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DILAPIDATION REPORT

10 EASTERN CREEK DRIVE EASTERN CREEK, NSW, 2766

THURSDAY, 22 FEBRUARY 2024

DOCUMENT CONTROL

Document Information	
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Lot	4001 in DP1243178

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1.0 – INTRODUCTION

SDS Engineering was engaged by Taylor Construction in undertaking a dilapidation inspection report pertaining to the construction of the proposed industrial development at the subject site. It is understood that the dilapidation report was required to satisfy conditions of consent as specified in the State Significant Development Approval (SSDA) as issued by the Minister for Planning and Public Spaces (SSD-7320208).

2.0 – SITE DESCRIPTION

The subject site, formally identified as 10 Eastern Creek Drive Eastern Creek (Lot 4001 in DP1243178) is a rectangular shaped block, approximately 5.7 hectares in area, situated on the north-eastern junction of Old Wallgrove Road and Eastern Creek Drive. Reference to topographic data for the locality indicates the site to generally dip to the north-east. The property contains an existing industrial building in the northern extent, with the subject works being conducted in the south.

3.0 - FIELDWORK

An inspection of the subject site and the surrounding area was conducted on Thursday 22nd February 2024. Methods included a detailed walk-over of 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 required by the SSDA, and included the following:

- All public assets on the eastern aspect of Eastern Creek Drive, and the northern aspect of Old Wallgrove Road within a distance of 50 metres of the subject site including all pavements, kerbs, gutters, footpaths, civil assets, street furniture, signage and landscaped areas.

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
Good	Indicates that there are no defects evident and the elements described are in good condition for their age.
Reasonable	Indicates that the element may have minor defects that should be noted, but not significant enough to need immediate rectification or remediation.
Poor	Indicates that general maintenance or minor repair works may be warranted
Defective	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.

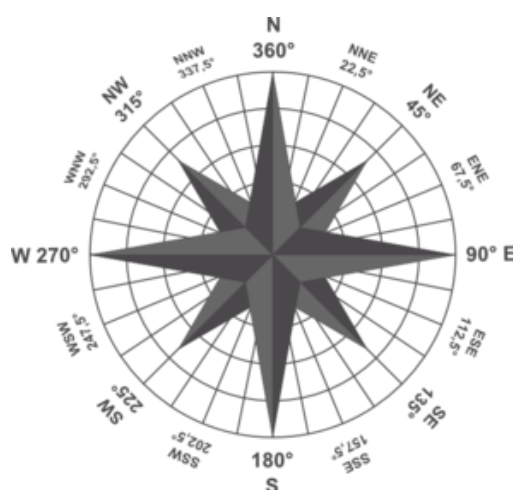
5.4 – AERIAL IMAGERY SUPPLIED

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' – EASTERN CREEK DRIVE



Figure 1: Reasonable - General condition of monopole assembly.



Figure 2: Good - General condition of service pit.

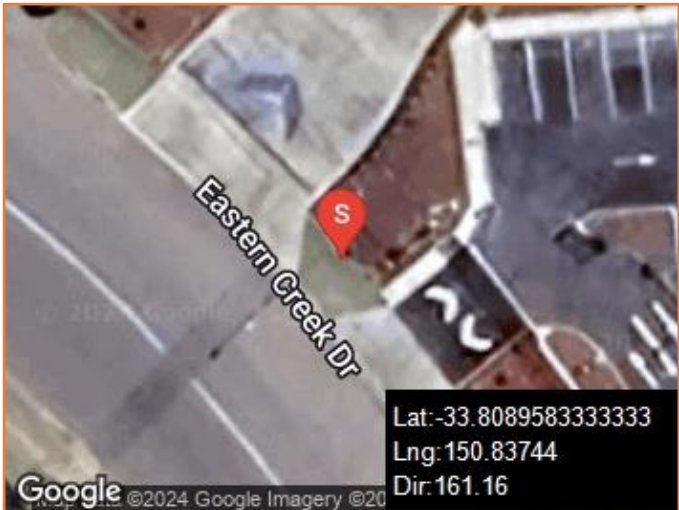


Figure 3: Reasonable - General condition of driveway crossover.

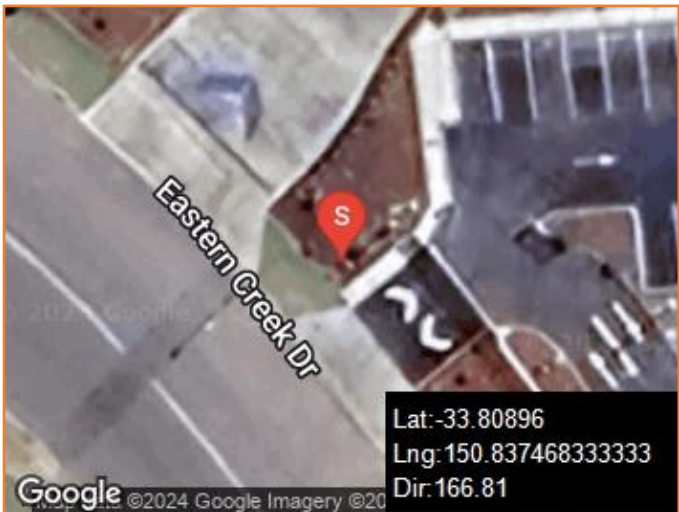




Figure 4: Reasonable - General condition of driveway crossover.

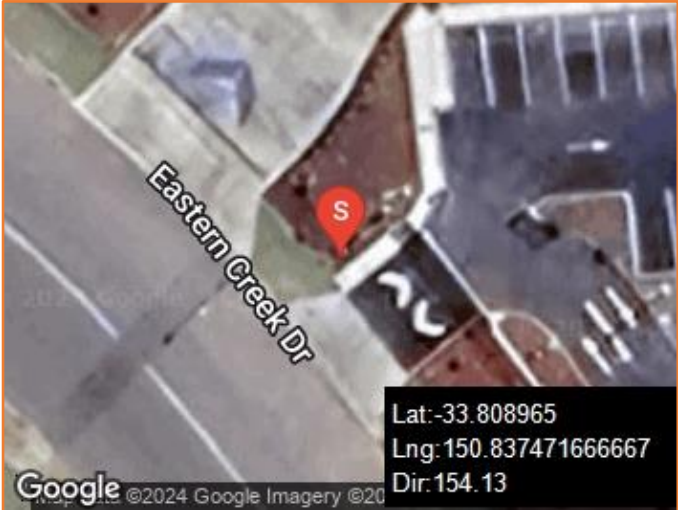


Figure 5: Reasonable - General condition of driveway crossover.

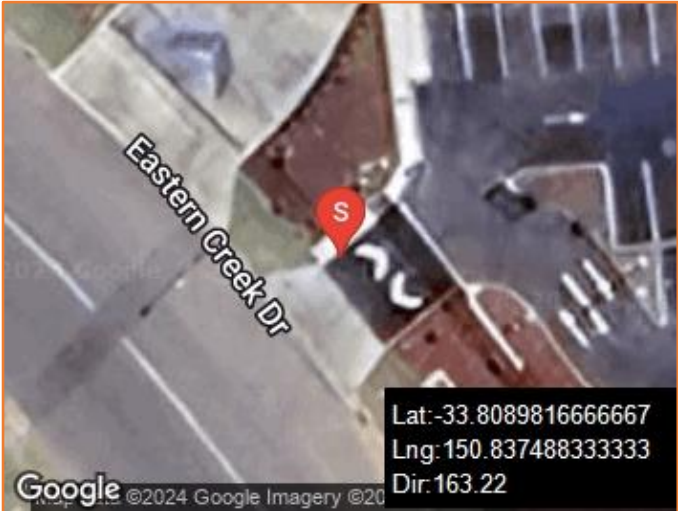


Figure 6: Reasonable - General condition of driveway crossover.

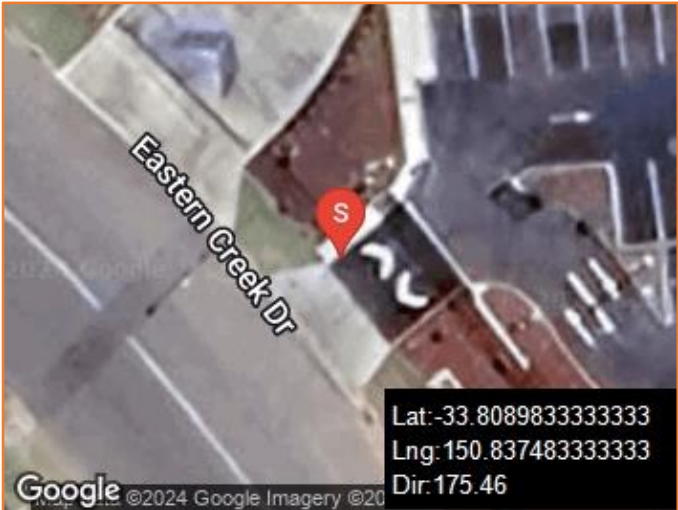




Figure 7: Reasonable - General condition of service pits.

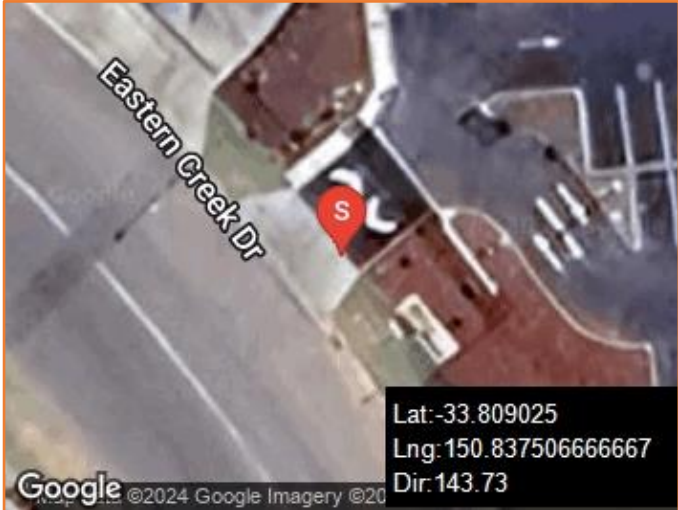


Figure 8: Reasonable - General condition of service pit.

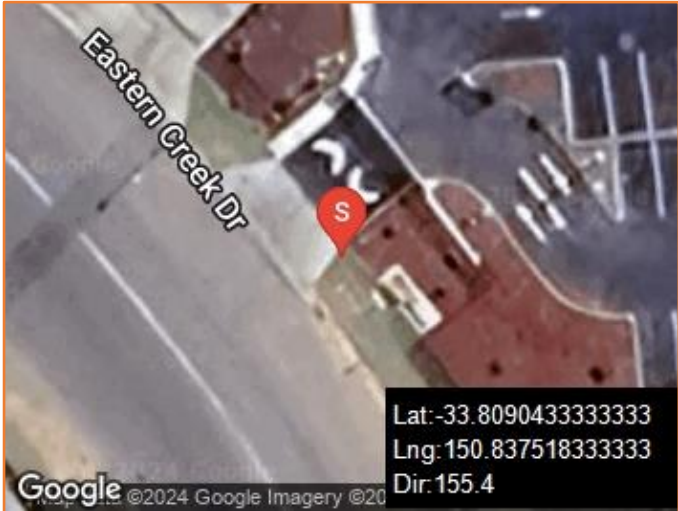


Figure 9: Reasonable - General condition of service pits.





Figure 10: Reasonable - General condition of footpath.

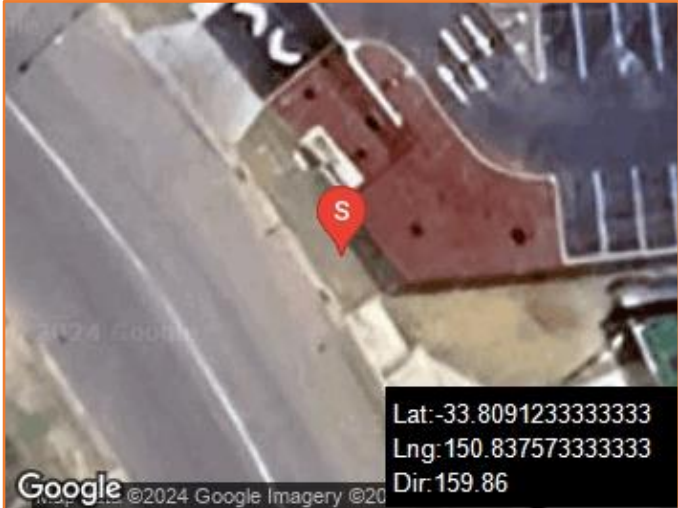


Figure 11: Reasonable - General condition of footpath.

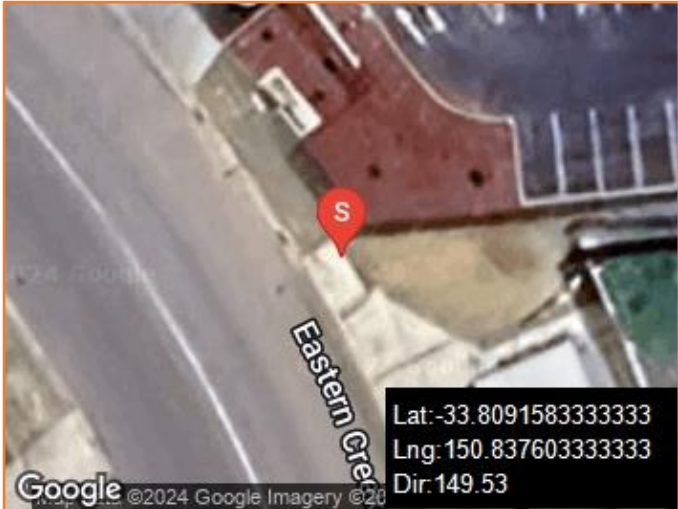


Figure 12: Good - General condition of traffic signage.

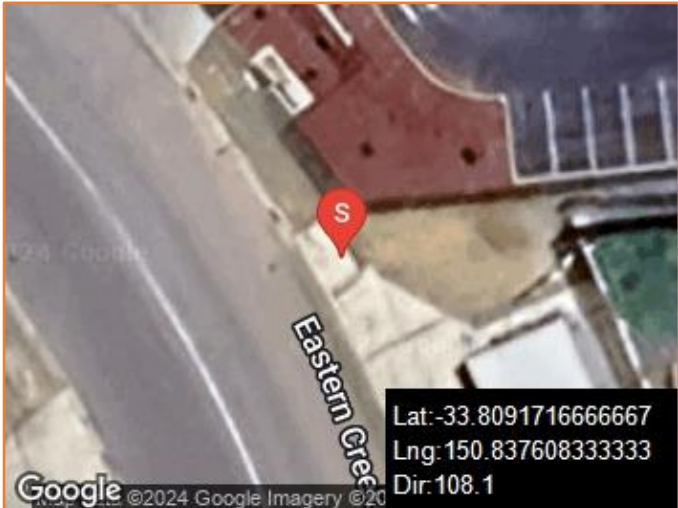




Figure 13: Reasonable - General condition of footpath.

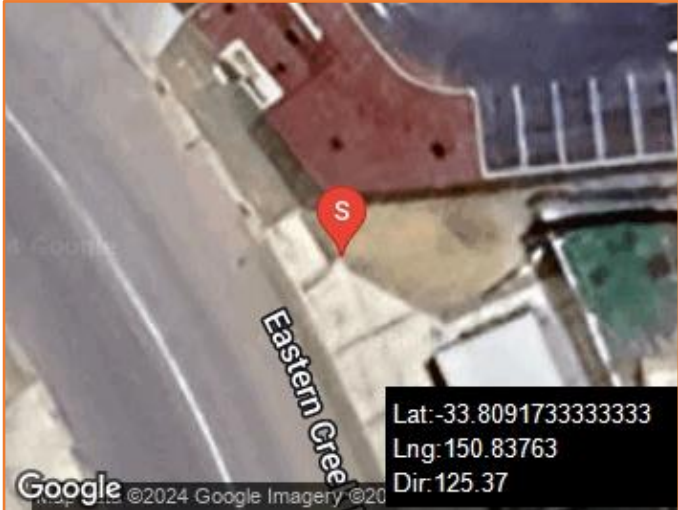


Figure 14: Reasonable - General condition of footpath.



Figure 15: Good - General condition of footpath and service pits.

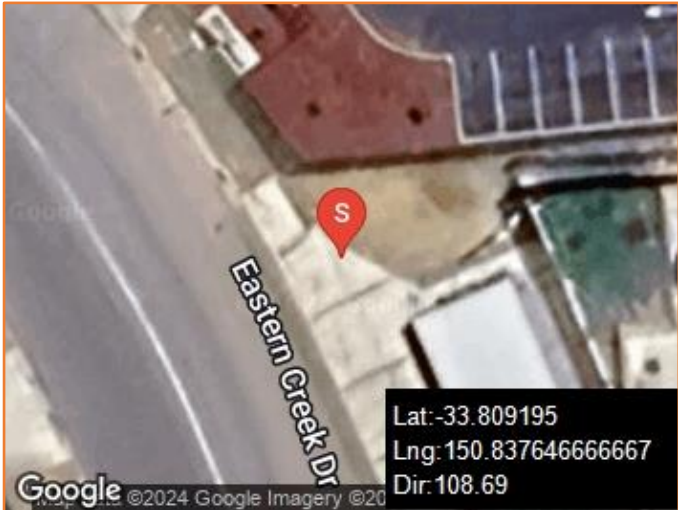




Figure 16: Reasonable - General condition of footpath.



Figure 17: Reasonable - General condition of footpath.

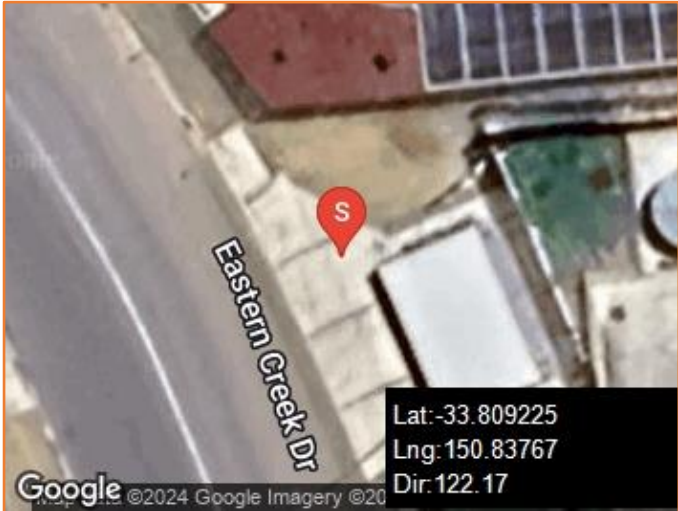


Figure 18: Reasonable - General condition of footpath.





Figure 19: Reasonable - General condition of footpath.

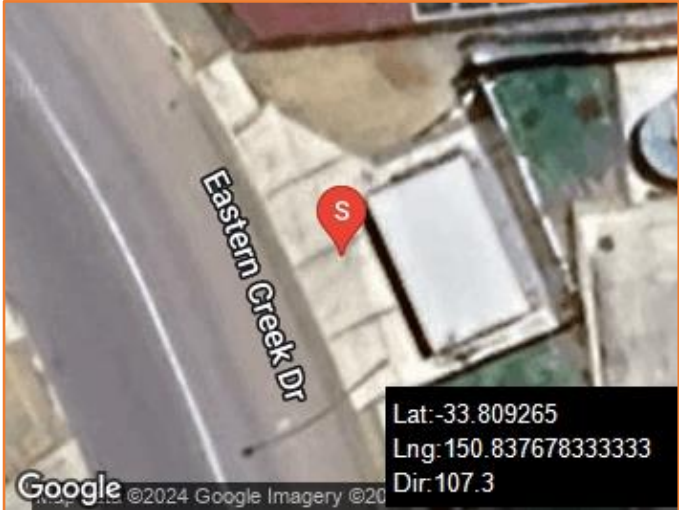


Figure 20: Reasonable - General condition of footpath.

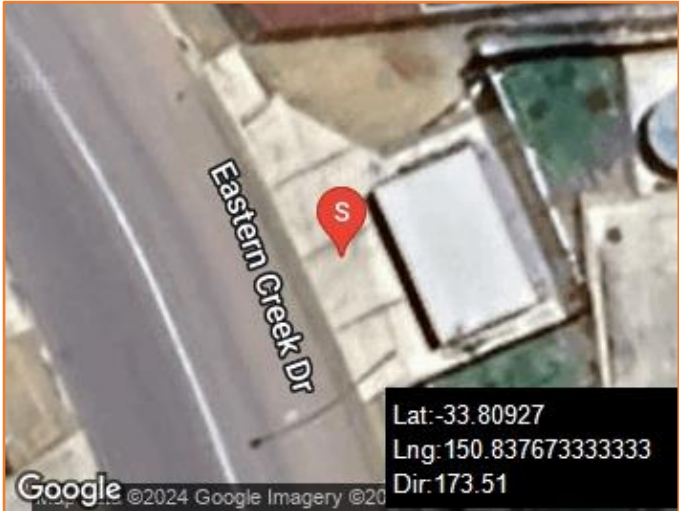


Figure 21: Poor - General condition of monopole assembly. Moderate rotation observed.

