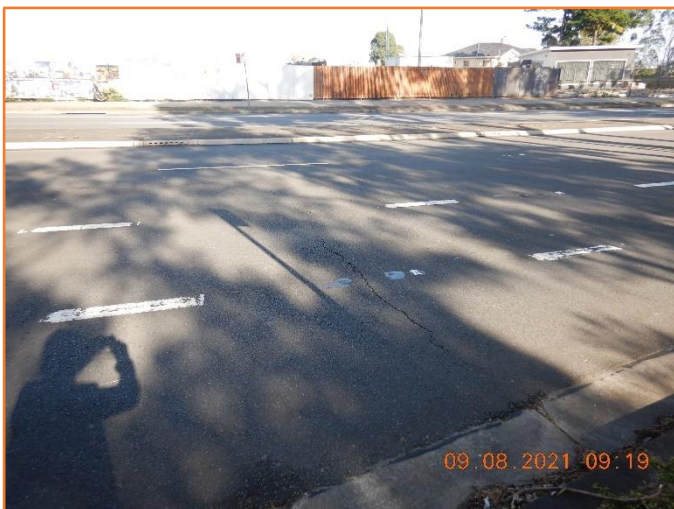
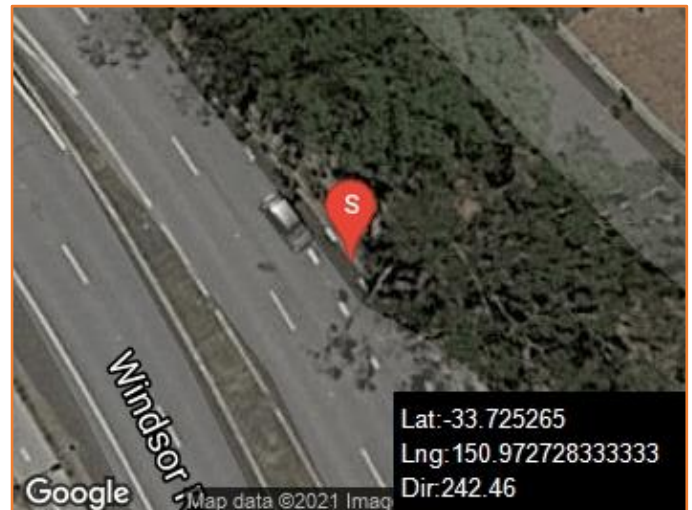


Figure 183: Reasonable - General condition of flexible pavement.  
 Moderate cracking observed.







Figure 184: Good - General condition of flexible pavement.



Figure 185: Good - General condition of flexible pavement.



Figure 186: Poor - General condition of flexible pavement. Moderate cracking observed.







Figure 187: Poor - General condition of flexible pavement. Moderate cracking observed.



Figure 188: Poor - General condition of flexible pavement. Moderate cracking observed.



Figure 189: Reasonable - General condition of flexible pavement. Minor cracking observed.







Figure 190: Good - General condition of flexible pavement.



Figure 191: Good - General condition of flexible pavement.



Figure 192: Good - General condition of flexible pavement.







Figure 193: Good - General condition of flexible pavement.



Figure 194: Good - General condition of flexible pavement.



Figure 195: Good - General condition of flexible pavement.







Figure 196: Good - General condition of flexible pavement.



Figure 197: Good - General condition of flexible pavement.



Figure 198: Good - General condition of flexible pavement.







Figure 199: Good - General condition of flexible pavement.

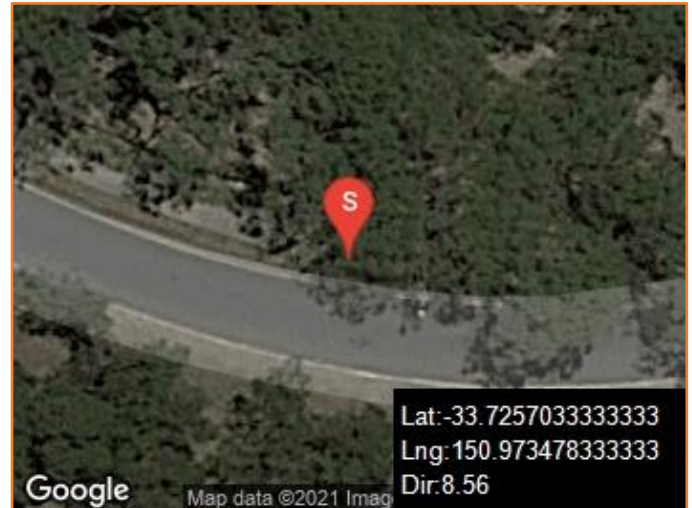


Figure 200: Good - General condition of flexible pavement.



Figure 201: Good - General condition of flexible pavement.

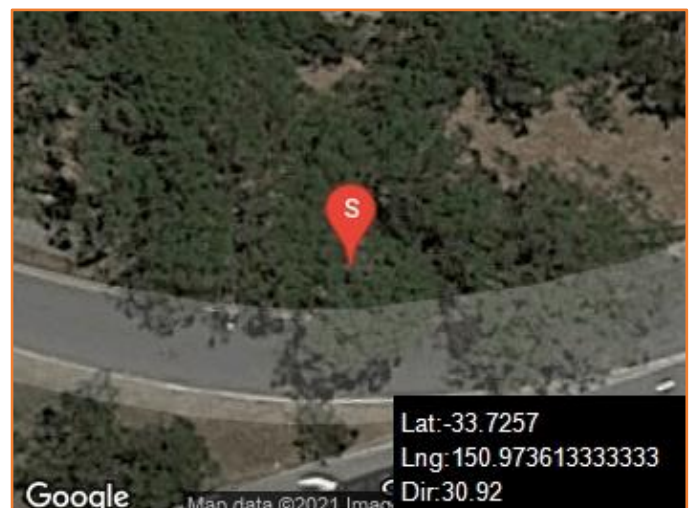






Figure 202: Good - General condition of flexible pavement.



Figure 203: Good - General condition of flexible pavement.



Figure 204: Good - General condition of flexible pavement.







Figure 205: Good - General condition of flexible pavement.



Figure 206: Good - General condition of flexible pavement.



Figure 207: Good - General condition of flexible pavement.







Figure 208: Good - General condition of flexible pavement.



Figure 209: Good - General condition of flexible pavement.

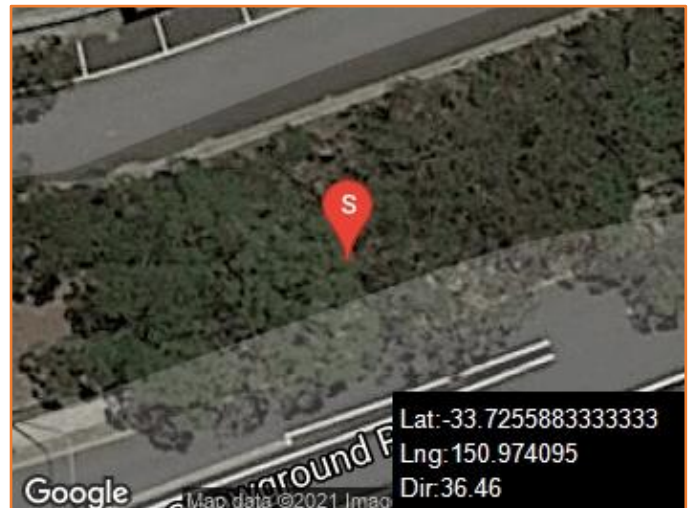


Figure 210: Good - General condition of flexible pavement.







Figure 211: Good - General condition of flexible pavement.



Figure 212: Good - General condition of flexible pavement.



Figure 213: Good - General condition of flexible pavement.







Figure 214: Good - General condition of flexible pavement.



Figure 215: Good - General condition of flexible pavement.

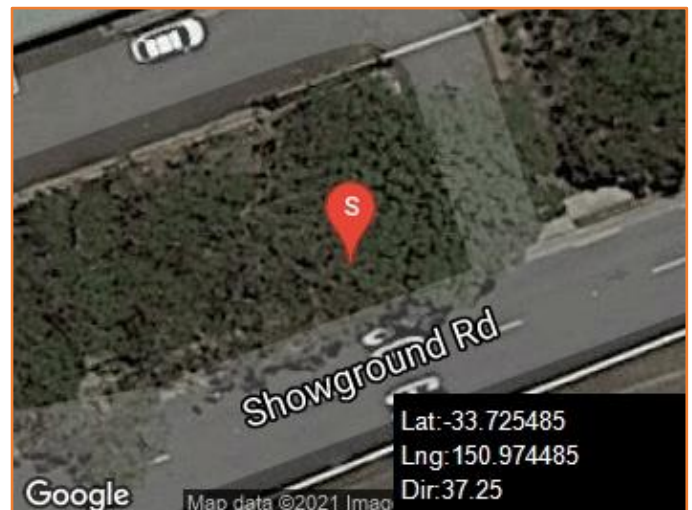


Figure 216: Good - General condition of flexible pavement.

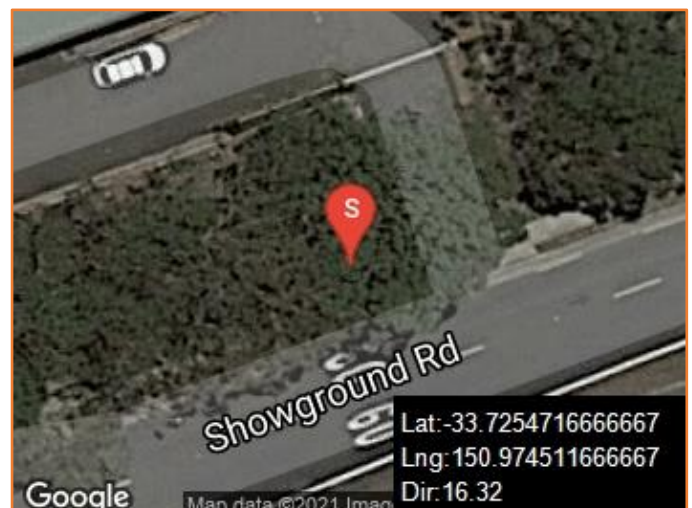






Figure 217: Good - General condition of flexible pavement.

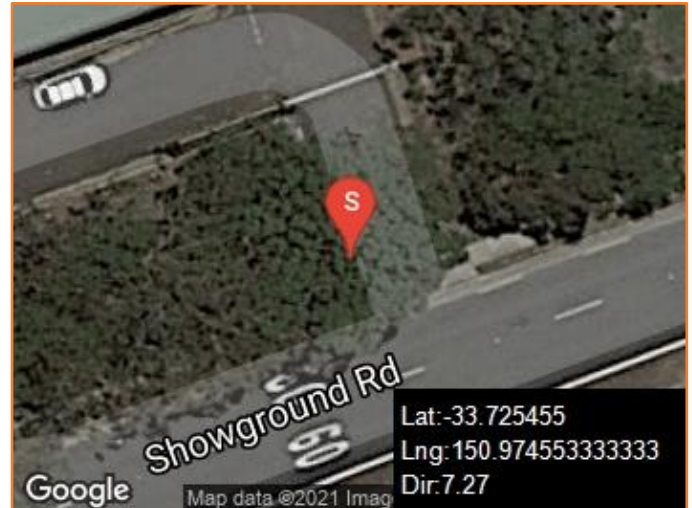


Figure 218: Good - General condition of flexible pavement.



Figure 219: Good - General condition of flexible pavement.







Figure 220: Good - General condition of flexible pavement.



Figure 221: Good - General condition of flexible pavement.



Figure 222: Good - General condition of flexible pavement.







Figure 223: Good - General condition of flexible pavement.



Figure 224: Good - General condition of flexible pavement.



Figure 225: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.







Figure 226: Reasonable - General condition of kerb and gutter.