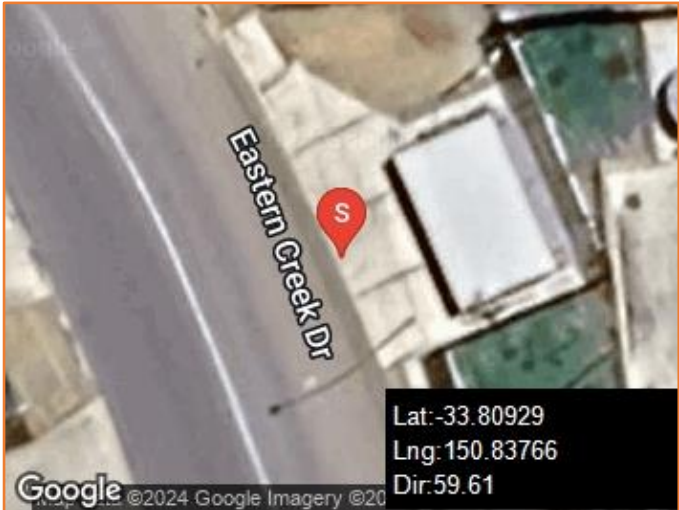




Figure 22: Good - General condition of traffic signage.



Figure 23: Reasonable - General condition of service pits.



Figure 24: Reasonable - General condition of footpath.





Figure 25: Good - General condition of traffic signage.



Figure 26: Reasonable - General condition of driveway crossover.



Figure 27: Reasonable - General condition of driveway crossover.





Figure 28: Reasonable - General condition of driveway crossover.



Figure 29: Good - General condition of traffic signage.

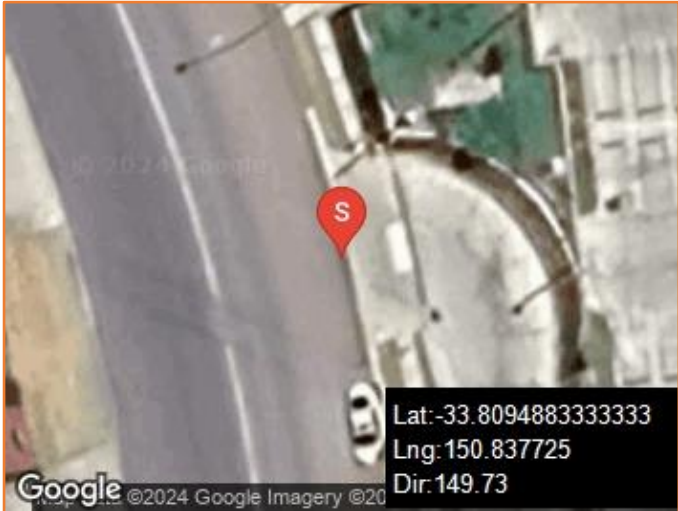


Figure 30: Good - General condition of footpath.

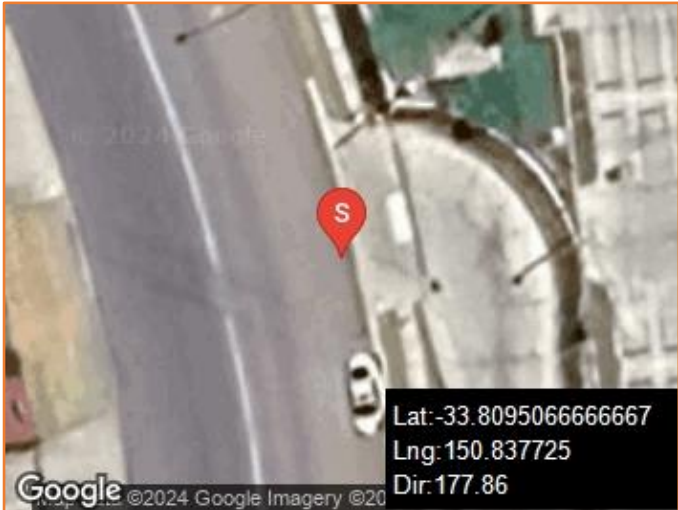




Figure 31: Reasonable - General condition of service pit.

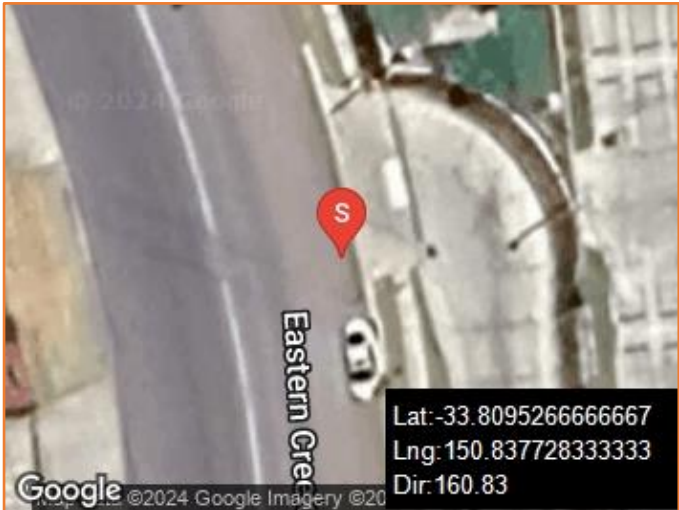


Figure 32: Good - General condition of footpath.

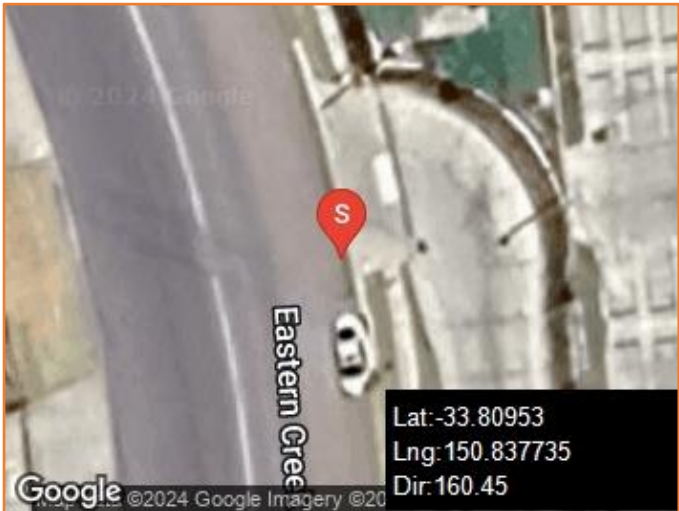


Figure 33: Good - General condition of street planting.

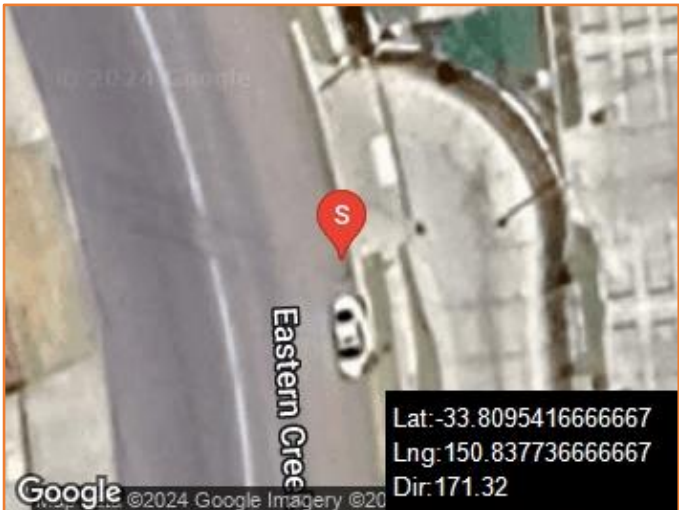




Figure 34: Good - General condition of footpath and service pits.

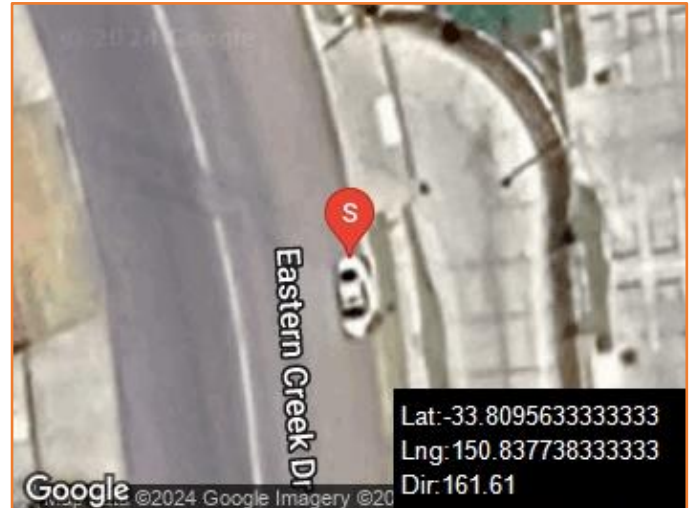


Figure 35: Good - General condition of footpath.

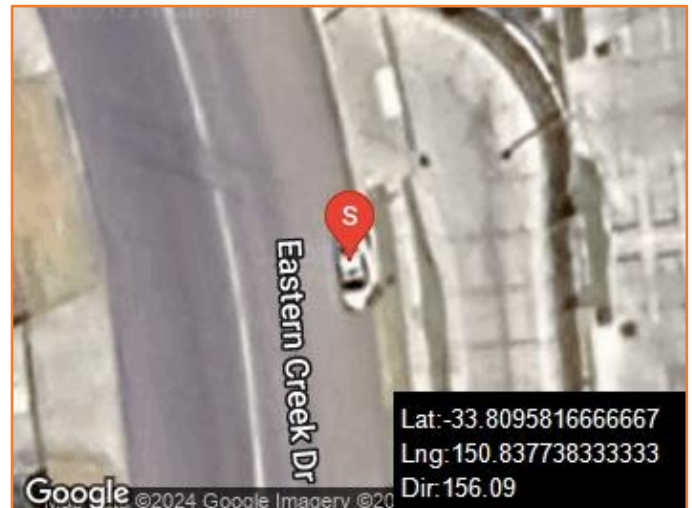


Figure 36: Good - General condition of footpath.

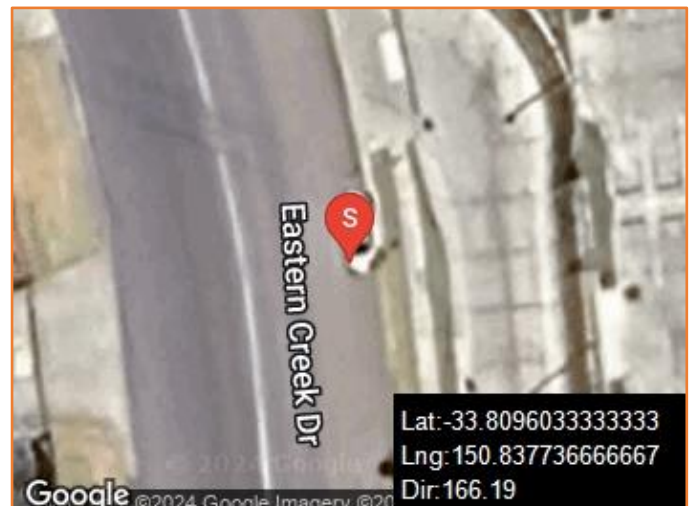




Figure 37: Good - General condition of service pits.

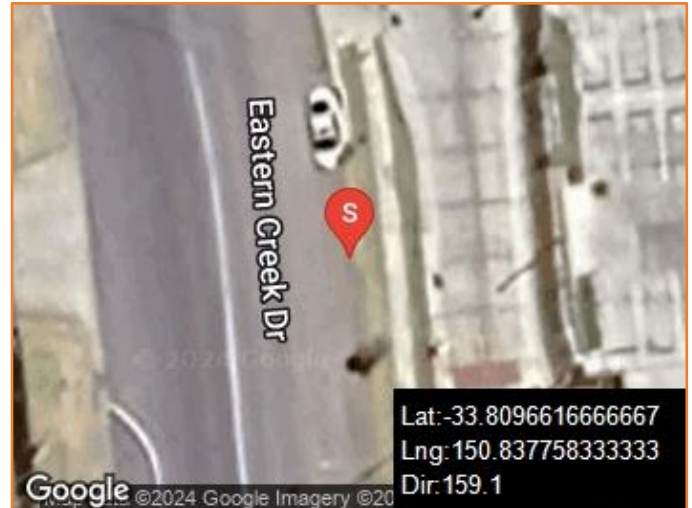


Figure 38: Good - General condition of footpath.

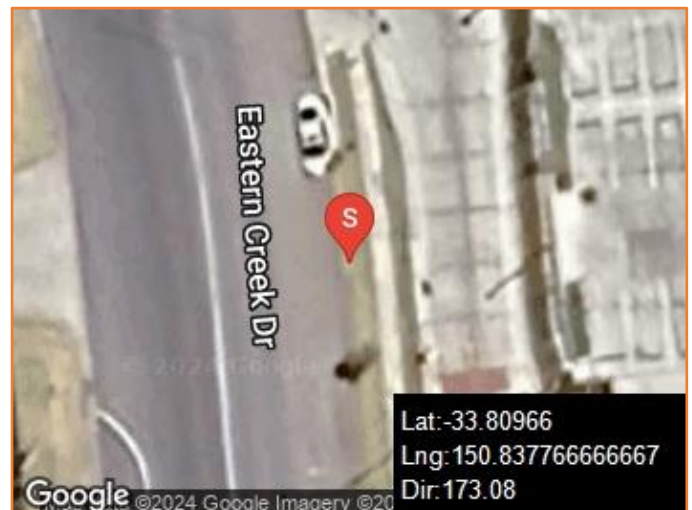


Figure 39: Good - General condition of street planting.

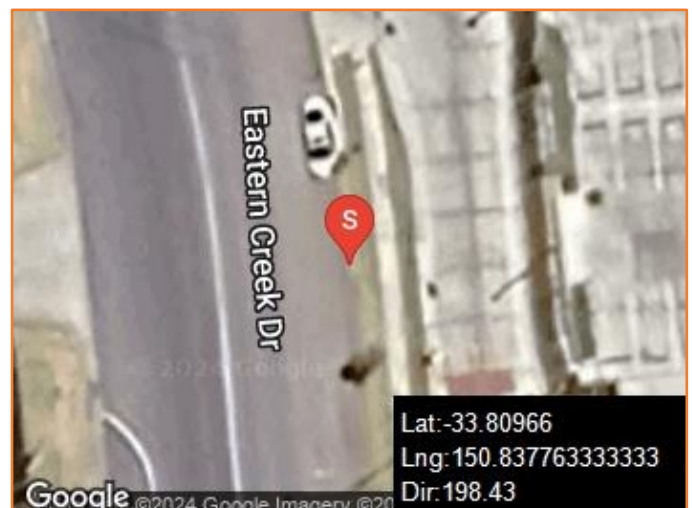




Figure 40: Good - General condition of footpath.

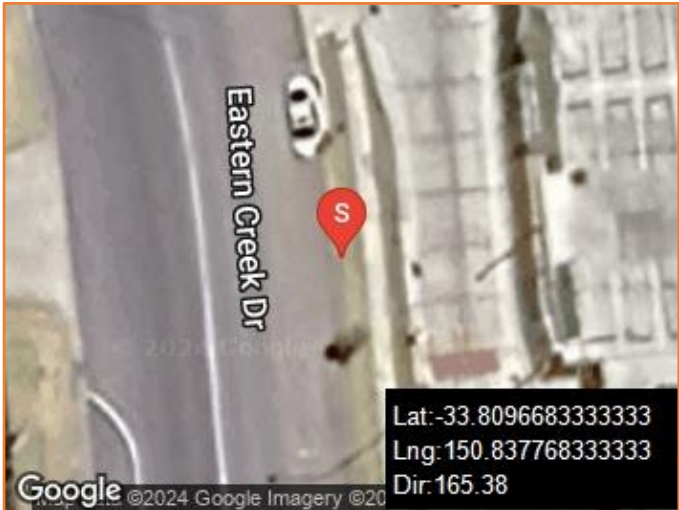


Figure 41: Good - General condition of monopole assembly.

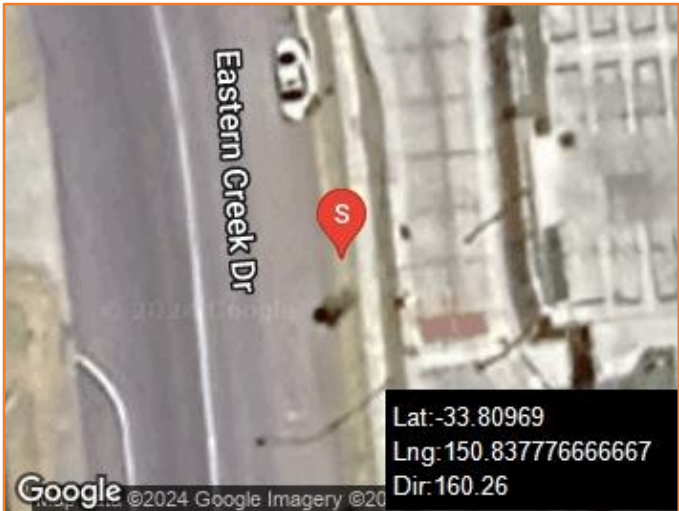


Figure 42: Good - General condition of footpath.





Figure 43: Good - General condition of footpath.

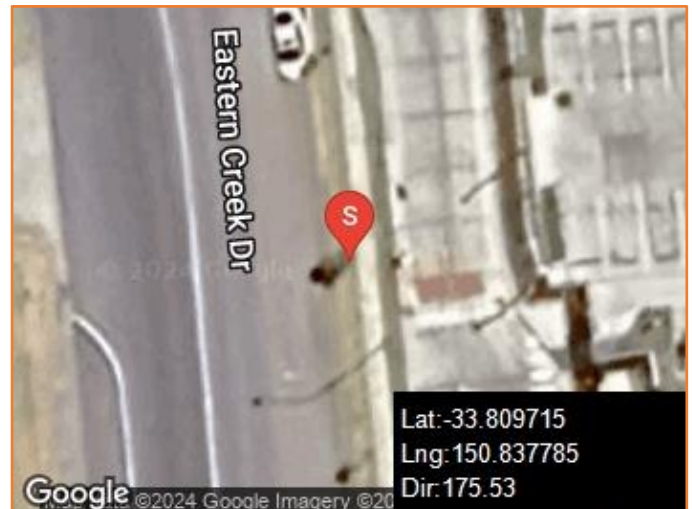


Figure 44: Good - General condition of street planting.

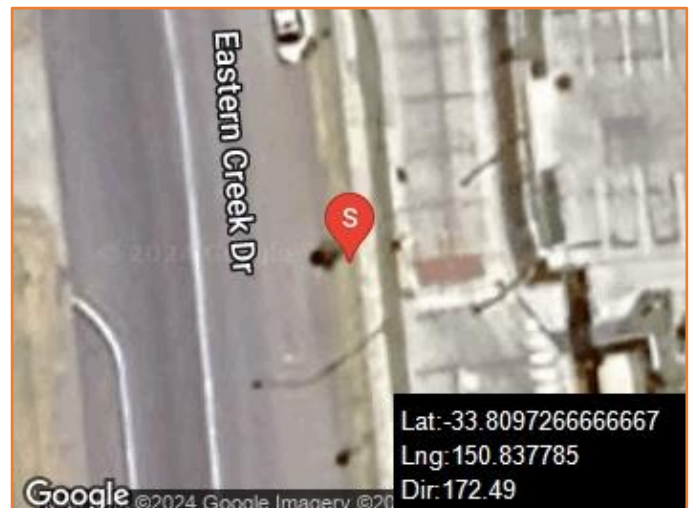


Figure 45: Good - General condition of footpath.

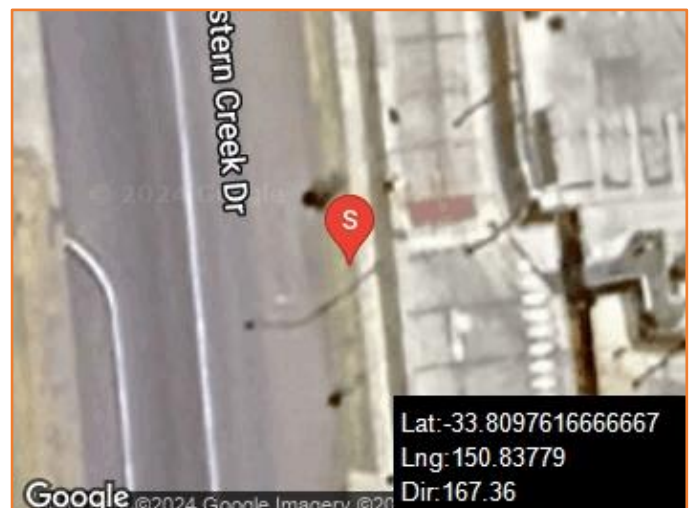




Figure 46: Reasonable - General condition of driveway crossover.

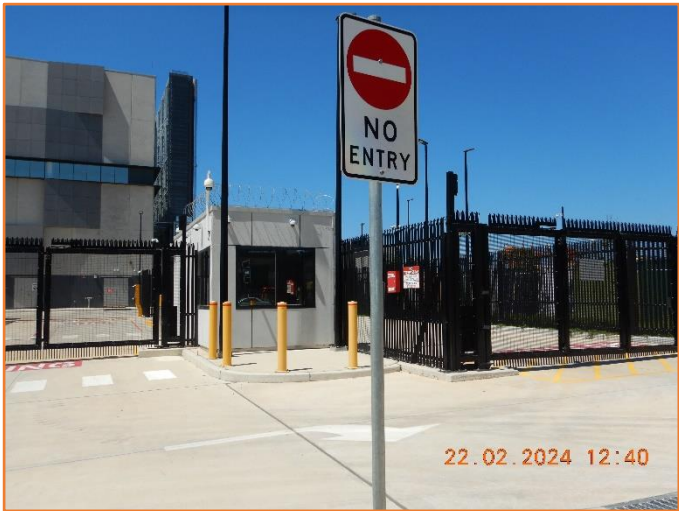
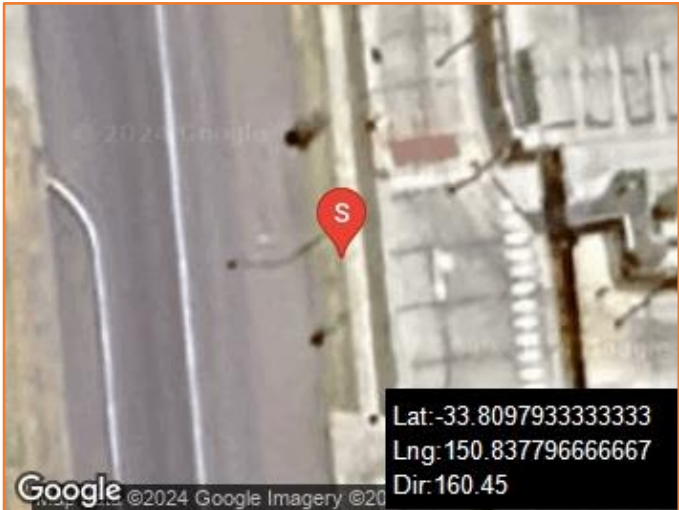


Figure 47: Good - General condition of traffic signage.

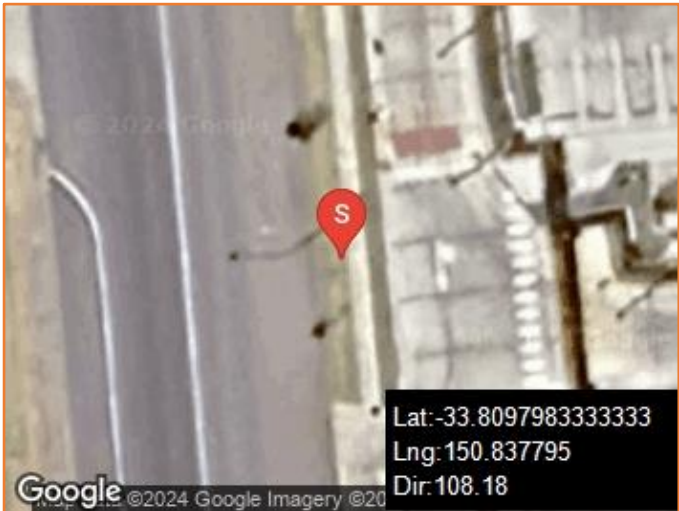


Figure 48: Reasonable - General condition of driveway crossover.





Figure 49: Reasonable - General condition of driveway crossover.

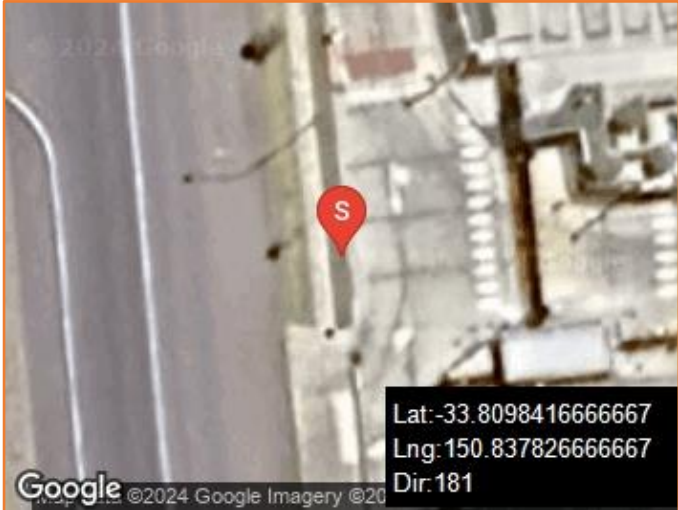


Figure 50: Reasonable - General condition of driveway crossover.



Figure 51: Reasonable - General condition of driveway crossover.





Figure 52: Good - General condition of traffic signage.



Figure 53: Good - General condition of footpath.



Figure 54: Reasonable - General condition of service pit.

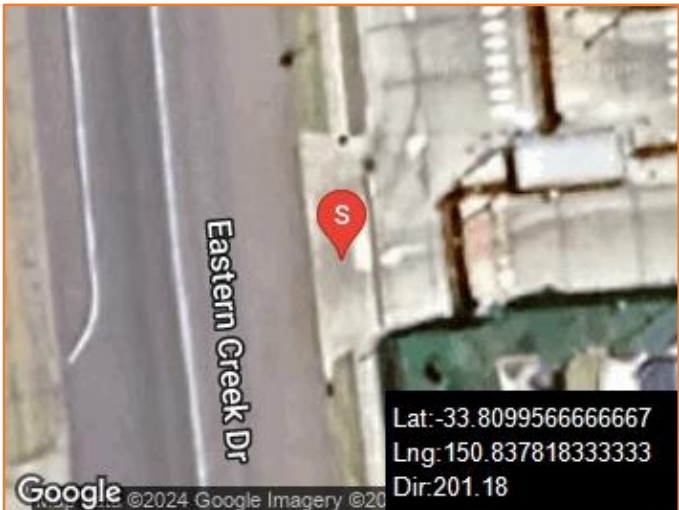




Figure 55: Good - General condition of footpath.



Figure 56: Good - General condition of footpath.



Figure 57: Good - General condition of service pit.





Figure 58: Good - General condition of footpath.

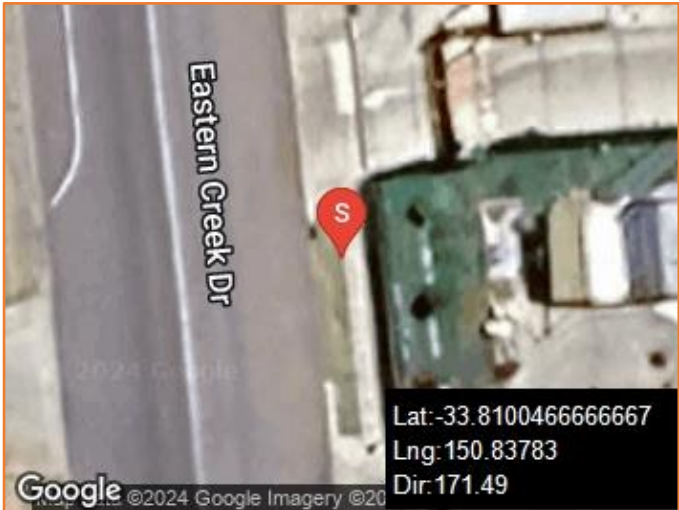


Figure 59: Good - General condition of footpath.

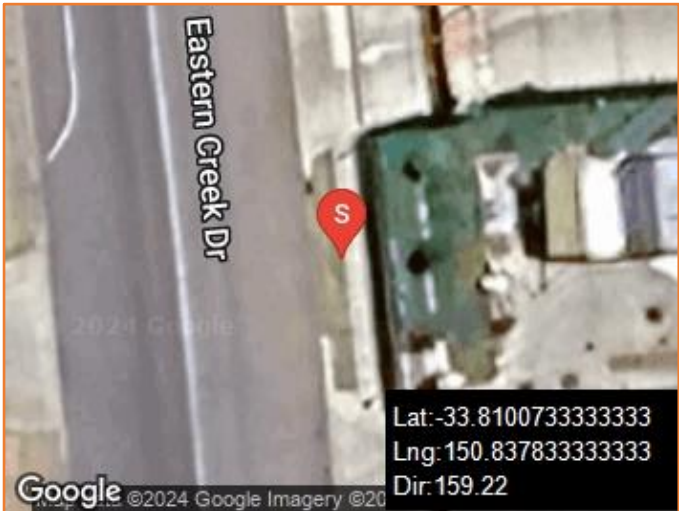


Figure 60: Good - General condition of footpath.





Figure 61: Good - General condition of traffic signage.

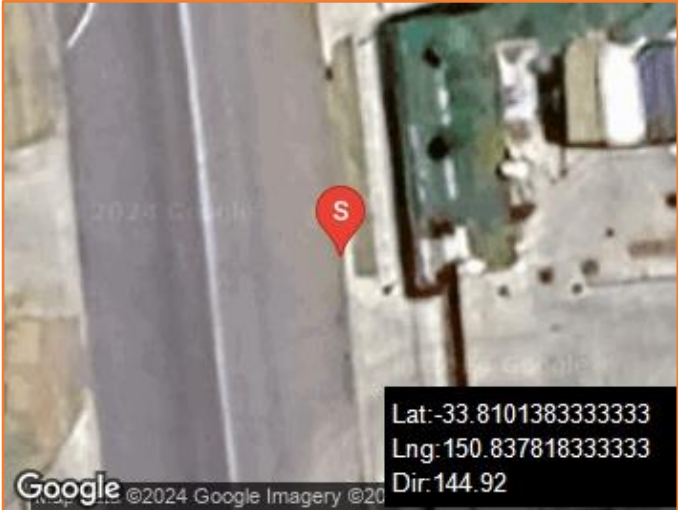


Figure 62: Reasonable - General condition of driveway crossover.

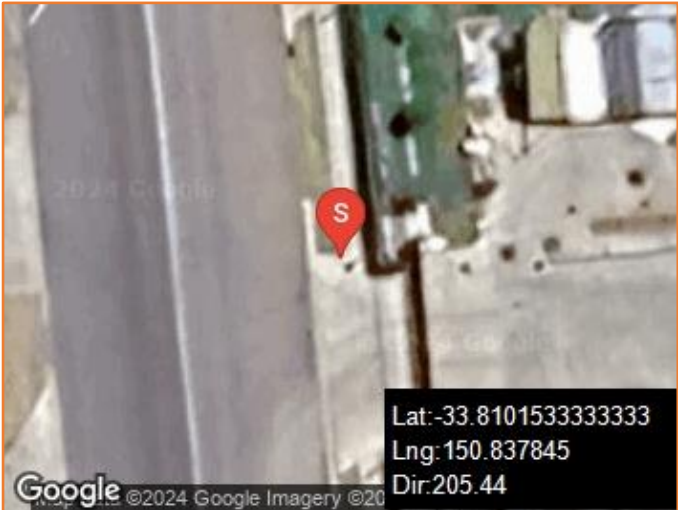


Figure 63: Reasonable - General condition of driveway crossover.





Figure 64: Reasonable - General condition of driveway crossover.

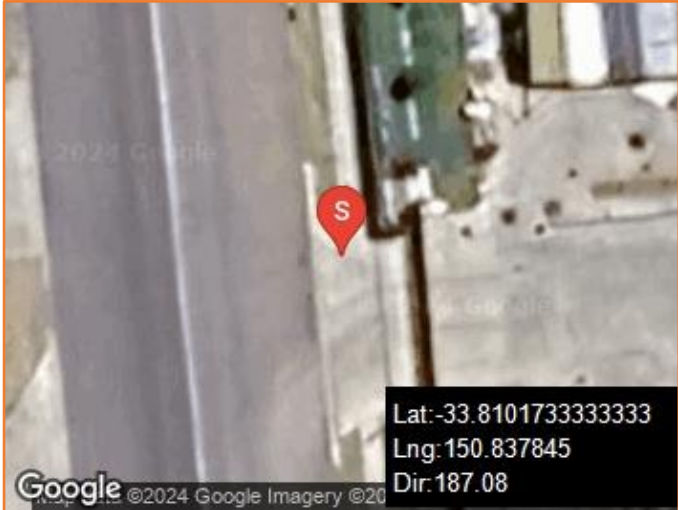


Figure 65: Reasonable - General condition of driveway crossover.

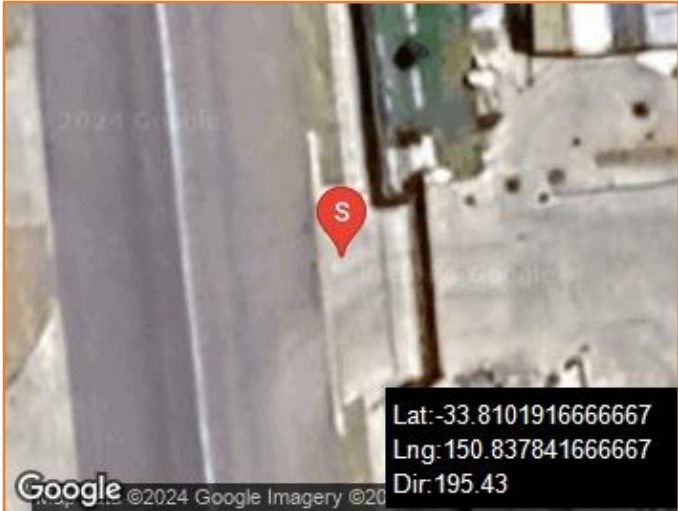


Figure 66: Good - General condition of traffic signage.

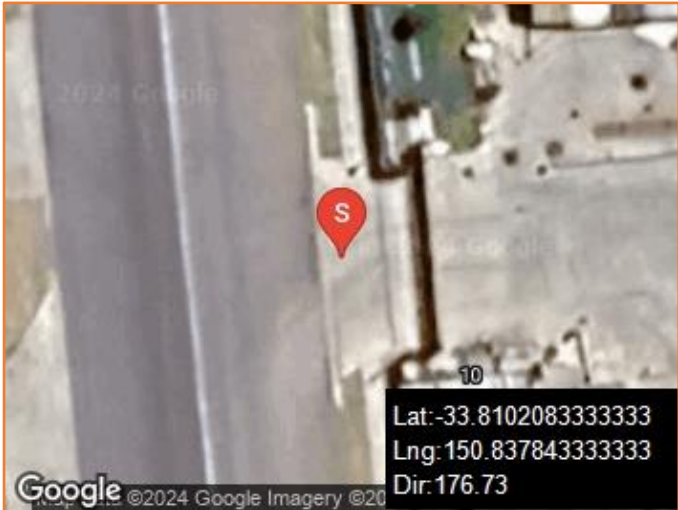




Figure 67: Good - General condition of footpath.

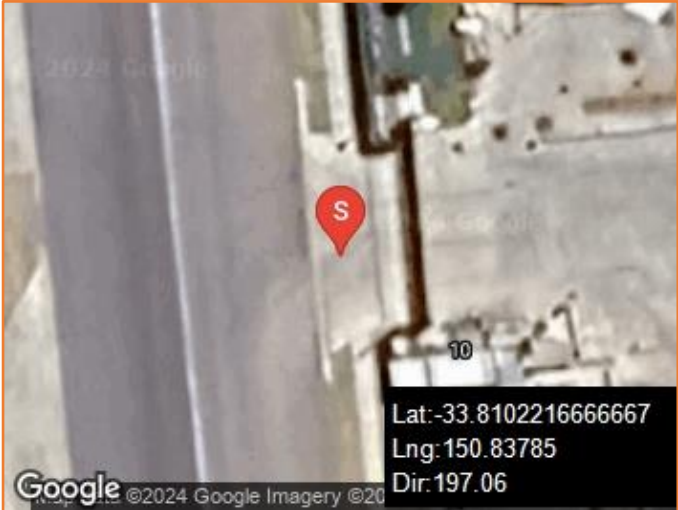


Figure 68: Good - General condition of footpath.

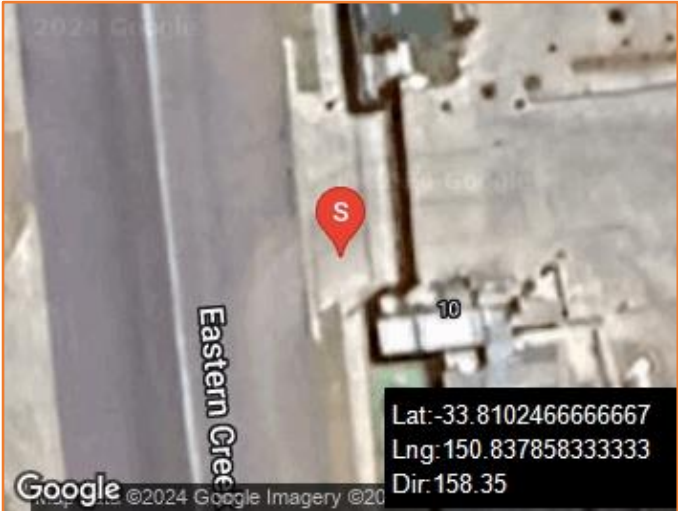


Figure 69: Good - General condition of footpath.

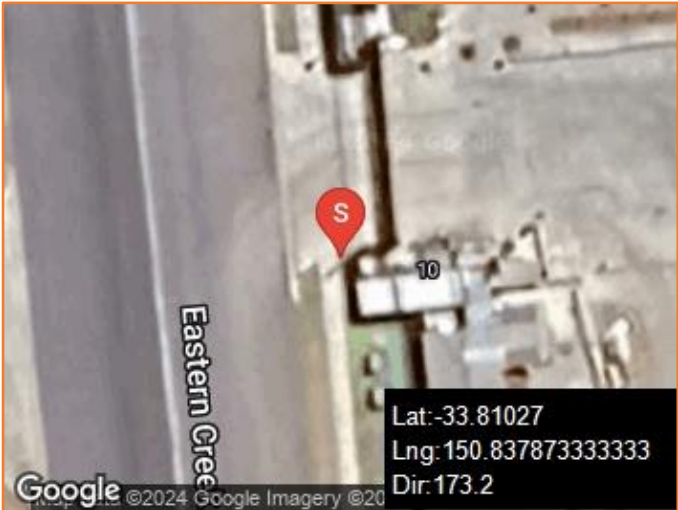




Figure 70: Good - General condition of substations.



Figure 71: Good - General condition of footpath.

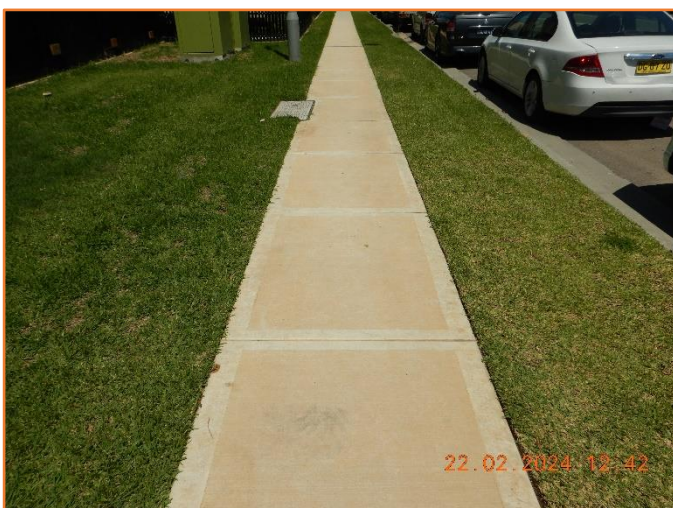
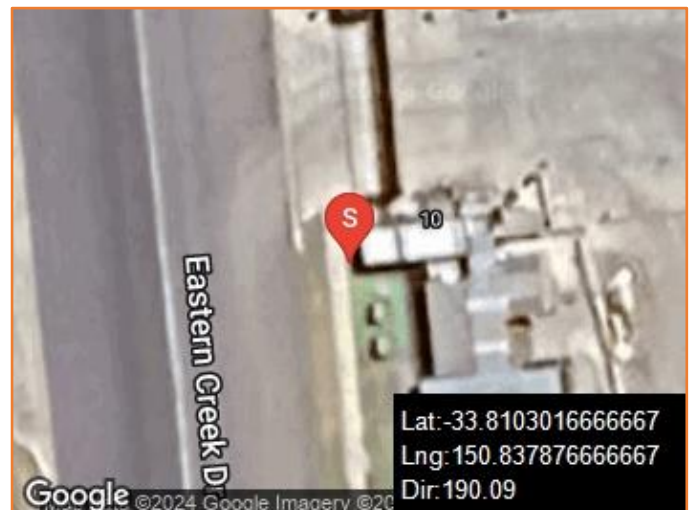


Figure 72: Good - General condition of footpath.

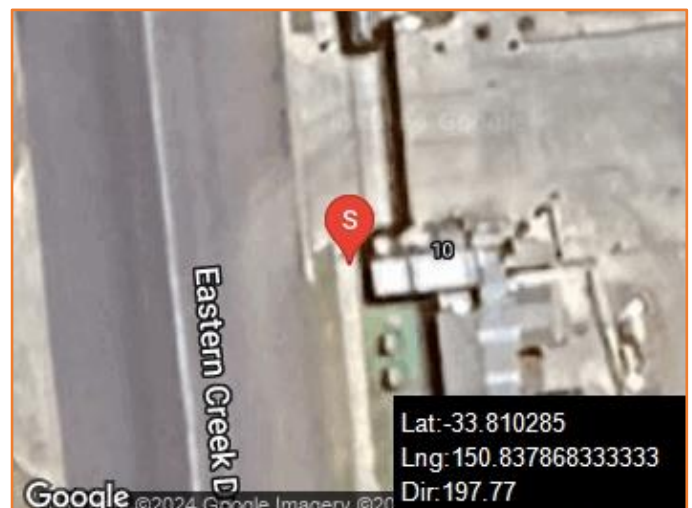




Figure 73: Good - General condition of footpath.

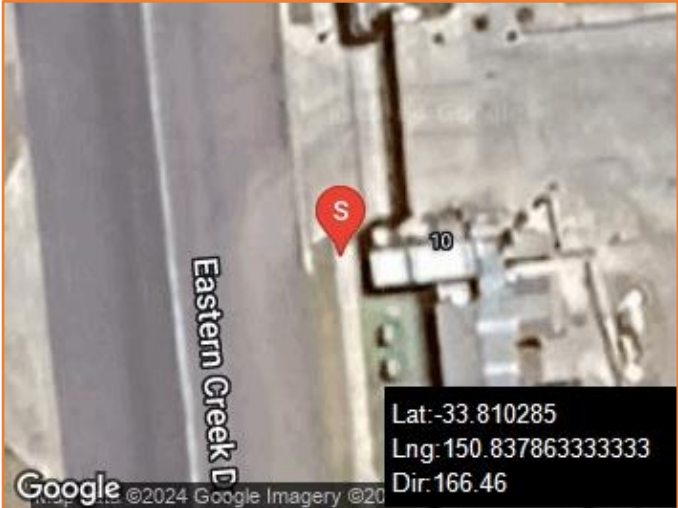


Figure 74: Reasonable - General condition of service pit. Moderate cracking observed.