Figure 227: Reasonable - General condition of kerb and gutter.



Figure 228: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.







Figure 229: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 230: Reasonable - General condition of kerb and gutter. Moderate cracking and spalling observed.



Figure 231: Reasonable - General condition of kerb and gutter.

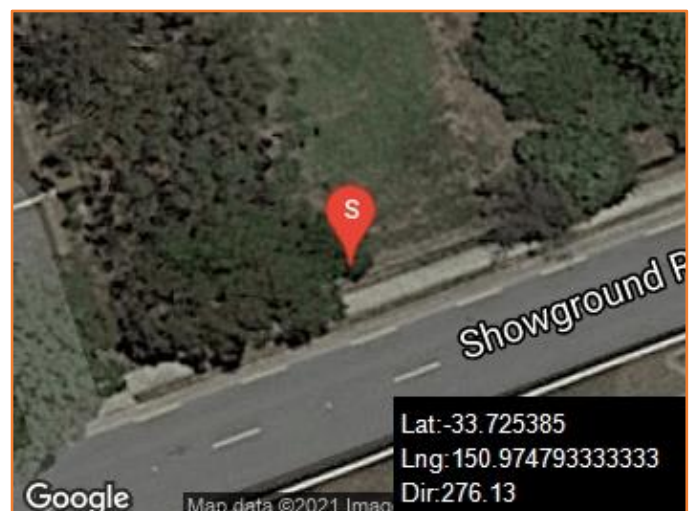






Figure 232: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 233: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 234: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.

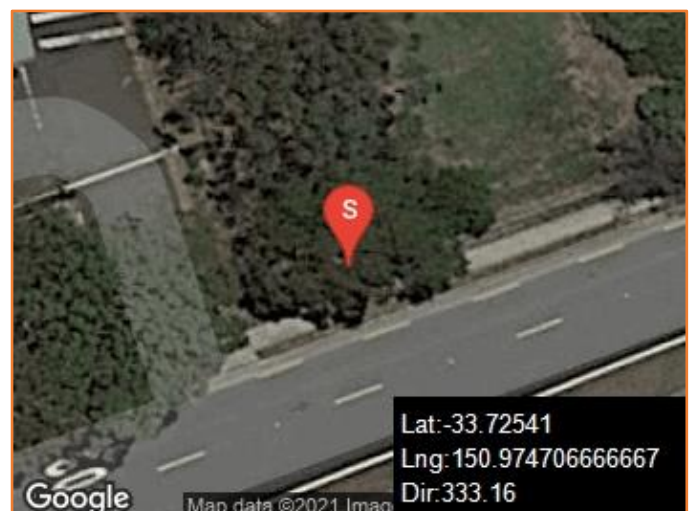






Figure 235: Reasonable - General condition of kerb and gutter.



Figure 236: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 237: Reasonable - General condition of kerb and gutter and driveway splay. Moderate cracking observed.







Figure 238: Reasonable - General condition of driveway crossover. Minor hairline cracking observed.



Figure 239: Reasonable - General condition of driveway crossover. Minor hairline cracking observed.



Figure 240: Reasonable - General condition of driveway crossover. Moderate cracking observed.







Figure 241: Reasonable - General condition of kerb inlet pit.



Figure 242: Poor - General condition of kerb and gutter. Moderate loss of material observed.



Figure 243: Poor - General condition of kerb and gutter. Moderate cracking and spalling observed.







Figure 244: Poor - General condition of kerb and gutter. Moderate cracking and spalling observed.



Figure 245: Poor - General condition of kerb and gutter. Moderate cracking and spalling observed.



Figure 246: Poor - General condition of kerb and gutter. Moderate cracking and spalling observed.

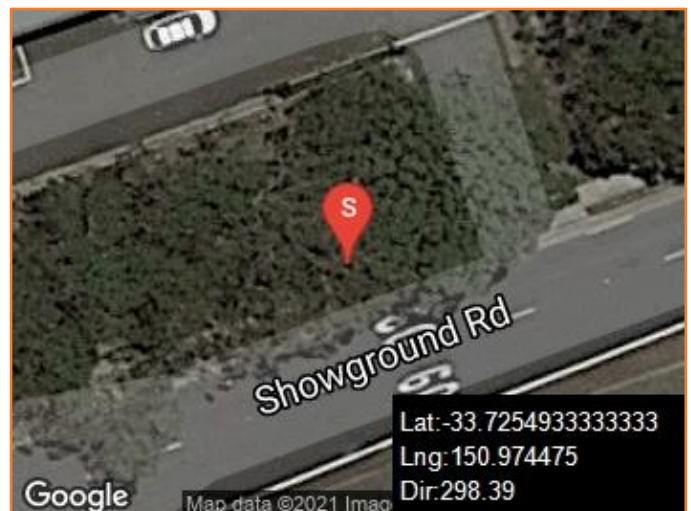






Figure 247: Reasonable - General condition of kerb and gutter.



Figure 248: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 249: Poor - General condition of kerb and gutter. Moderate cracking and spalling observed.







Figure 250: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 251: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 252: Reasonable - General condition of kerb and gutter. Moderate hairline cracking and spalling observed.

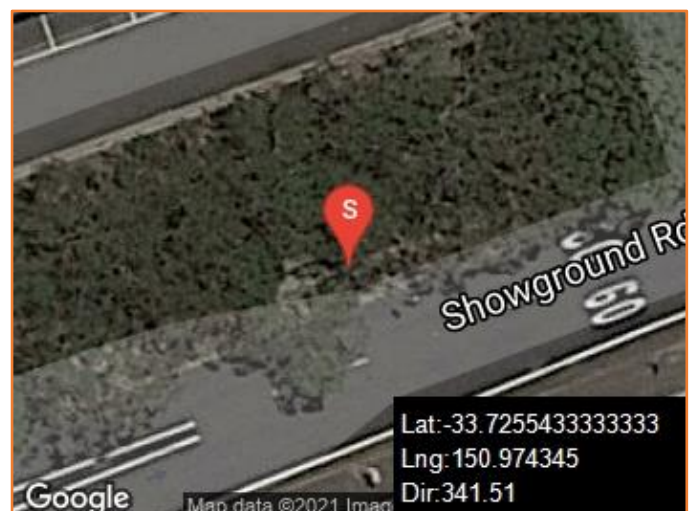






Figure 253: Reasonable - General condition of kerb and gutter.



Figure 254: Reasonable - General condition of kerb and gutter. Moderate cracking observed.



Figure 255: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.

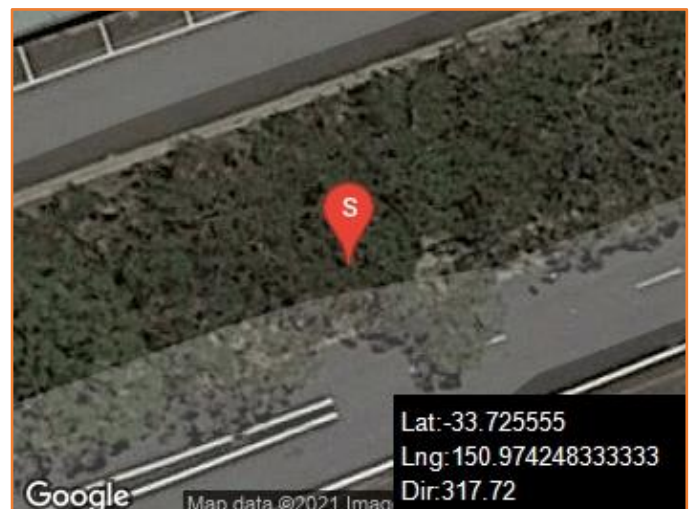






Figure 256: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 257: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 258: Reasonable - General condition of kerb and gutter.







Figure 259: Reasonable - General condition of kerb and gutter. Moderate hairline cracking observed.



Figure 260: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 261: Reasonable - General condition of kerb and gutter.

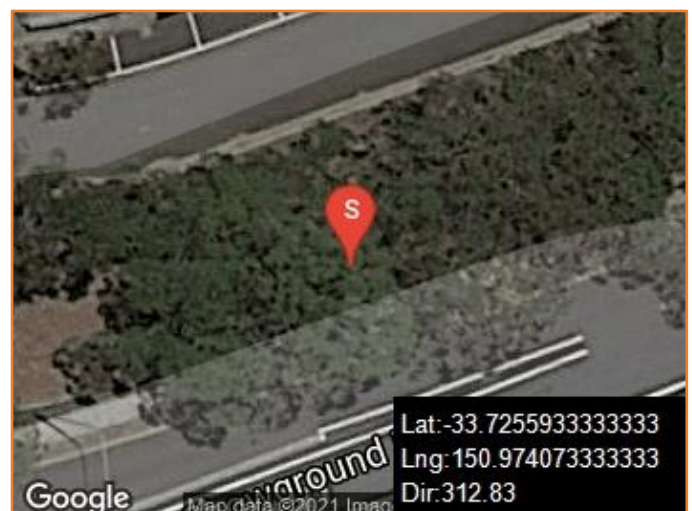






Figure 262: Reasonable - General condition of kerb and gutter.

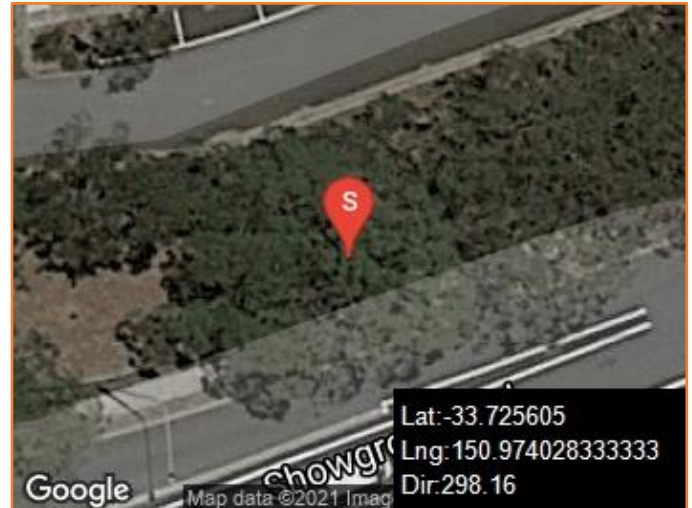


Figure 263: Reasonable - General condition of kerb and gutter. Moderate hairline cracking observed.



Figure 264: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.

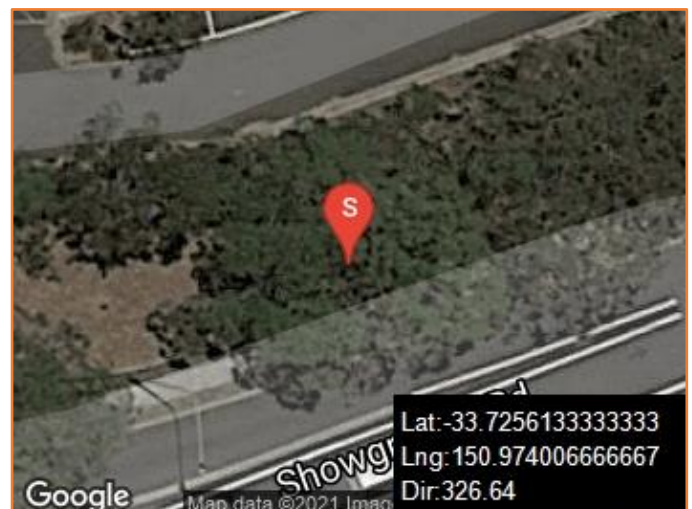






Figure 265: Reasonable - General condition of kerb and gutter.



Figure 266: Reasonable - General condition of kerb and gutter.



Figure 267: Reasonable - General condition of kerb and gutter.