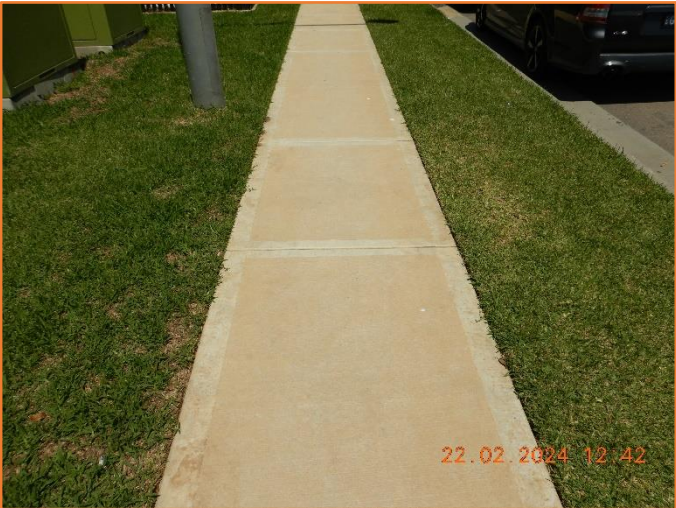


Figure 75: Good - General condition of footpath.





Figure 76: Good - General condition of monopole assembly.

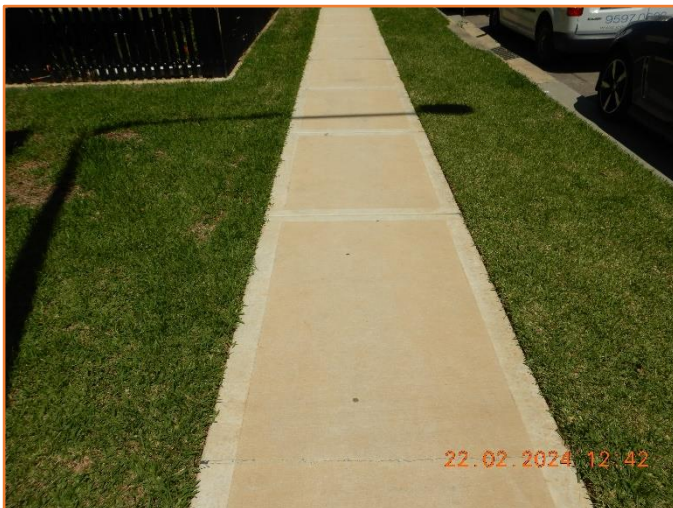


Figure 77: Good - General condition of footpath.

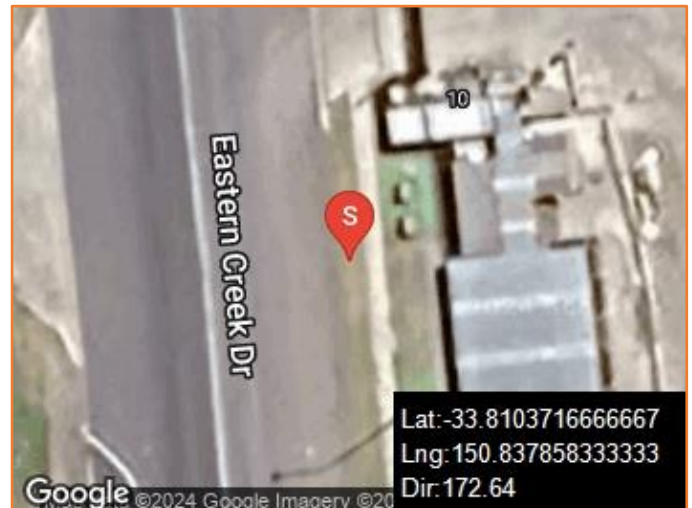


Figure 78: Good - General condition of substations.



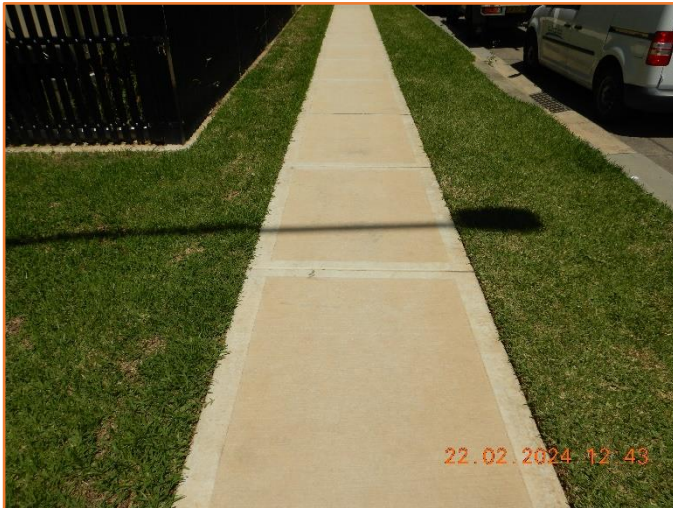


Figure 79: Good - General condition of footpath.

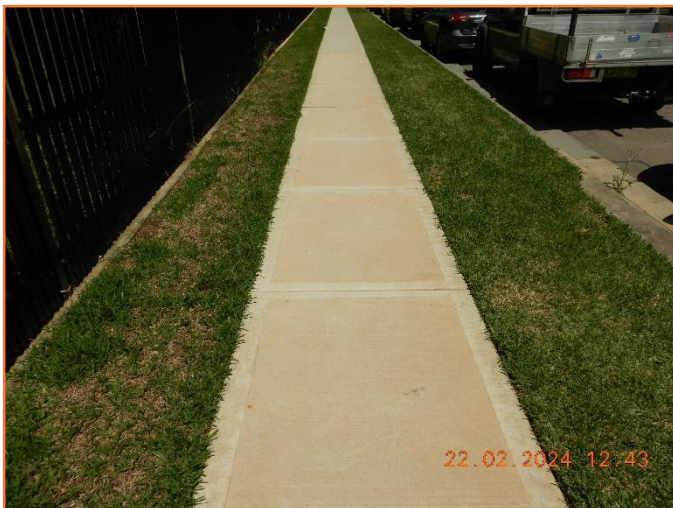


Figure 80: Good - General condition of footpath.

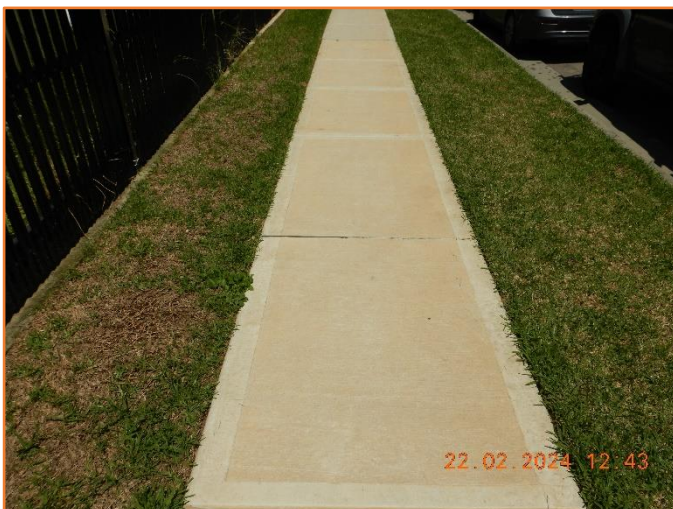


Figure 81: Good - General condition of footpath.





Figure 82: Good - General condition of footpath.

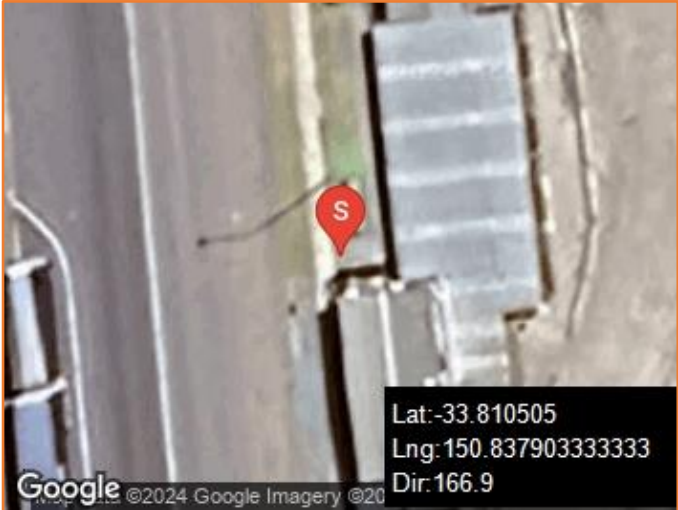


Figure 83: Good - General condition of footpath.



Figure 84: Good - General condition of footpath.





Figure 85: Reasonable - General condition of service pit. Moderate cracking observed.

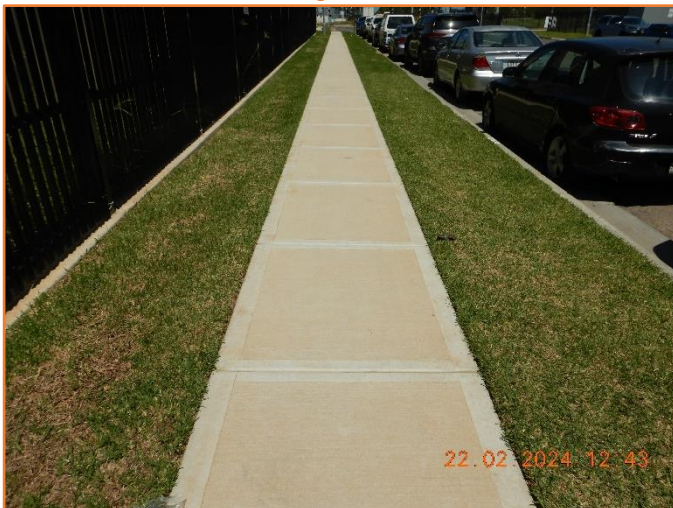


Figure 86: Good - General condition of footpath.



Figure 87: Reasonable - General condition of footpath. Moderate cracking observed.





Figure 88: Good - General condition of footpath.

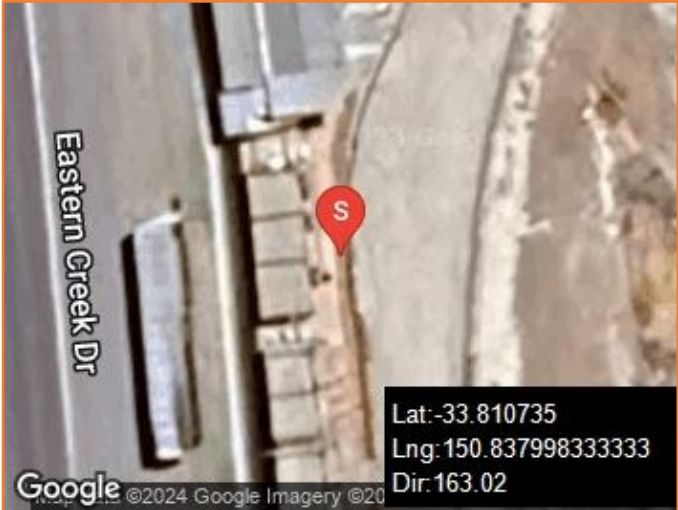


Figure 89: Good - General condition of footpath.



Figure 90: Good - General condition of footpath.





Figure 91: Good - General condition of service pit.



Figure 92: Reasonable - General condition of footpath. Minor hairline cracking observed.

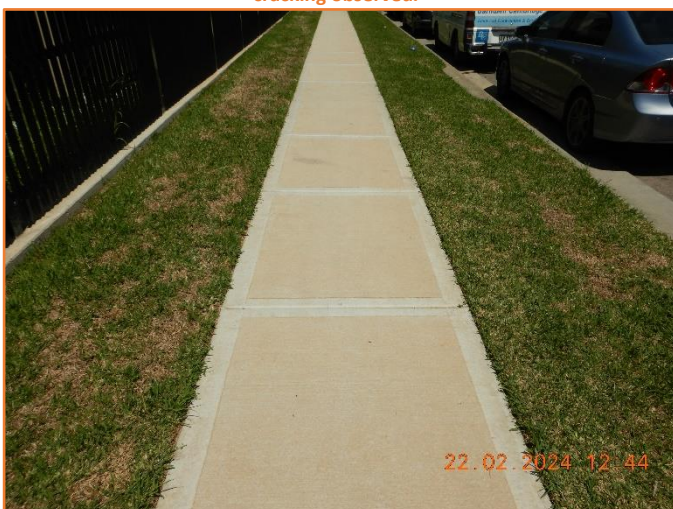
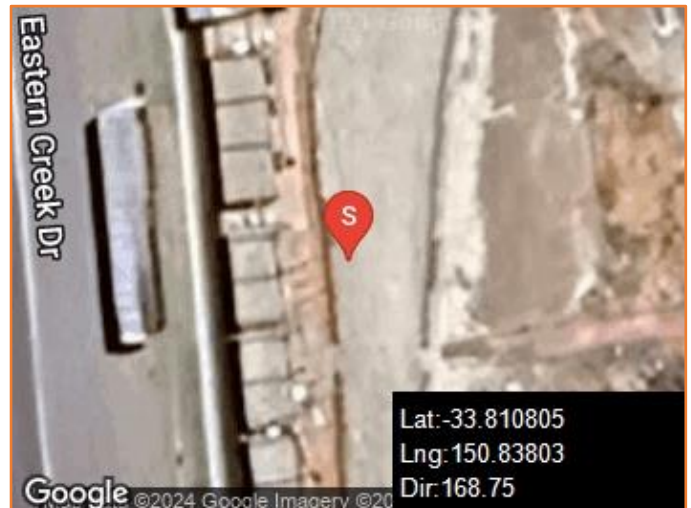


Figure 93: Good - General condition of footpath.



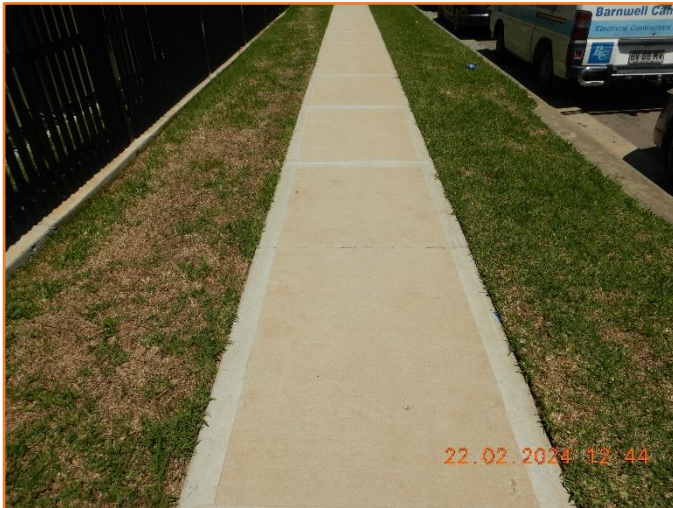


Figure 94: Good - General condition of footpath.



Figure 95: Reasonable - General condition of footpath. Moderate hairline cracking observed.

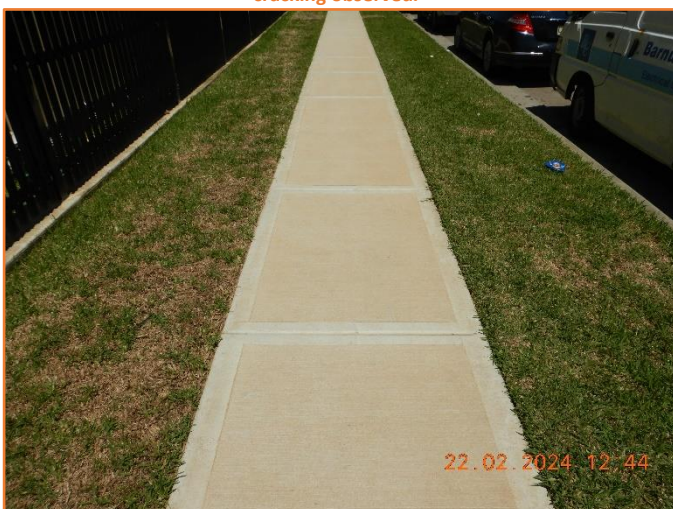


Figure 96: Good - General condition of footpath.





Figure 97: Reasonable - General condition of footpath. Moderate cracking observed.

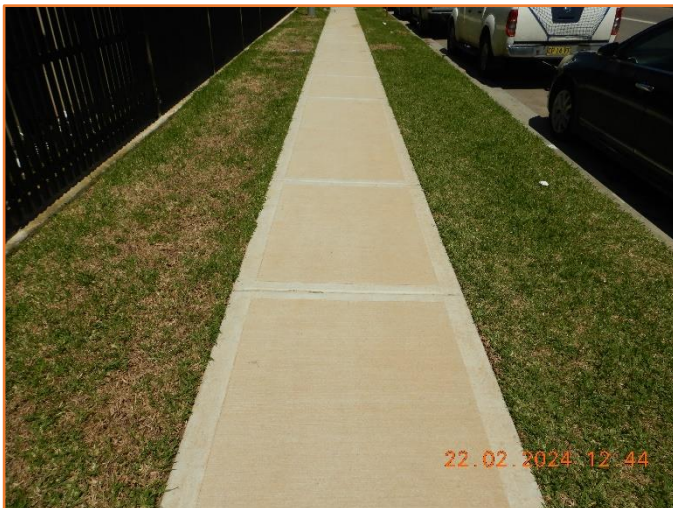


Figure 98: Good - General condition of footpath.

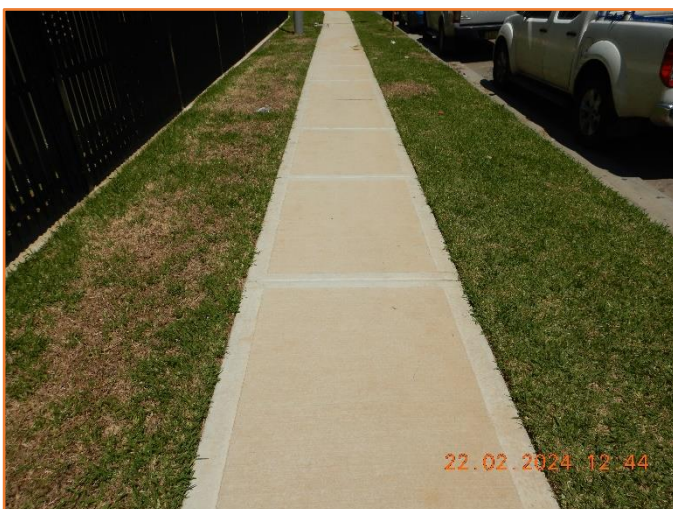


Figure 99: Good - General condition of footpath.





Figure 100: Good - General condition of footpath.



Figure 101: Good - General condition of footpath.



Figure 102: Reasonable - General condition of service pits. Moderate cracking observed.





Figure 103: Good - General condition of monopole assembly.

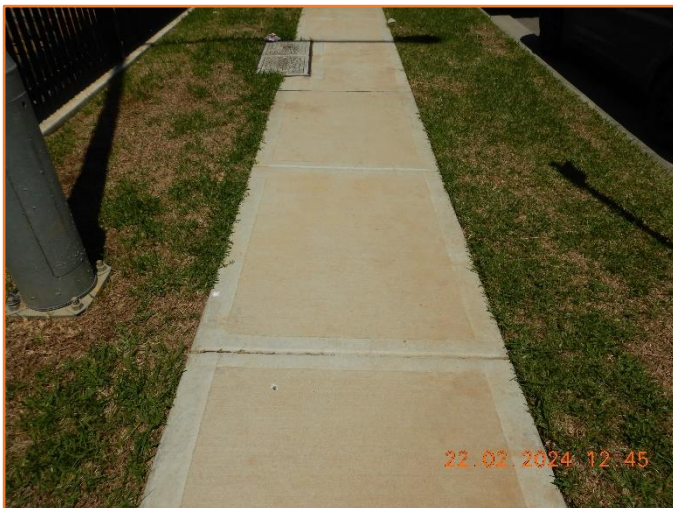


Figure 104: Good - General condition of footpath.

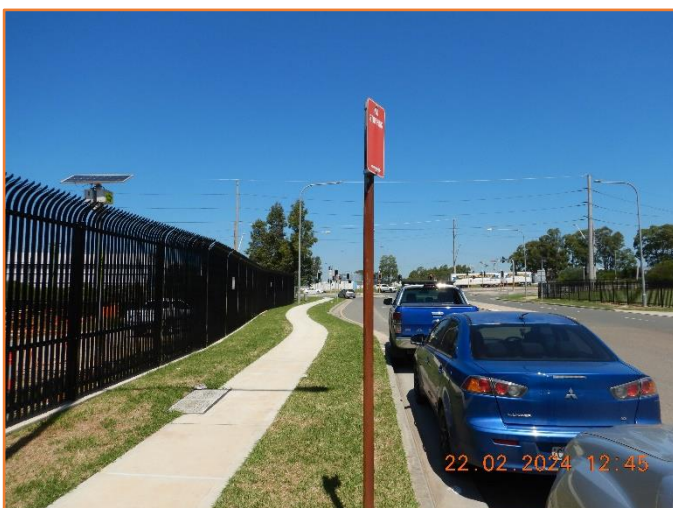


Figure 105: Reasonable - General condition of traffic signage. Moderate corrosion observed.