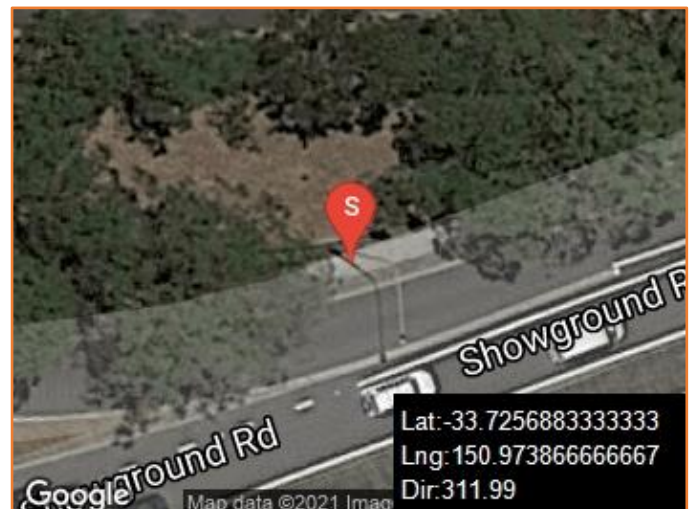






Figure 268: Reasonable - General condition of kerb and gutter. Moderate cracking and spalling observed.



Figure 269: Reasonable - General condition of kerb and gutter.



Figure 270: Reasonable - General condition of kerb and gutter. Moderate spalling observed.







Figure 271: Poor - General condition of kerb and gutter. Moderate cracking and spalling observed.



Figure 272: Reasonable - General condition of kerb and gutter. Moderate spalling observed.



Figure 273: Reasonable - General condition of kerb and gutter.

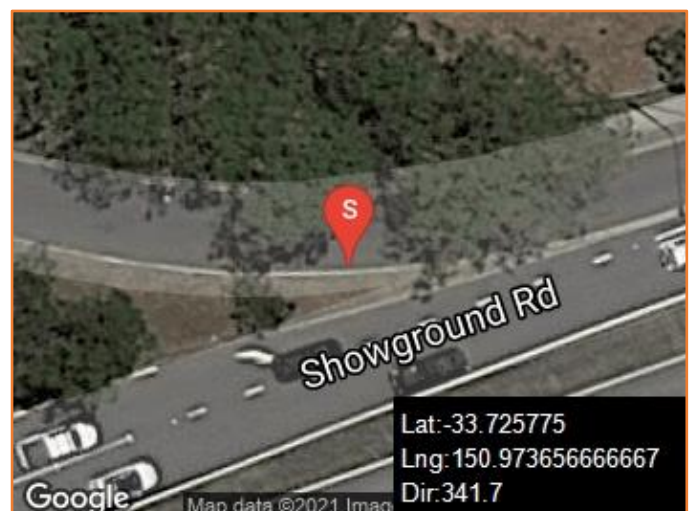






Figure 274: Reasonable - General condition of kerb and gutter. Moderate cracking observed.



Figure 275: Reasonable - General condition of kerb and gutter. Moderate cracking observed.



Figure 276: Reasonable - General condition of kerb and gutter.







Figure 277: Reasonable - General condition of kerb and gutter.



Figure 278: Reasonable - General condition of kerb and gutter.



Figure 279: Reasonable - General condition of kerb and gutter.

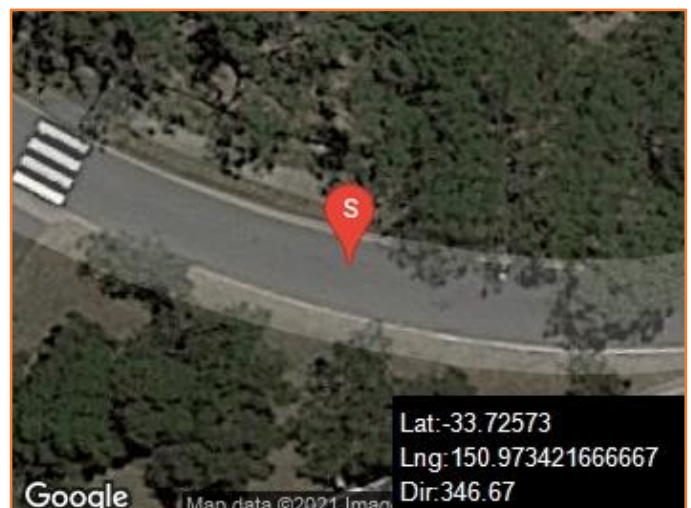






Figure 280: Reasonable - General condition of kerb and gutter.



Figure 281: Reasonable - General condition of kerb and gutter.



Figure 282: Reasonable - General condition of kerb and gutter and footpath splay. Moderate cracking observed.







Figure 283: Reasonable - General condition of kerb and gutter and footpath splay.



Figure 284: Reasonable - General condition of kerb and gutter and footpath splay.



Figure 285: Reasonable - General condition of kerb and gutter.







Figure 286: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 287: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 288: Reasonable - General condition of kerb and gutter.







Figure 289: Reasonable - General condition of kerb inlet pit.



Figure 290: Reasonable - General condition of kerb and gutter. Moderate cracking and loss of material observed.



Figure 291: Reasonable - General condition of kerb and gutter.







Figure 292: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 293: Reasonable - General condition of kerb and gutter. Minor loss of material observed.



Figure 294: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.







Figure 295: Reasonable - General condition of kerb and gutter.



Figure 296: Reasonable - General condition of kerb and gutter. Minor loss of material observed.



Figure 297: Reasonable - General condition of kerb and gutter.







Figure 298: Reasonable - General condition of kerb and gutter.



Figure 299: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.



Figure 300: Reasonable - General condition of kerb and gutter. Moderate spalling observed.







Figure 301: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 302: Reasonable - General condition of kerb and gutter.



Figure 303: Reasonable - General condition of kerb and gutter. Minor spalling observed.







Figure 304: Reasonable - General condition of kerb and gutter.



Figure 305: Reasonable - General condition of kerb and gutter. Minor spalling observed.