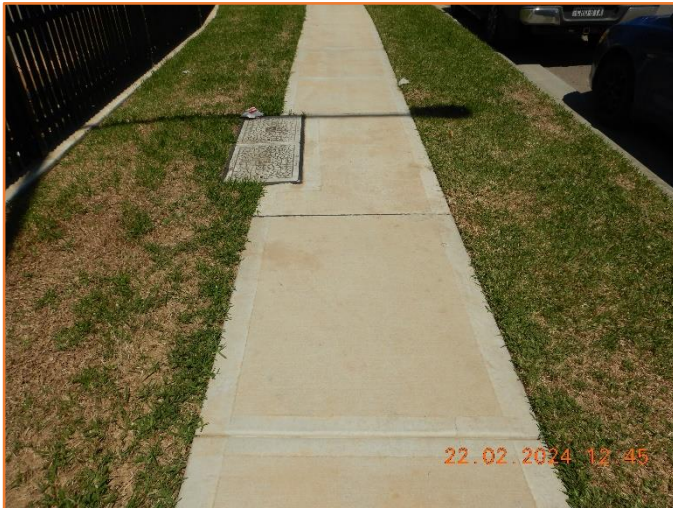


Figure 106: Good - General condition of footpath.



Figure 107: Reasonable - General condition of service pits.

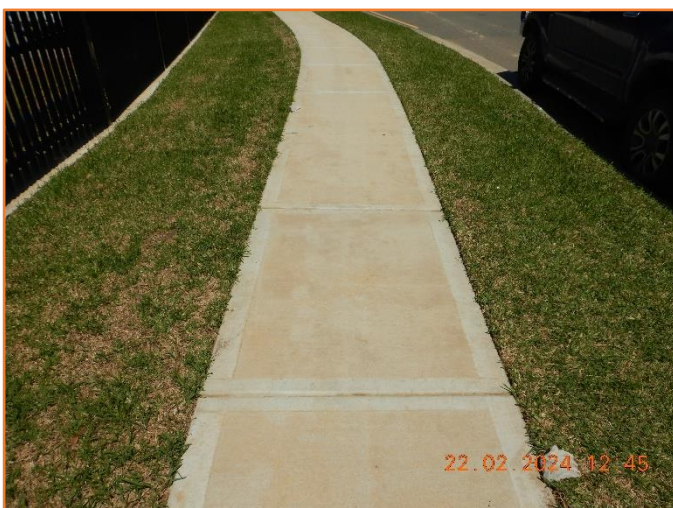


Figure 108: Good - General condition of footpath.

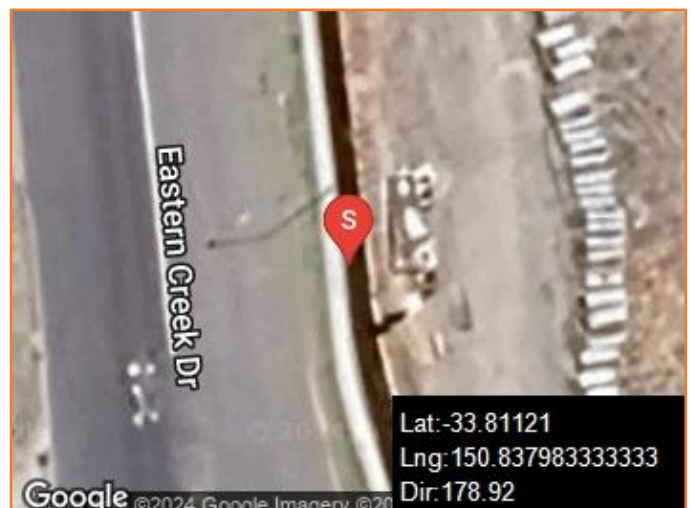




Figure 109: Good - General condition of footpath.

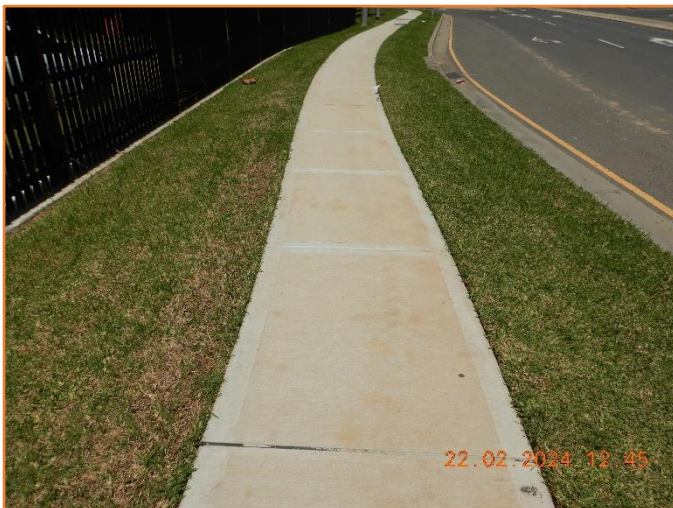


Figure 110: Good - General condition of footpath.

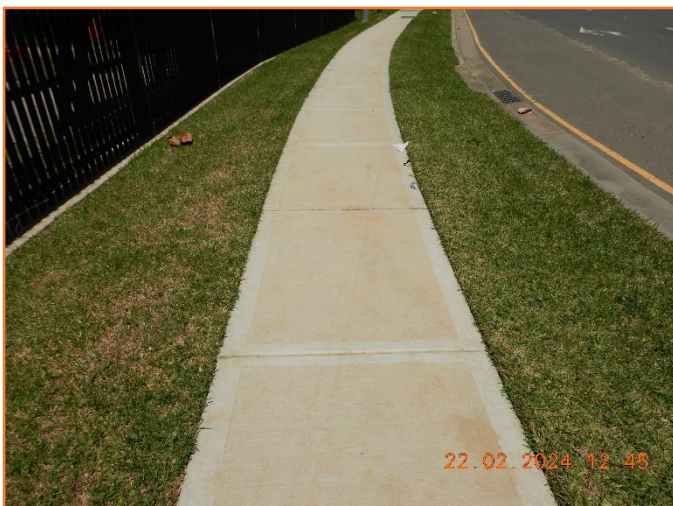
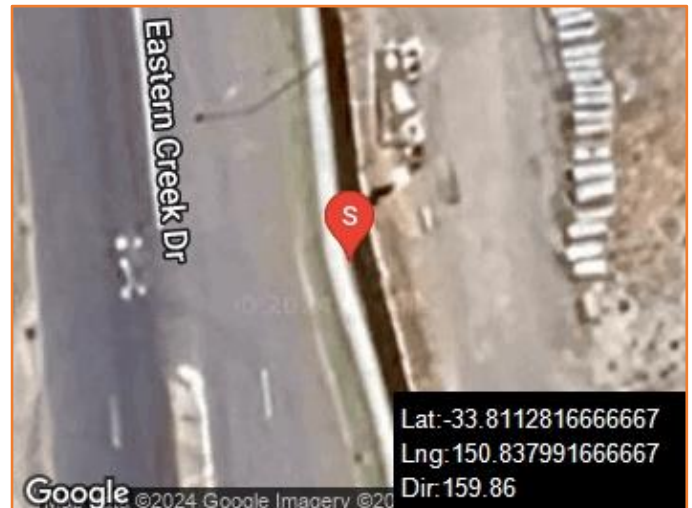


Figure 111: Good - General condition of footpath.





Figure 112: Good - General condition of footpath.

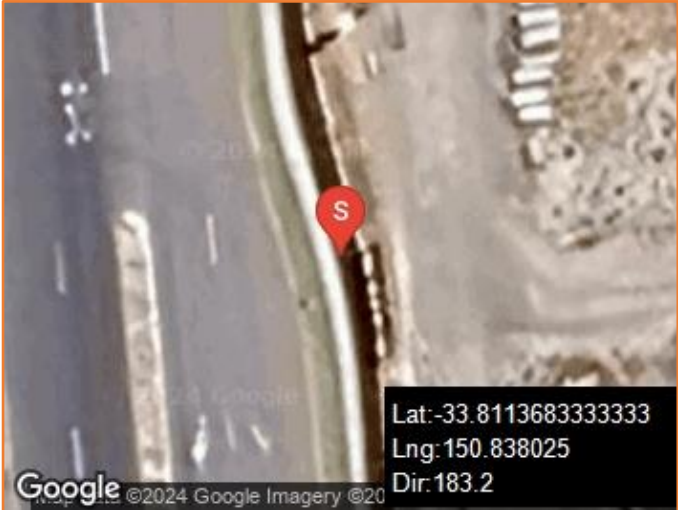


Figure 113: Good - General condition of footpath.

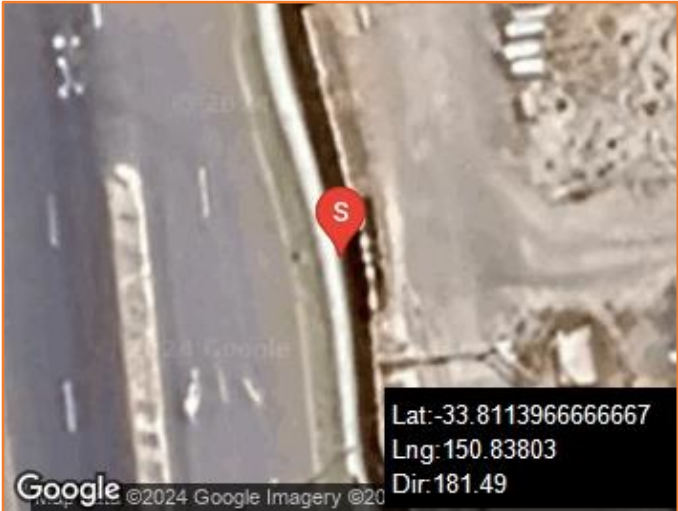


Figure 114: Good - General condition of footpath.

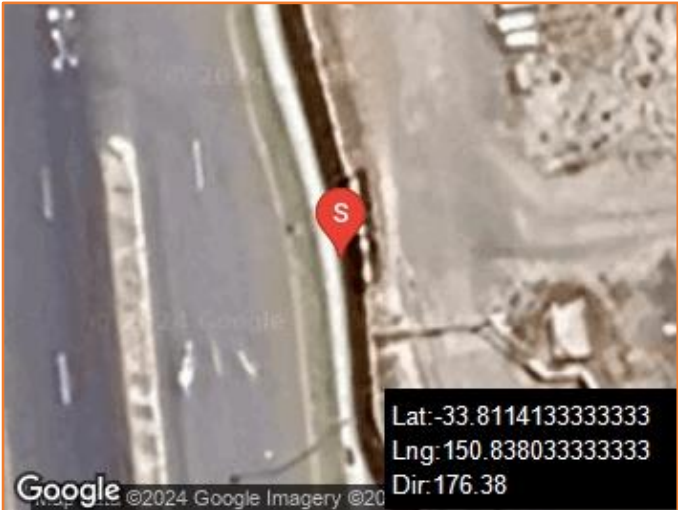




Figure 115: Good - General condition of footpath.



Figure 116: monopole assembly.



Figure 117: Reasonable - General condition of footpath and service pit.

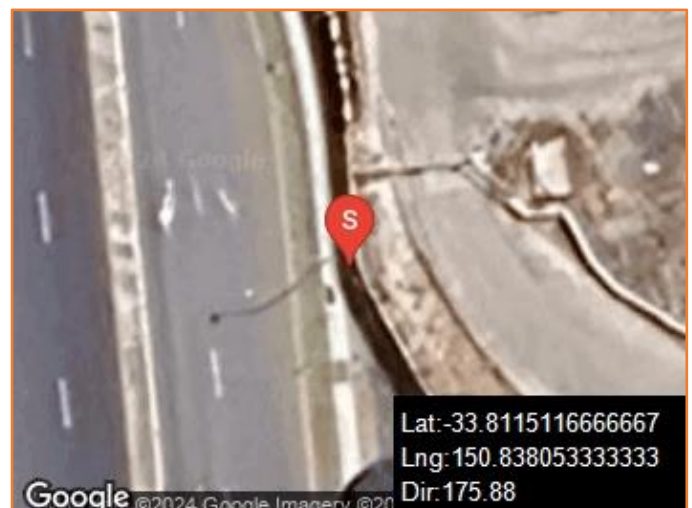




Figure 118: Reasonable - General condition of traffic signage. Minor rotation observed.

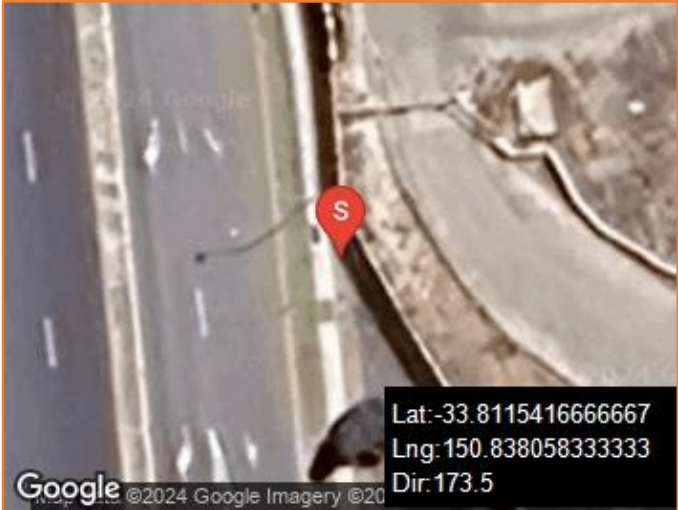


Figure 119: Reasonable - General condition of substation.



Figure 120: Reasonable - General condition of footpath and service pit.





Figure 121: Reasonable - General condition of footpath. Moderate hairline cracking observed.



Figure 122: Good - General condition of footpath.

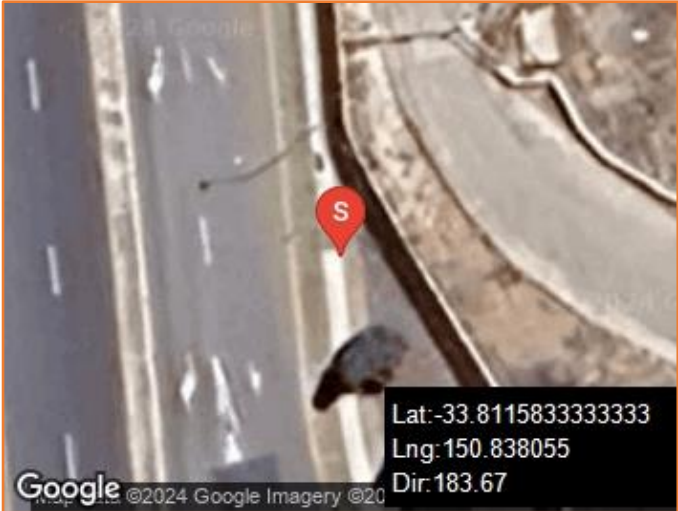


Figure 123: Good - General condition of footpath.





Figure 124: Good - General condition of footpath.

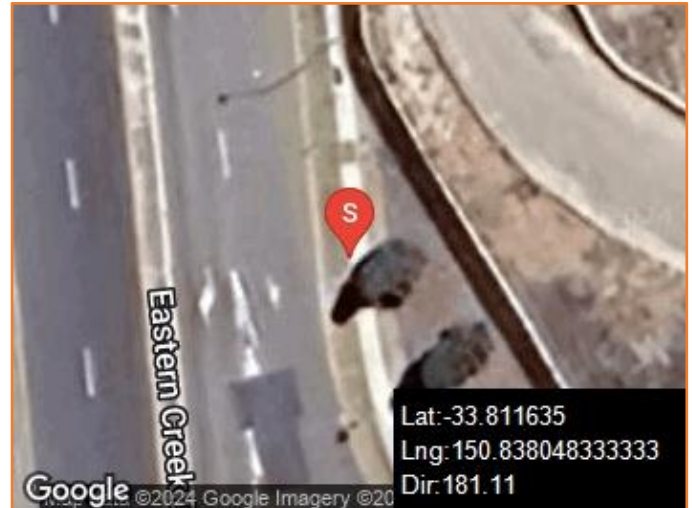


Figure 125: Good - General condition of service pit.



Figure 126: Good - General condition of traffic signage.

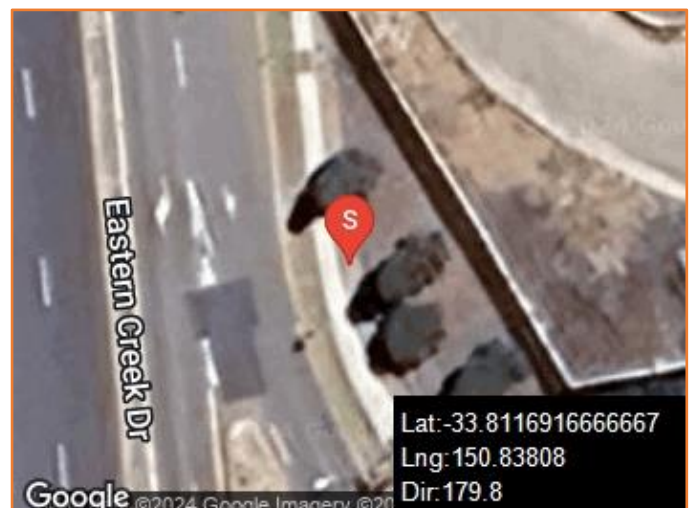




Figure 127: Reasonable - General condition of service pit.



Figure 128: Good - General condition of footpath.



Figure 129: Good - General condition of footpath.

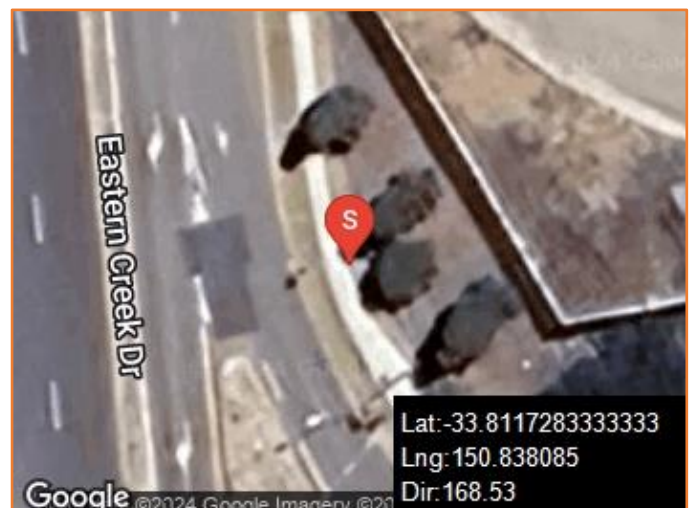




Figure 130: Good - General condition of traffic signage.



Figure 131: Good - General condition of monopole assembly.



Figure 132: Reasonable - General condition of footpath.





Figure 133: Reasonable - General condition of footpath.

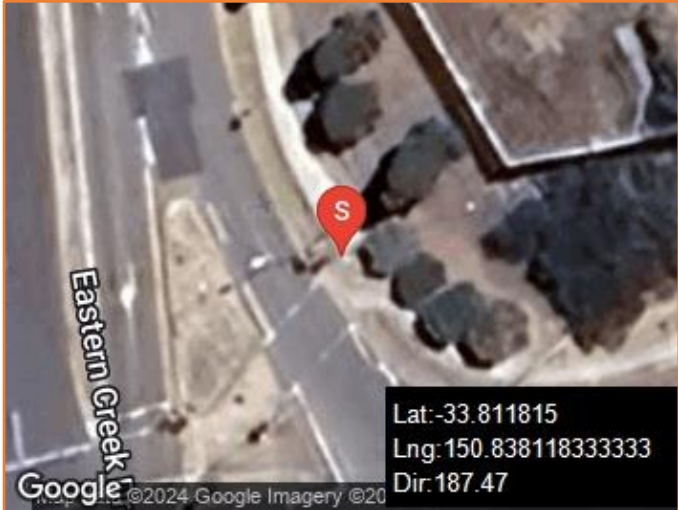


Figure 134: Reasonable - General condition of footpath and pram ramp.



Figure 135: Reasonable - General condition of footpath.





Figure 136: Reasonable - General condition of flexible pavement.



Figure 137: Reasonable - General condition of flexible pavement.



Figure 138: Reasonable - General condition of flexible pavement. Previous repair observed.





Figure 139: Reasonable - General condition of flexible pavement.



Figure 140: Reasonable - General condition of rigid pavement. Moderate cracking observed.



Figure 141: Reasonable - General condition of flexible pavement.





Figure 142: Reasonable - General condition of flexible pavement.



Figure 143: Reasonable - General condition of flexible pavement.



Figure 144: Reasonable - General condition of flexible pavement.





Figure 145: Reasonable - General condition of flexible pavement.

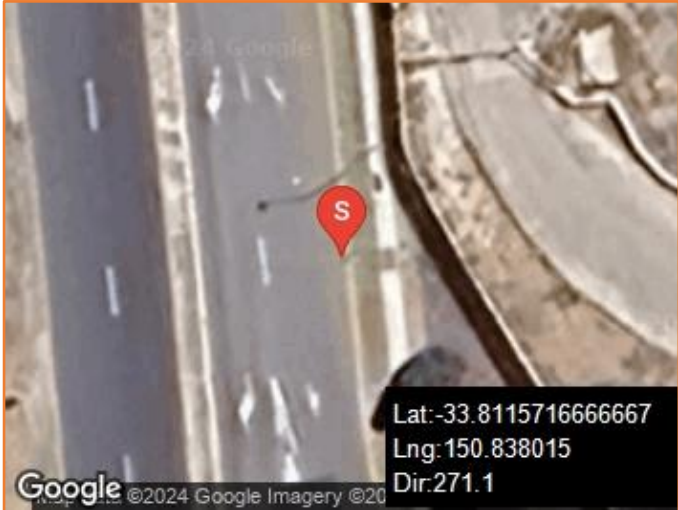


Figure 146: Reasonable - General condition of flexible pavement.