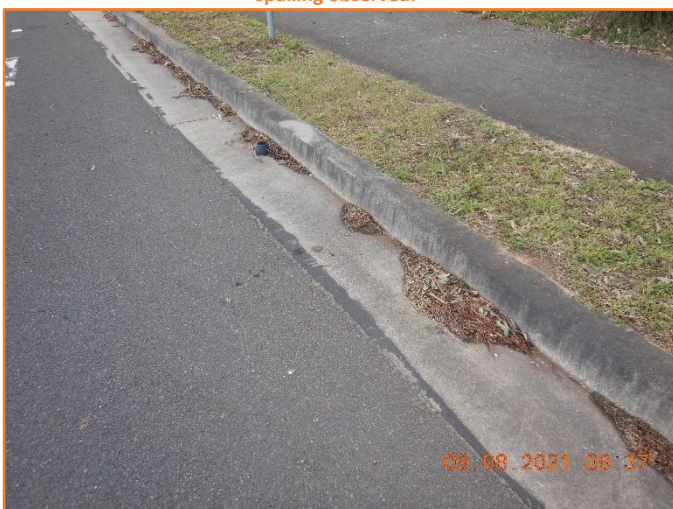


Figure 306: Reasonable - General condition of kerb and gutter.

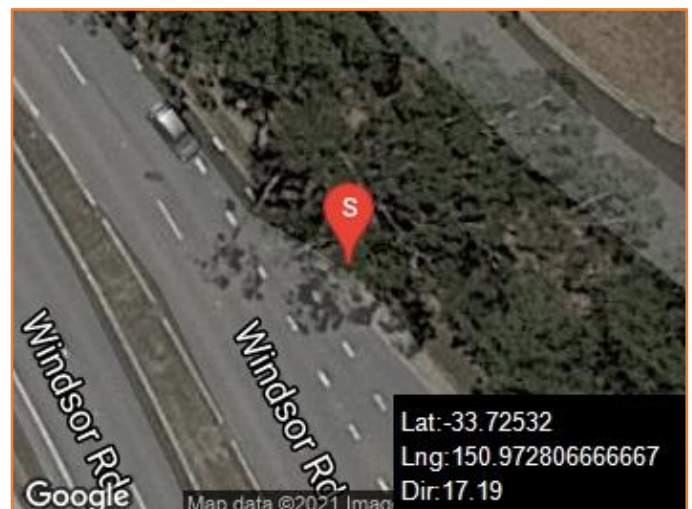






Figure 307: Reasonable - General condition of kerb and gutter.

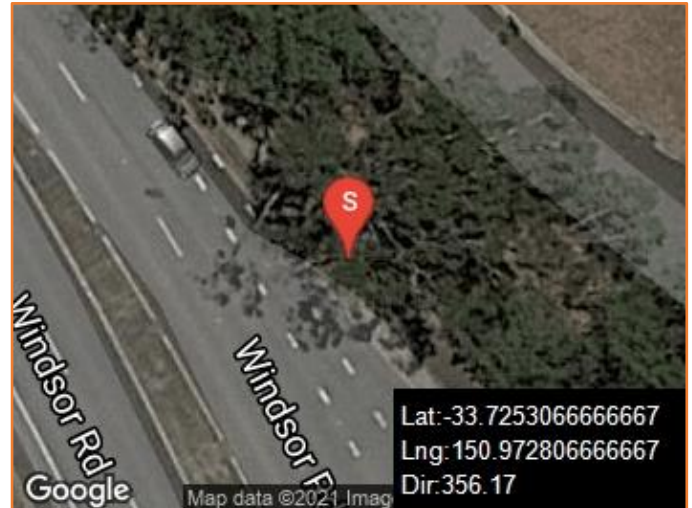


Figure 308: Reasonable - General condition of kerb and gutter and footpath crossover.



Figure 309: Reasonable - General condition of footpath splay. Moderate cracking observed.

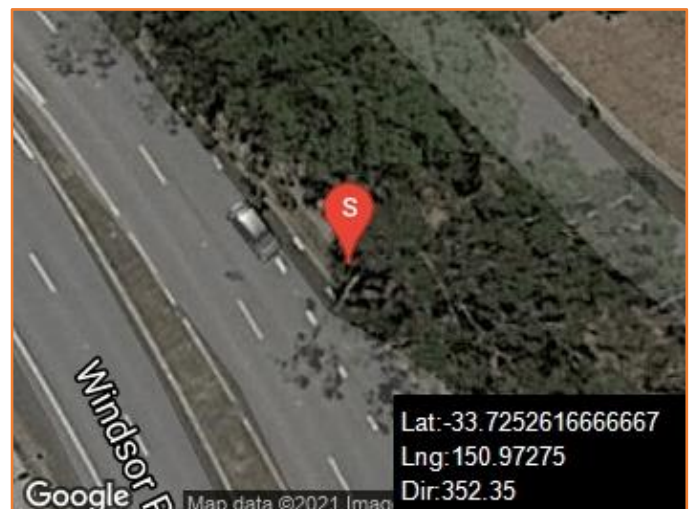






Figure 310: Reasonable - General condition of kerb and gutter.



Figure 311: Reasonable - General condition of kerb and gutter. Minor spalling observed.

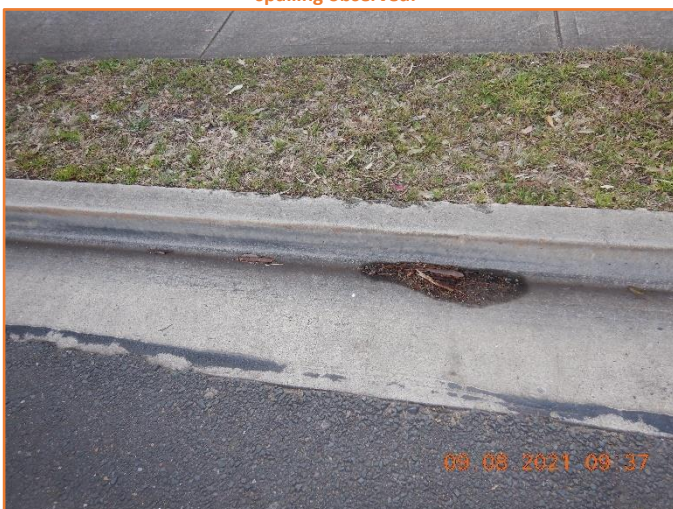


Figure 312: Reasonable - General condition of kerb and gutter. Minor spalling observed.







Figure 313: Defective - General condition of kerb inlet pit. Extensive cracking observed.



Figure 314: Reasonable - General condition of kerb and gutter. Moderate spalling observed.



Figure 315: Reasonable - General condition of kerb and gutter. Moderate spalling observed.

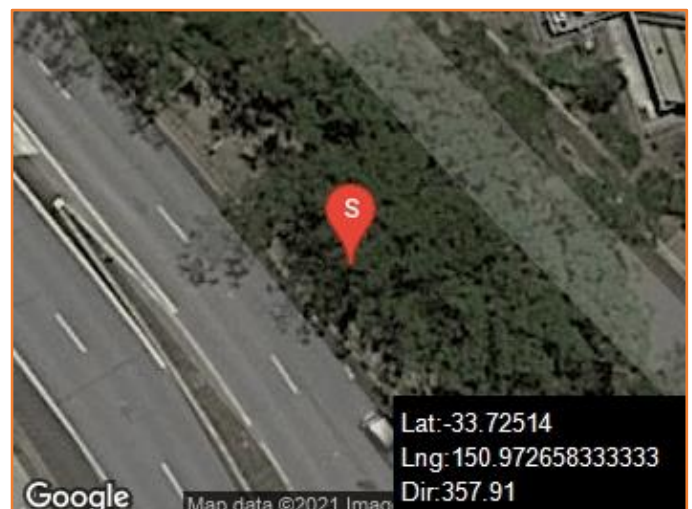






Figure 316: Reasonable - General condition of kerb and gutter.



Figure 317: Reasonable - General condition of kerb and gutter. Moderate spalling observed.



Figure 318: Reasonable - General condition of kerb and gutter.







Figure 319: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 320: Reasonable - General condition of kerb and gutter.



Figure 321: Reasonable - General condition of kerb and gutter.







Figure 322: Reasonable - General condition of kerb and gutter.



Figure 323: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 324: Reasonable - General condition of kerb and gutter and driveway splay.







Figure 325: Reasonable - General condition of driveway crossover.

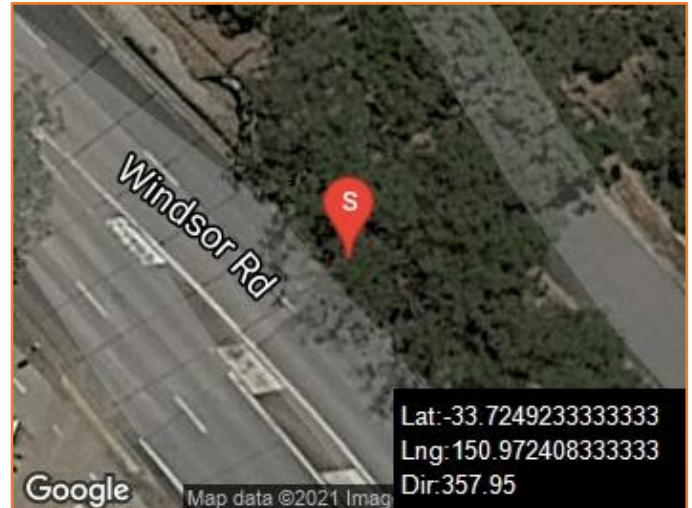


Figure 326: Reasonable - General condition of kerb and gutter and driveway splay.



Figure 327: Reasonable - General condition of kerb and gutter.







Figure 328: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 329: Reasonable - General condition of kerb and gutter. Moderate spalling observed.



Figure 330: Reasonable - General condition of kerb and gutter.







Figure 331: Reasonable - General condition of kerb and gutter.



Figure 332: Reasonable - General condition of kerb and gutter.



Figure 333: Reasonable - General condition of kerb and gutter.

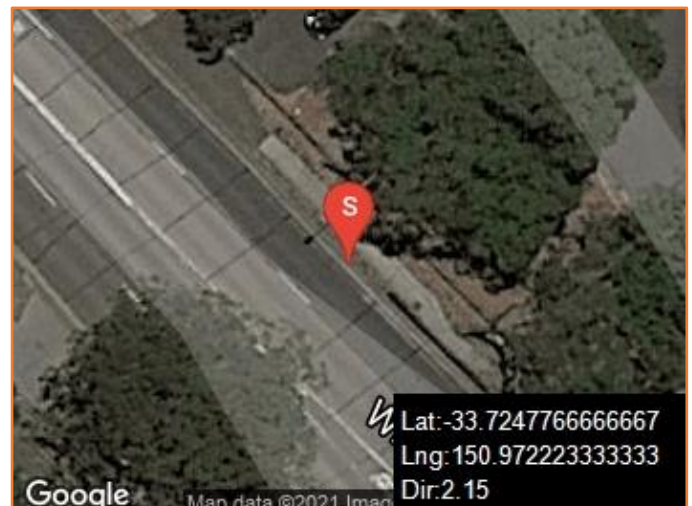






Figure 334: Reasonable - General condition of kerb and gutter. Moderate hairline cracking observed.



Figure 335: Reasonable - General condition of kerb and gutter. Moderate hairline cracking observed.