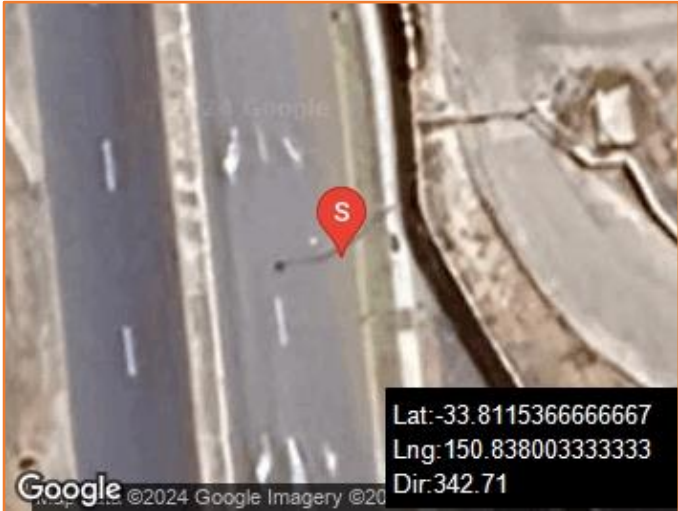


Figure 147: Reasonable - General condition of flexible pavement.

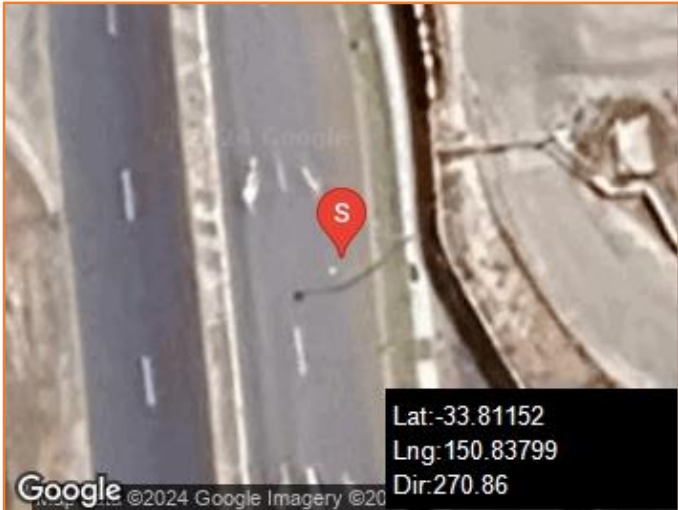




Figure 148: Reasonable - General condition of flexible pavement.

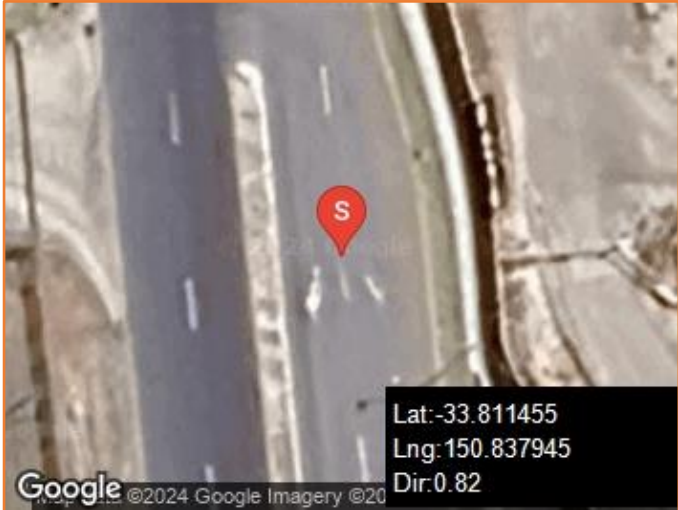


Figure 149: Reasonable - General condition of flexible pavement.

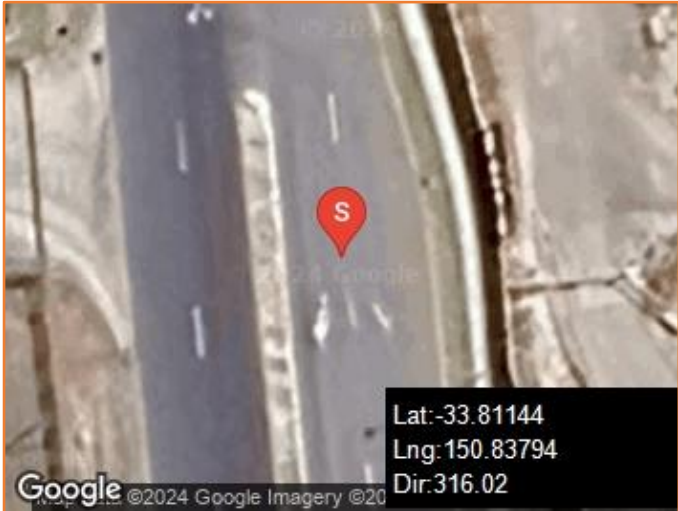


Figure 150: Reasonable - General condition of flexible pavement.

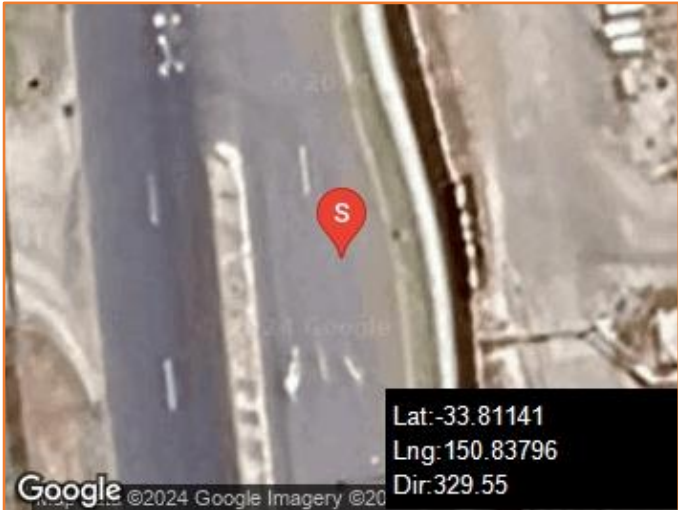




Figure 151: Reasonable - General condition of flexible pavement.



Figure 152: Reasonable - General condition of flexible pavement.
 Moderate alligator cracking observed.



Figure 153: Reasonable - General condition of flexible pavement.
 Moderate alligator cracking observed.





Figure 154: Reasonable - General condition of flexible pavement.
Moderate alligator cracking observed.



Figure 155: Reasonable - General condition of flexible pavement.

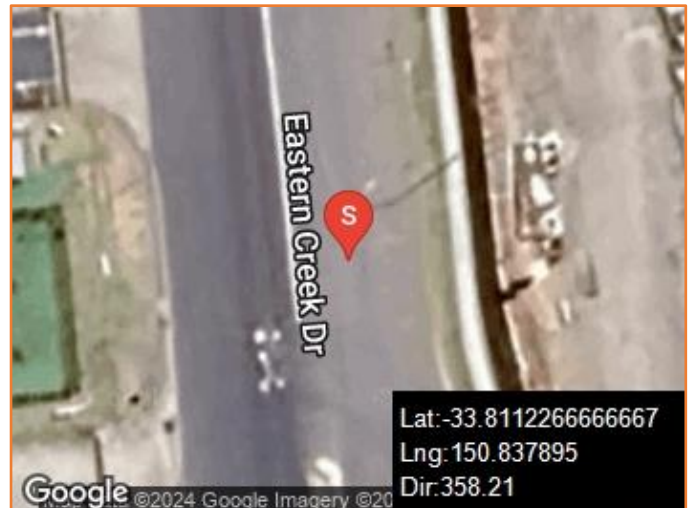


Figure 156: Reasonable - General condition of flexible pavement.

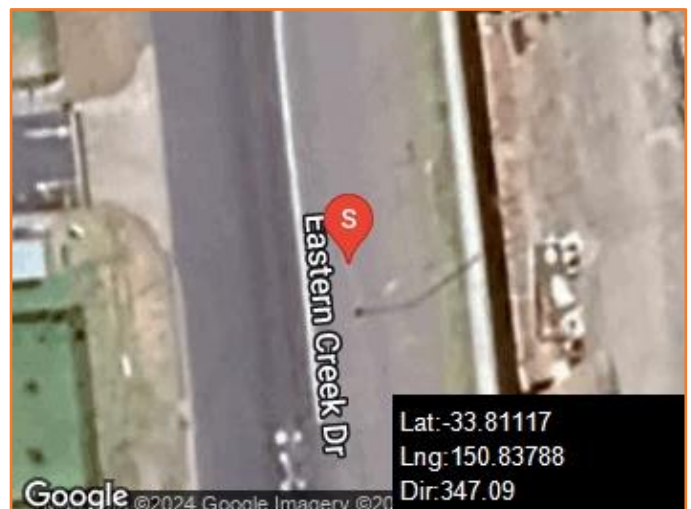




Figure 157: Reasonable - General condition of flexible pavement.



Figure 158: Reasonable - General condition of flexible pavement.



Figure 159: Reasonable - General condition of flexible pavement.

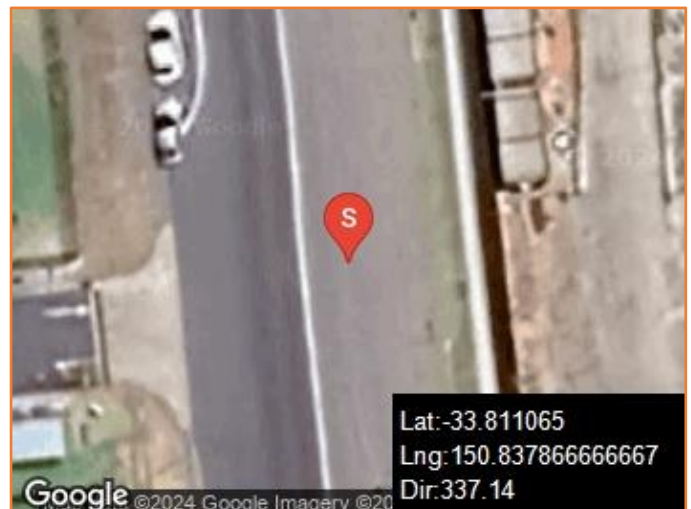




Figure 160: Reasonable - General condition of flexible pavement.



Figure 161: Reasonable - General condition of flexible pavement.

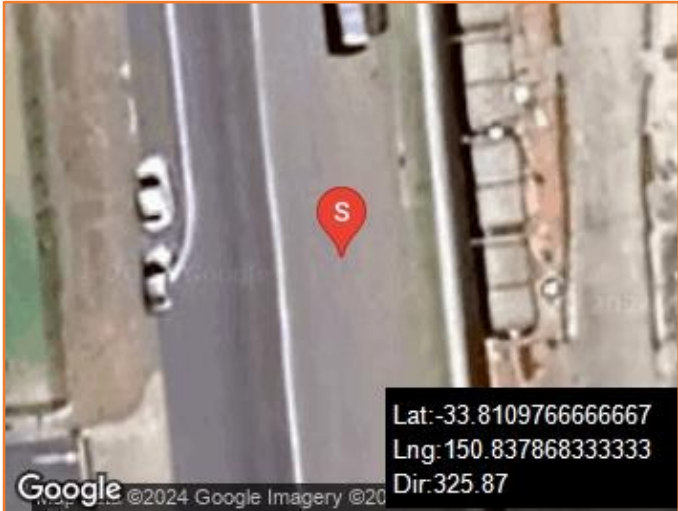


Figure 162: Reasonable - General condition of flexible pavement.

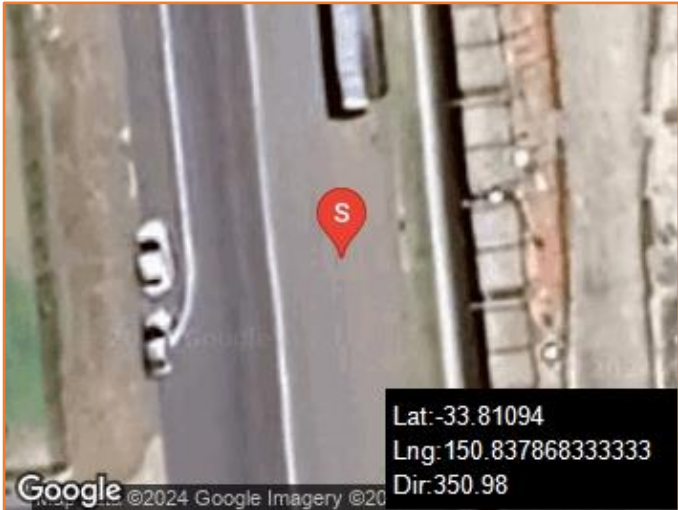




Figure 163: Reasonable - General condition of flexible pavement.



Figure 164: Reasonable - General condition of flexible pavement.



Figure 165: Reasonable - General condition of flexible pavement.





Figure 166: Reasonable - General condition of flexible pavement.



Figure 167: Reasonable - General condition of flexible pavement.



Figure 168: Reasonable - General condition of flexible pavement.





Figure 169: Reasonable - General condition of flexible pavement.



Figure 170: Reasonable - General condition of flexible pavement.
Moderate alligator cracking observed.



Figure 171: Reasonable - General condition of flexible pavement.





Figure 172: Reasonable - General condition of flexible pavement.



Figure 173: Reasonable - General condition of flexible pavement.

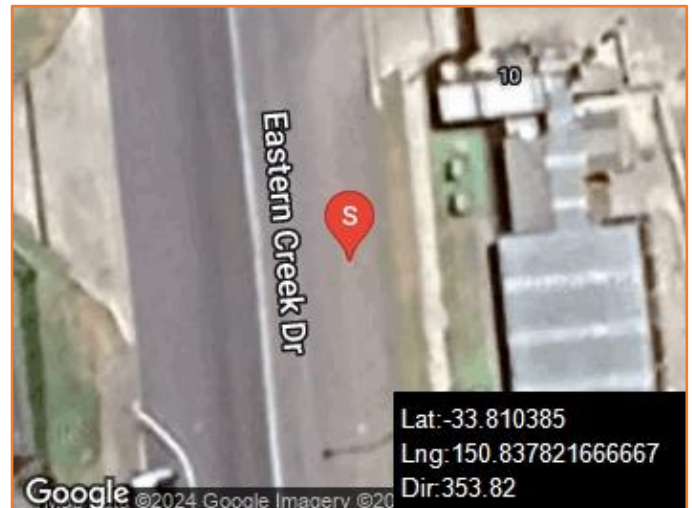


Figure 174: Reasonable - General condition of flexible pavement.





Figure 175: Reasonable - General condition of flexible pavement.
Moderate alligator cracking observed.



Figure 176: Reasonable - General condition of flexible pavement.

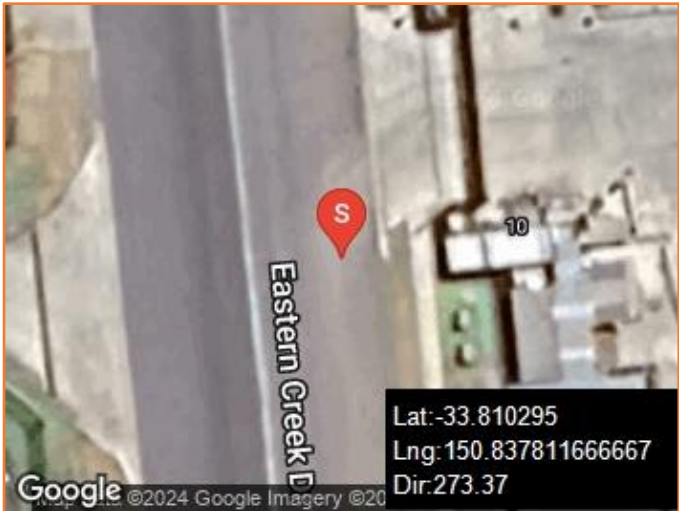


Figure 177: Reasonable - General condition of flexible pavement.

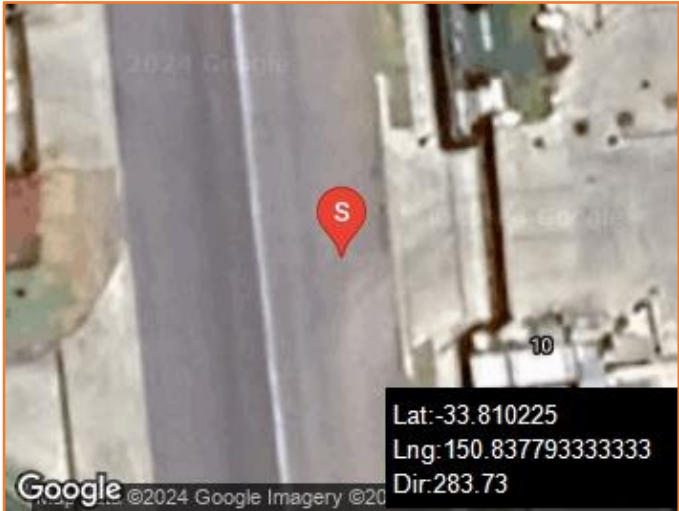




Figure 178: Reasonable - General condition of flexible pavement.
Moderate alligator cracking observed.

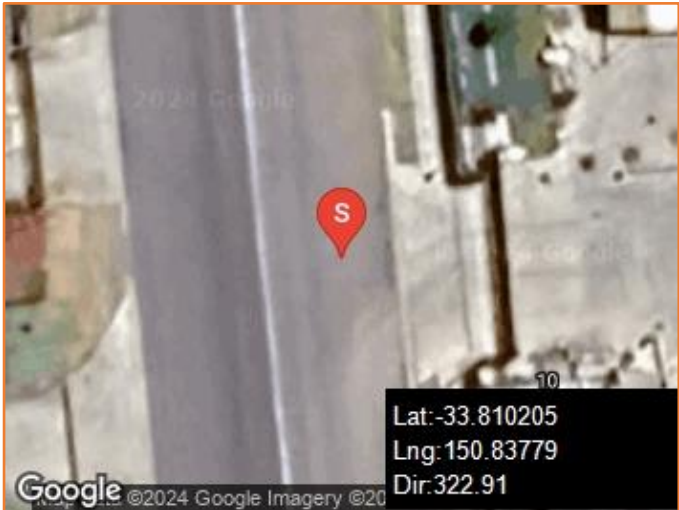


Figure 179: Reasonable - General condition of flexible pavement.
Moderate alligator cracking observed.



Figure 180: Reasonable - General condition of flexible pavement.

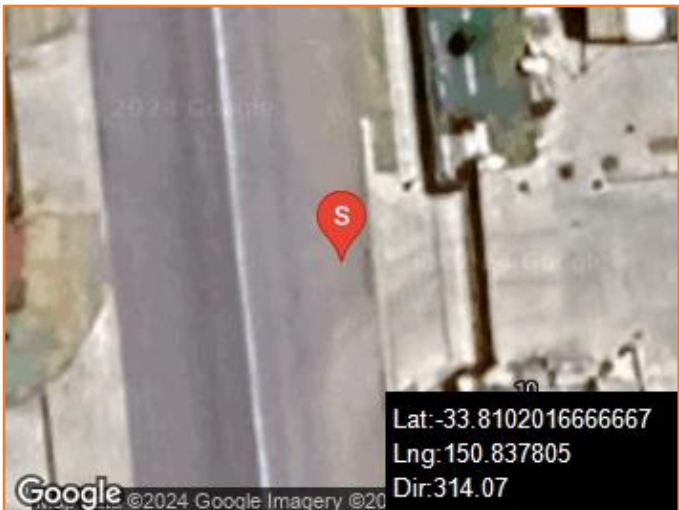




Figure 181: Reasonable - General condition of flexible pavement.

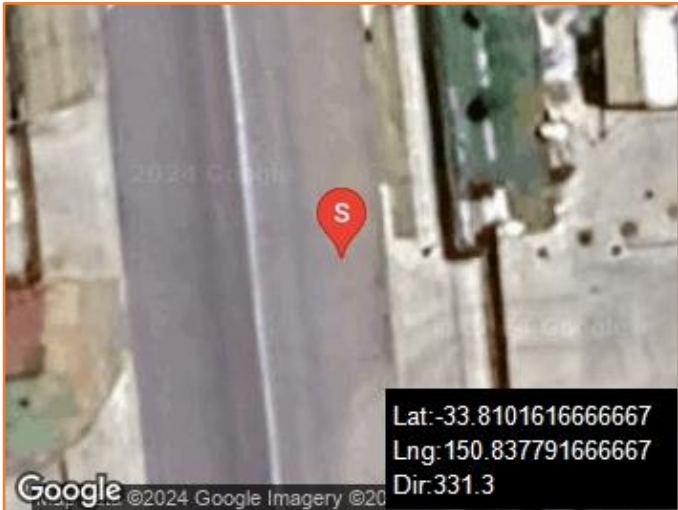


Figure 182: Reasonable - General condition of flexible pavement. Minor cracking observed.

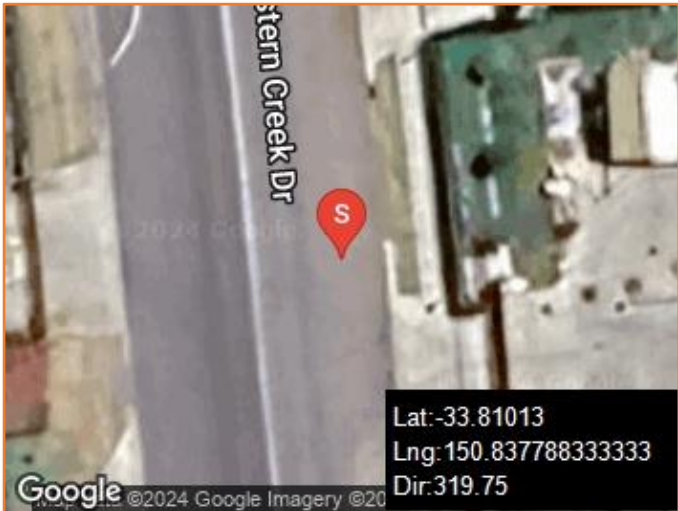


Figure 183: Reasonable - General condition of flexible pavement.

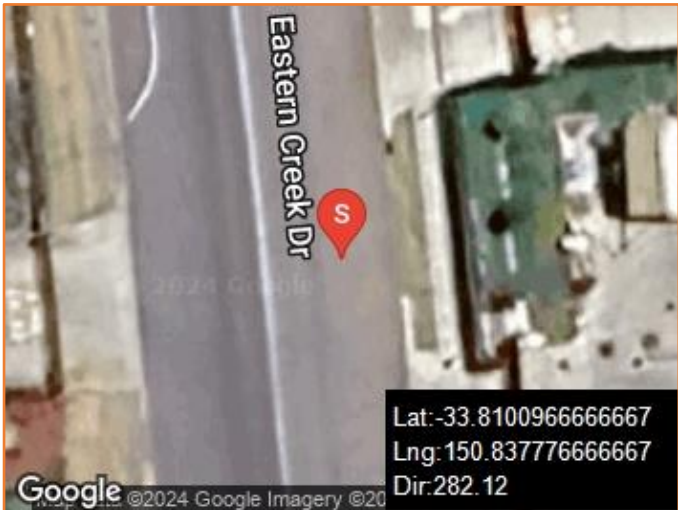




Figure 184: Reasonable - General condition of flexible pavement.
Moderate alligator cracking and rutting observed.

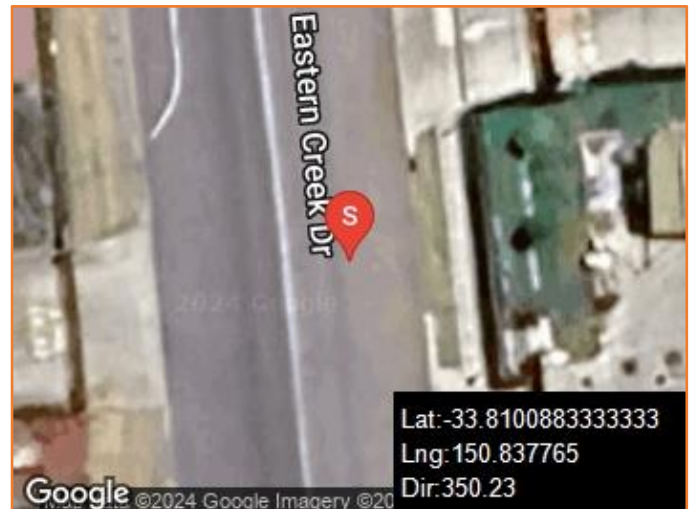


Figure 185: Reasonable - General condition of flexible pavement.

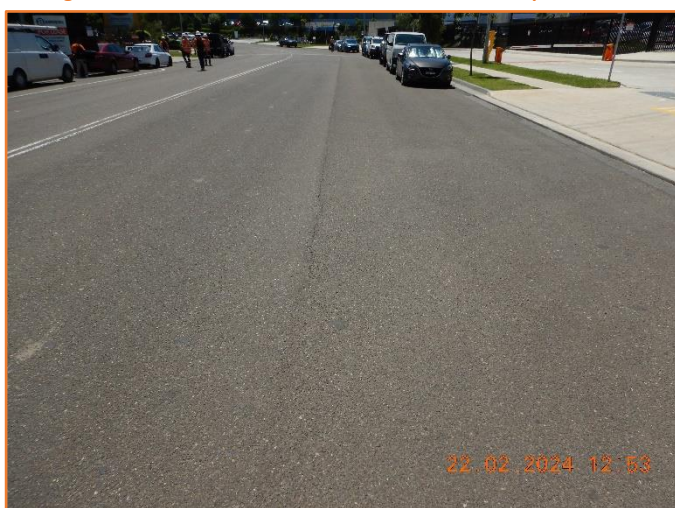
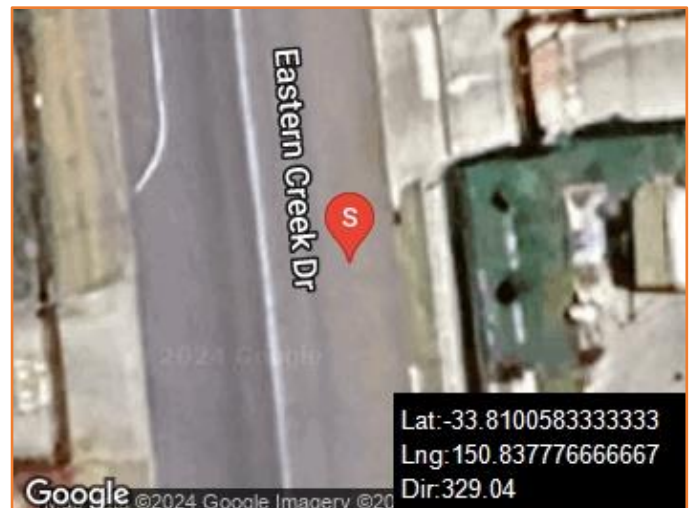


Figure 186: Reasonable - General condition of flexible pavement.

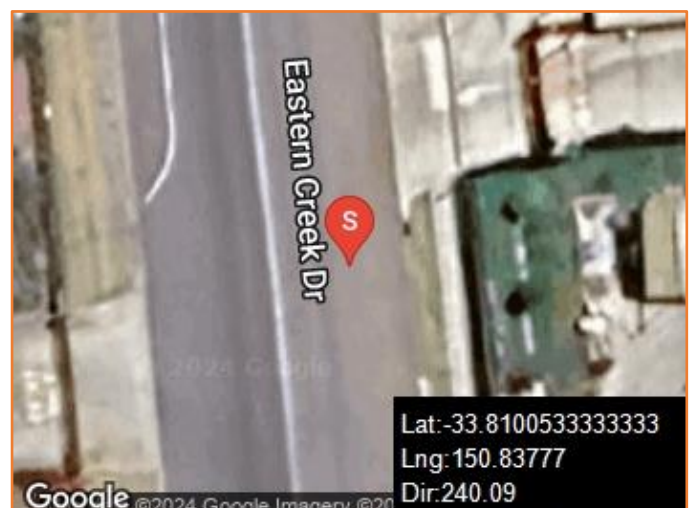




Figure 187: Reasonable - General condition of flexible pavement.



Figure 188: Reasonable - General condition of flexible pavement.

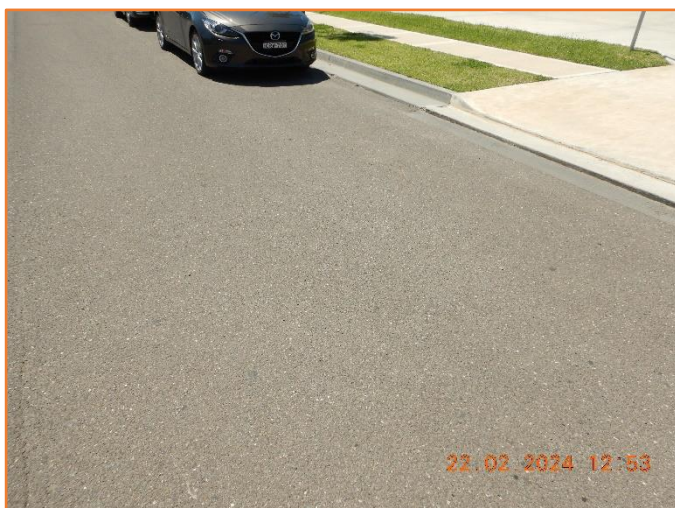


Figure 189: Reasonable - General condition of flexible pavement.

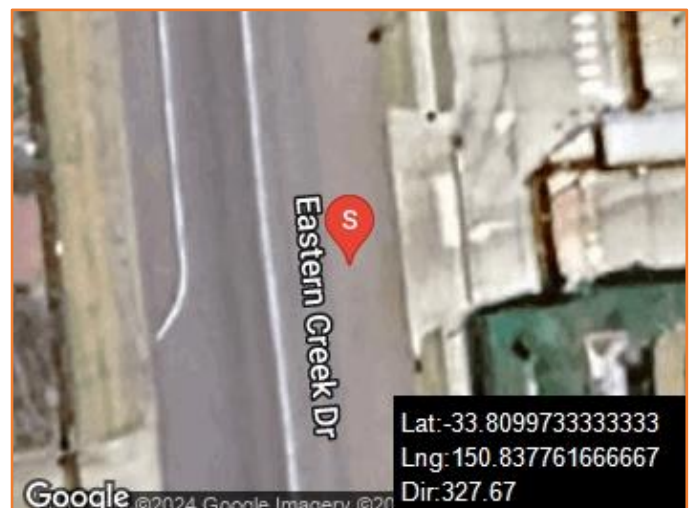




Figure 190: Reasonable - General condition of flexible pavement.

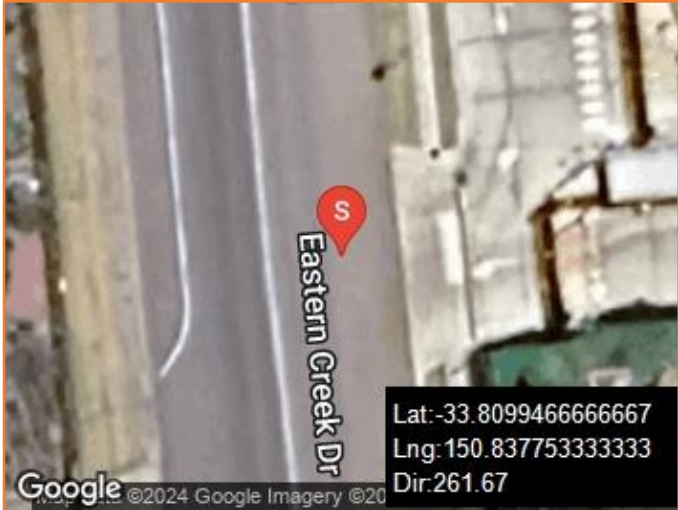


Figure 191: Reasonable - General condition of flexible pavement.

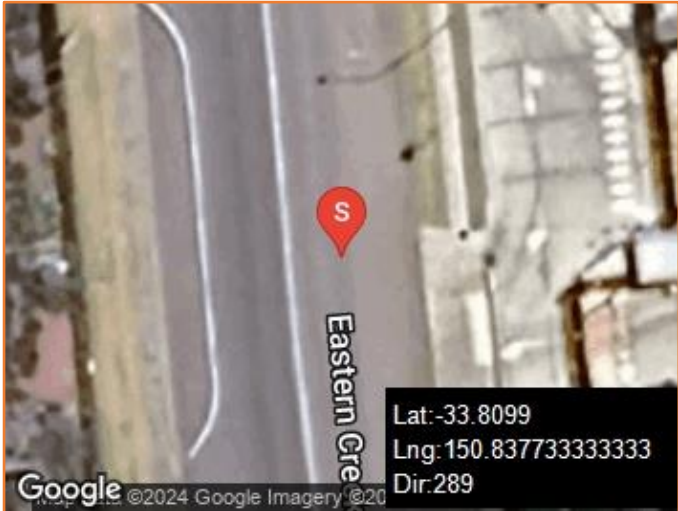


Figure 192: Reasonable - General condition of flexible pavement.





Figure 193: Reasonable - General condition of flexible pavement.



Figure 194: Reasonable - General condition of flexible pavement.



Figure 195: Reasonable - General condition of flexible pavement.





Figure 196: Reasonable - General condition of flexible pavement.



Figure 197: Reasonable - General condition of flexible pavement.

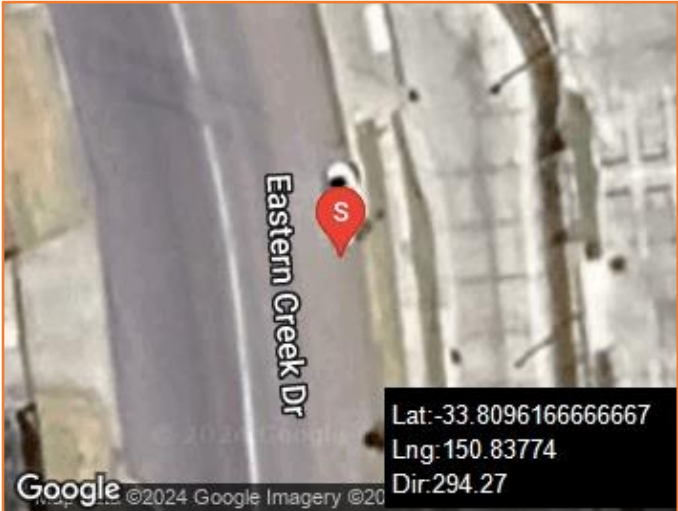


Figure 198: Reasonable - General condition of flexible pavement.

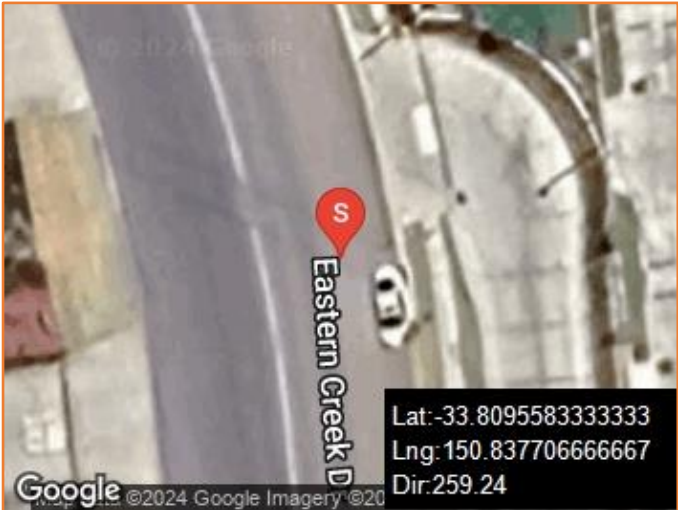




Figure 199: Reasonable - General condition of flexible pavement.

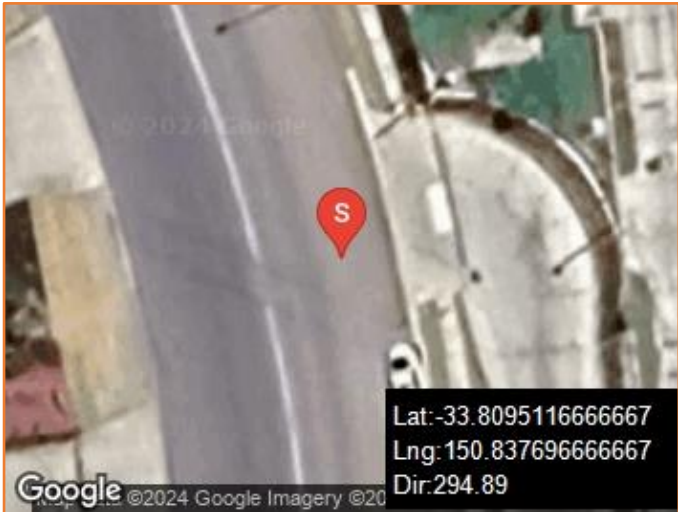


Figure 200: Reasonable - General condition of flexible pavement.

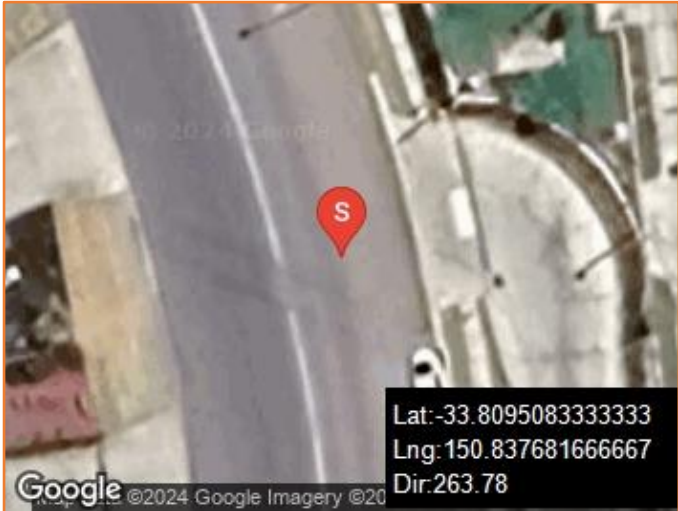


Figure 201: Reasonable - General condition of flexible pavement.





Figure 202: Reasonable - General condition of flexible pavement.

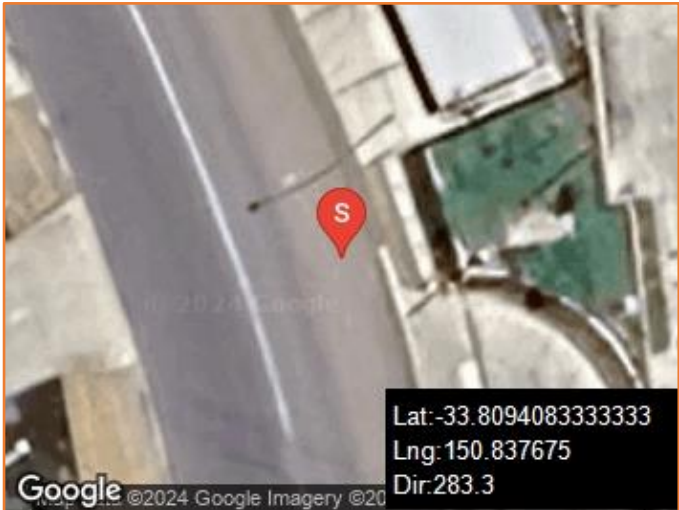


Figure 203: Reasonable - General condition of flexible pavement.

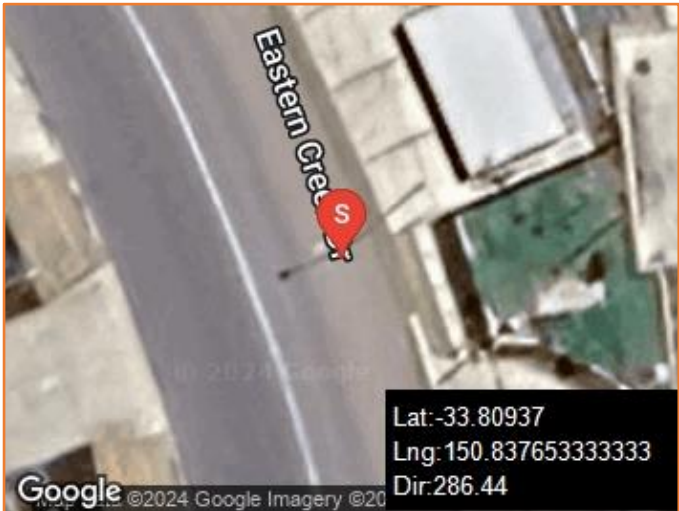


Figure 204: Reasonable - General condition of flexible pavement.





Figure 205: Reasonable - General condition of flexible pavement.

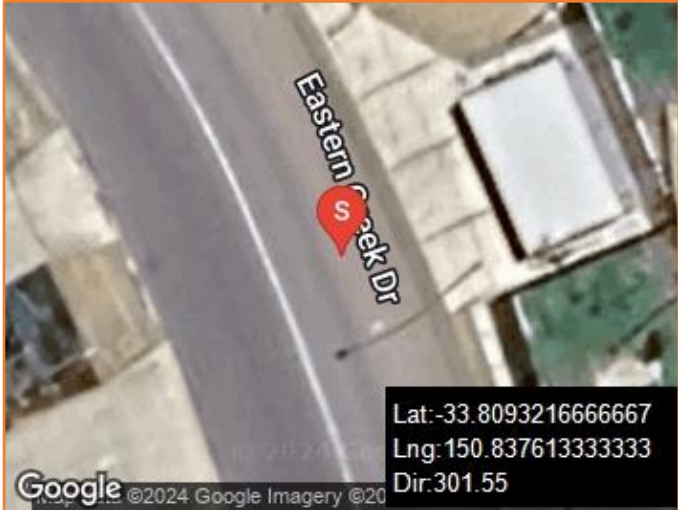


Figure 206: Reasonable - General condition of flexible pavement.

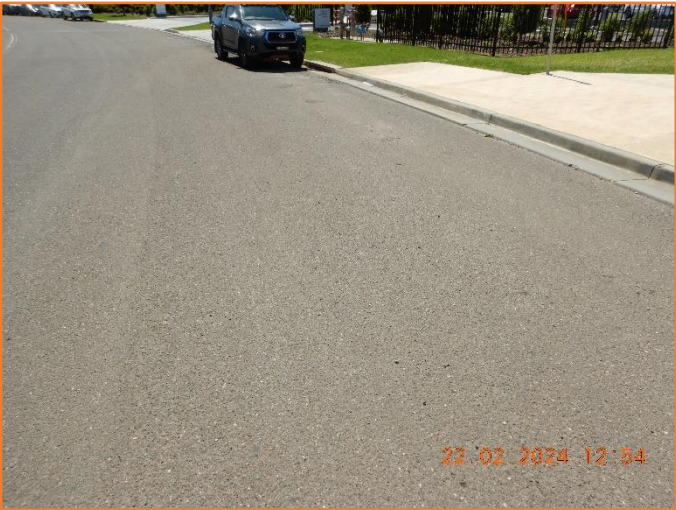
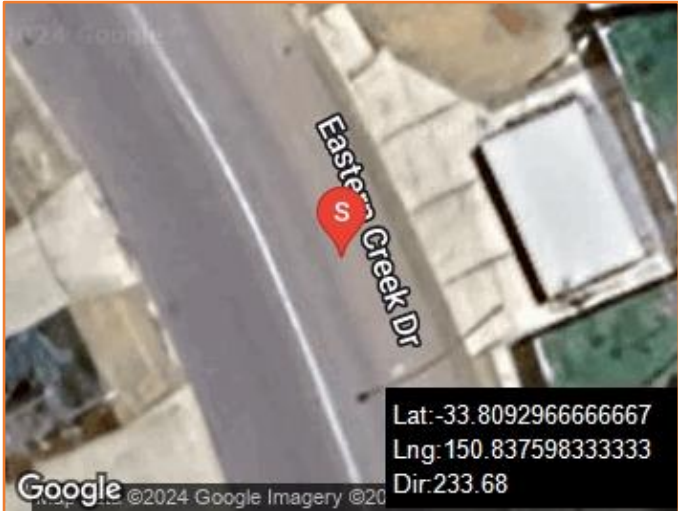


Figure 207: Reasonable - General condition of flexible pavement.