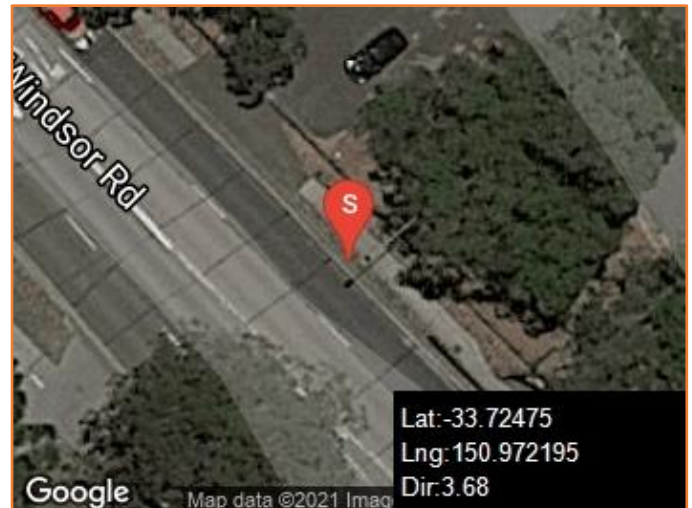


Figure 336: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.







Figure 337: Reasonable - General condition of driveway splay. Minor spalling observed.



Figure 338: Reasonable - General condition of driveway crossover.



Figure 339: Reasonable - General condition of driveway crossover. Moderate cracking observed.







Figure 340: Reasonable - General condition of driveway crossover.  
 Moderate cracking and loss of material observed.



Figure 341: Reasonable - General condition of driveway splay.

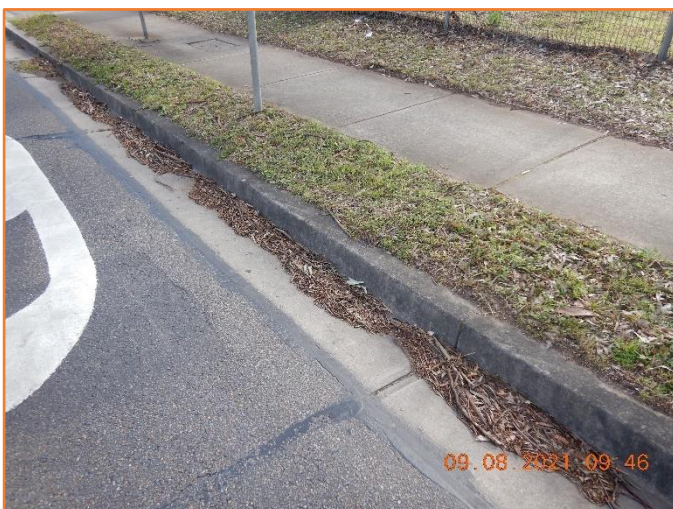


Figure 342: Reasonable - General condition of kerb and gutter.







Figure 343: Reasonable - General condition of kerb and gutter.



Figure 344: Poor - General condition of kerb inlet pit. Extensive debris build-up observed.



Figure 345: Reasonable - General condition of kerb and gutter.







Figure 346: Reasonable - General condition of kerb and gutter and driveway splay. Moderate spalling observed.



Figure 347: Reasonable - General condition of driveway crossover.



Figure 348: Reasonable - General condition of driveway crossover. Minor cracking observed.

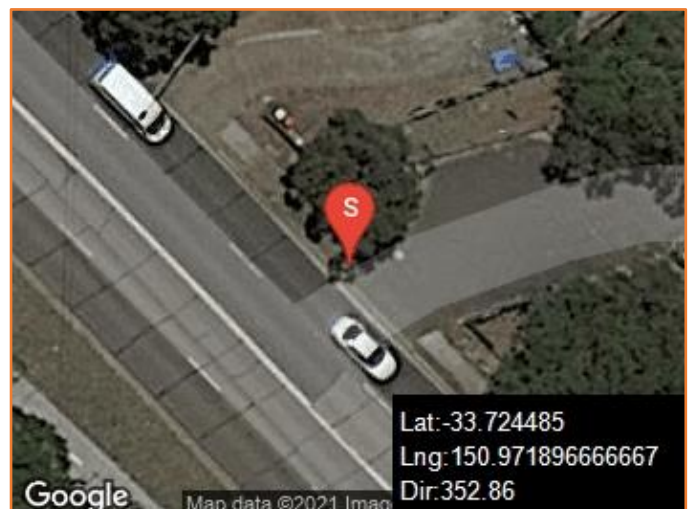






Figure 349: Reasonable - General condition of driveway crossover.  
 Moderate cracking observed.



Figure 350: Reasonable - General condition of driveway splay.



Figure 351: Poor - General condition of kerb and gutter. Major spalling observed.







Figure 352: Reasonable - General condition of kerb and gutter and driveway splay. Minor hairline cracking observed.



Figure 353: Reasonable - General condition of driveway crossover.



Figure 354: Reasonable - General condition of driveway crossover.





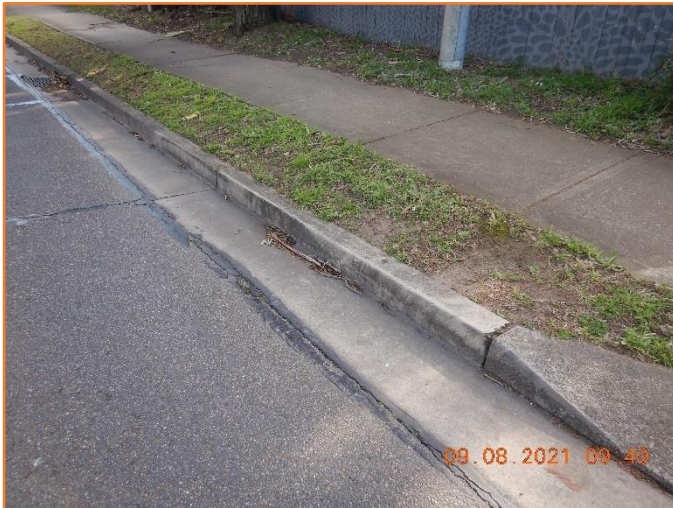


Figure 355: Reasonable - General condition of kerb and gutter.



Figure 356: Reasonable - General condition of kerb and gutter.



Figure 357: Poor - General condition of kerb inlet pit. Extensive debris build-up observed.







Figure 358: Reasonable - General condition of kerb and gutter.