Figure 208: Reasonable - General condition of flexible pavement.

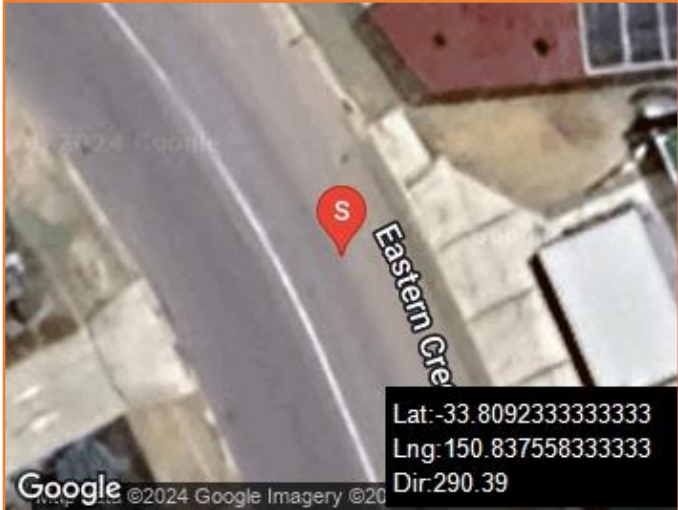


Figure 209: Reasonable - General condition of flexible pavement.

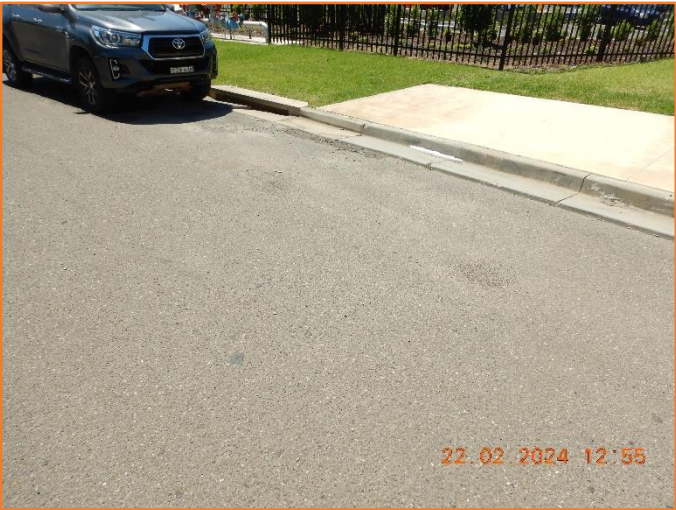
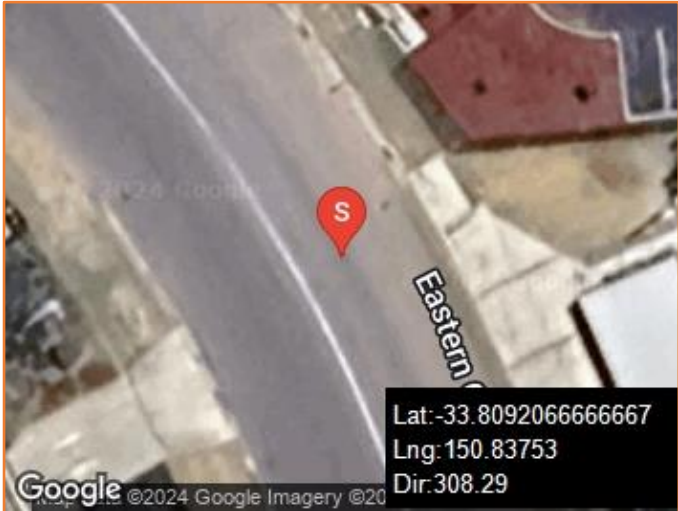


Figure 210: Reasonable - General condition of flexible pavement.

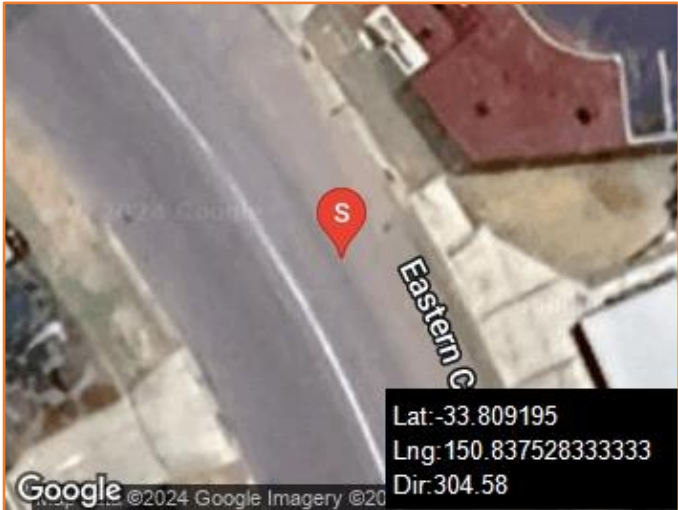




Figure 211: Reasonable - General condition of flexible pavement.

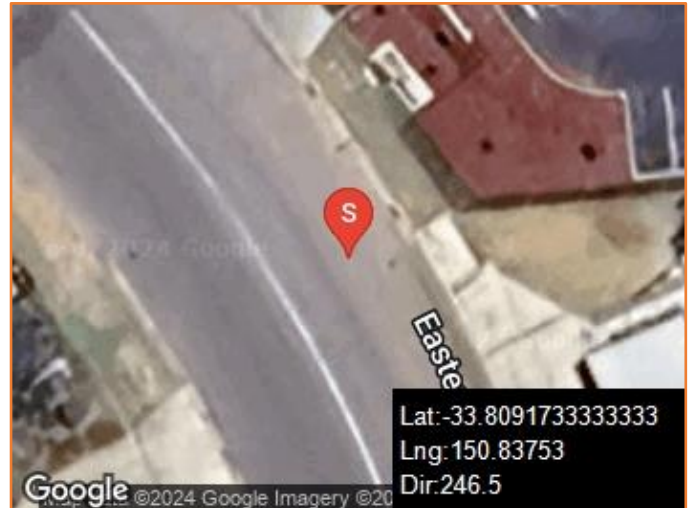


Figure 212: Reasonable - General condition of flexible pavement.

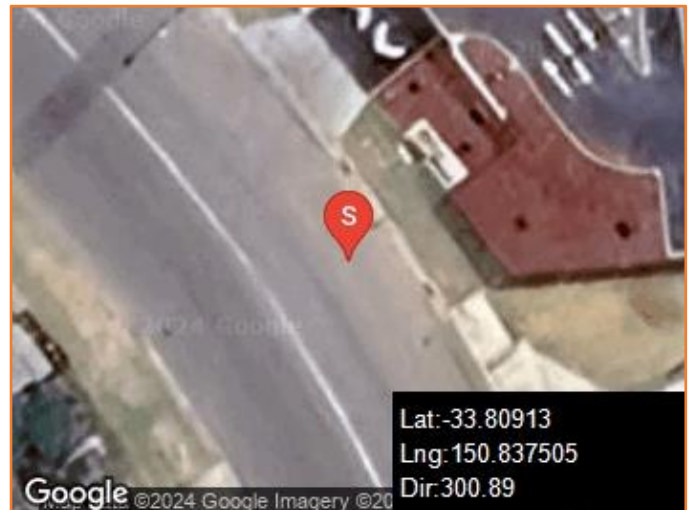


Figure 213: Reasonable - General condition of flexible pavement.

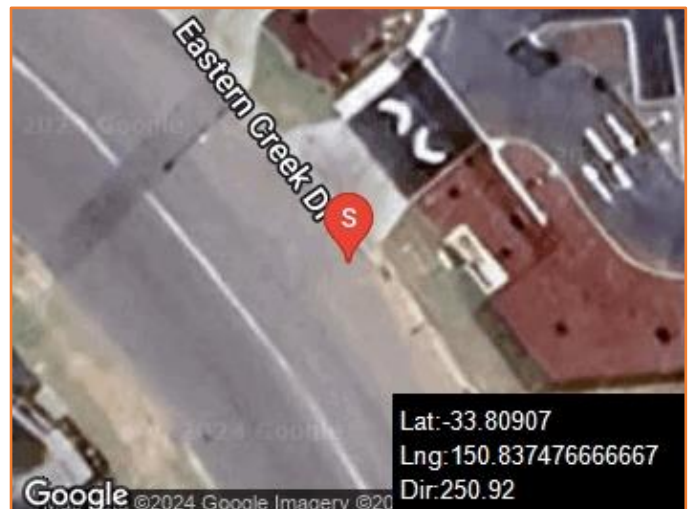




Figure 214: Reasonable - General condition of flexible pavement.
Moderate cracking observed.

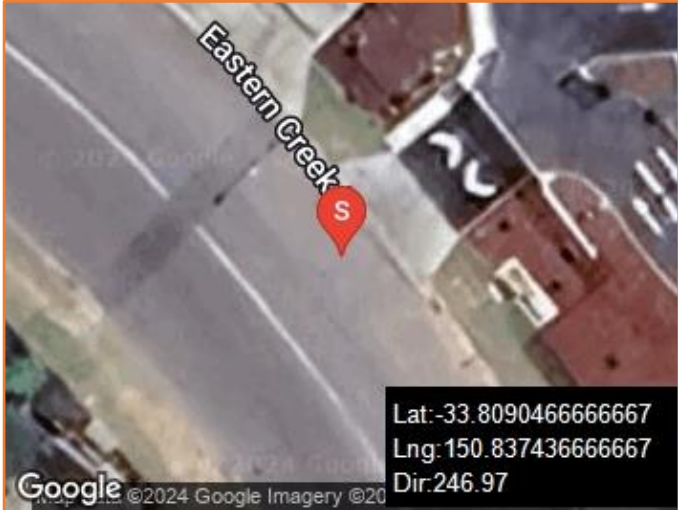


Figure 215: Reasonable - General condition of flexible pavement.

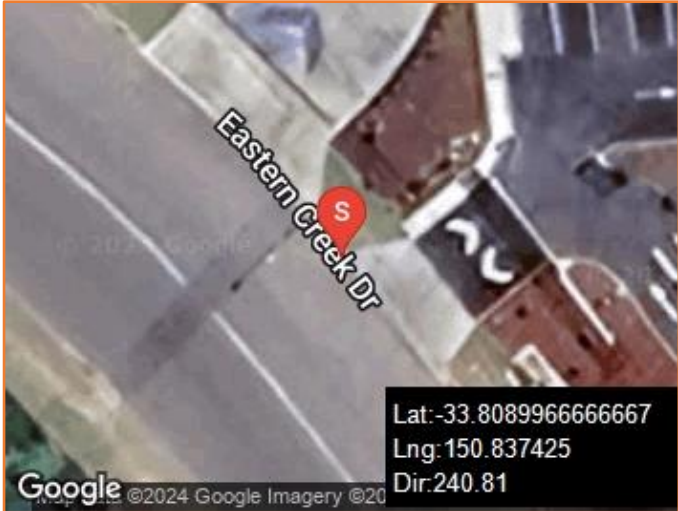


Figure 216: Reasonable - General condition of kerb and gutter.

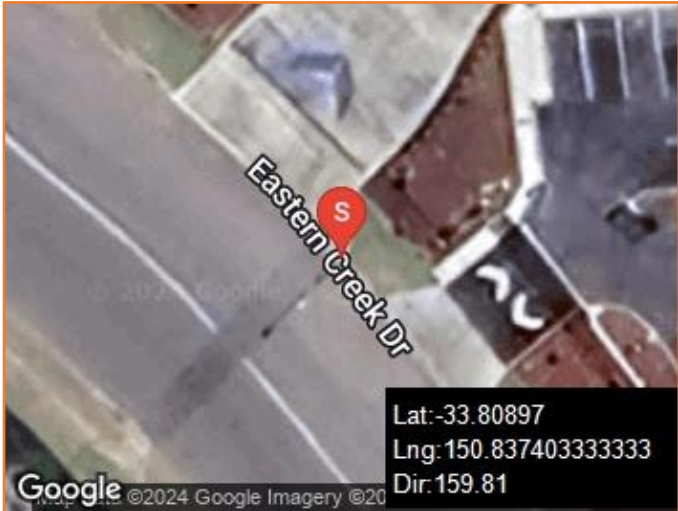




Figure 217: Reasonable - General condition of driveway layback.

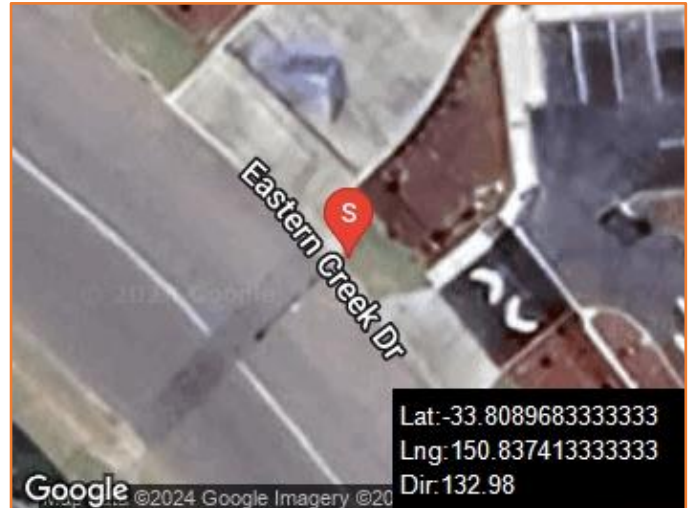


Figure 218: Reasonable - General condition of driveway layback.

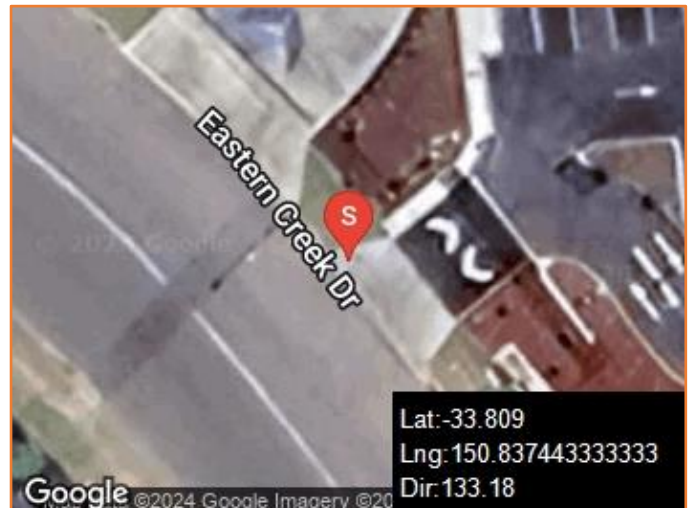


Figure 219: Reasonable - General condition of kerb inlet pit.

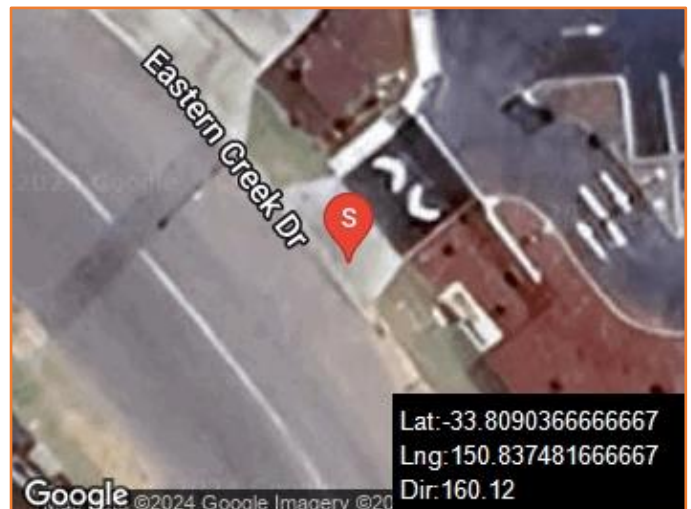




Figure 220: Reasonable - General condition of kerb inlet pit. Minor cracking observed.

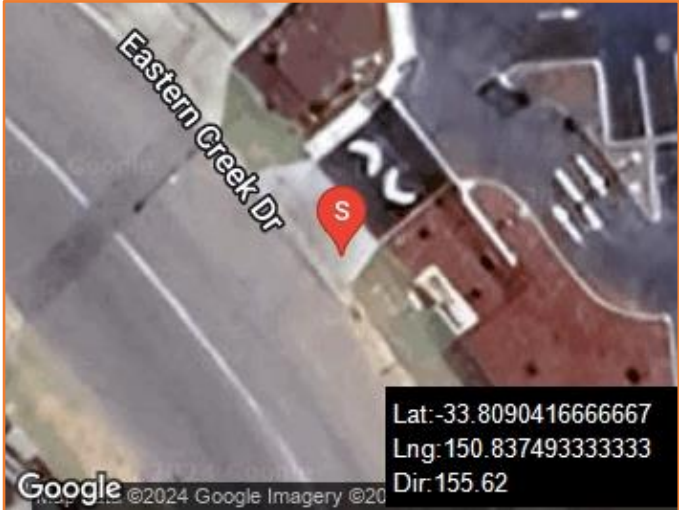


Figure 221: Reasonable - General condition of kerb and gutter.

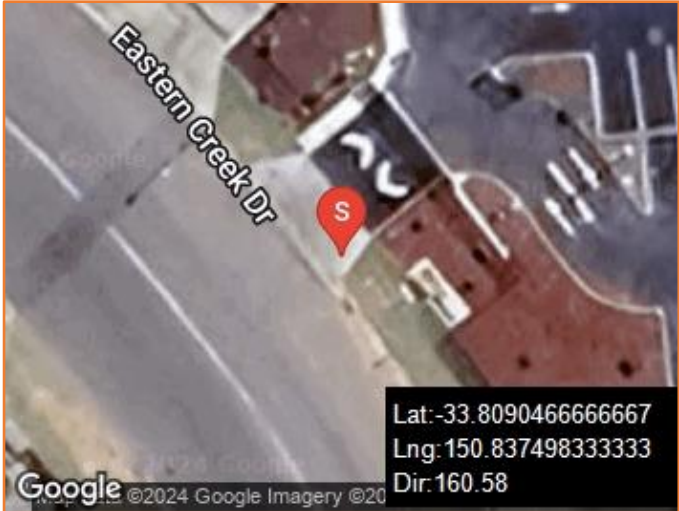
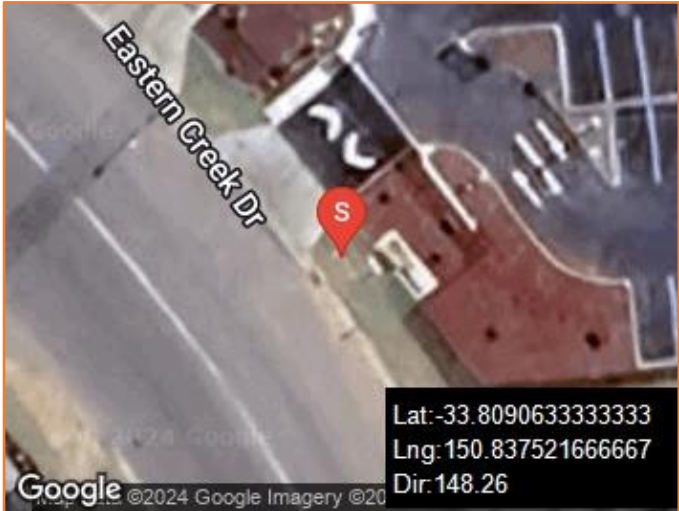


Figure 222: Reasonable - General condition of kerb and gutter.



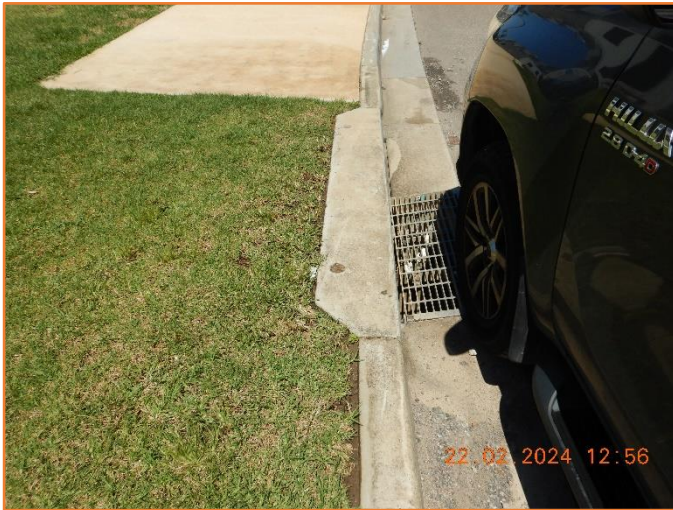


Figure 223: Reasonable - General condition of kerb inlet pit.

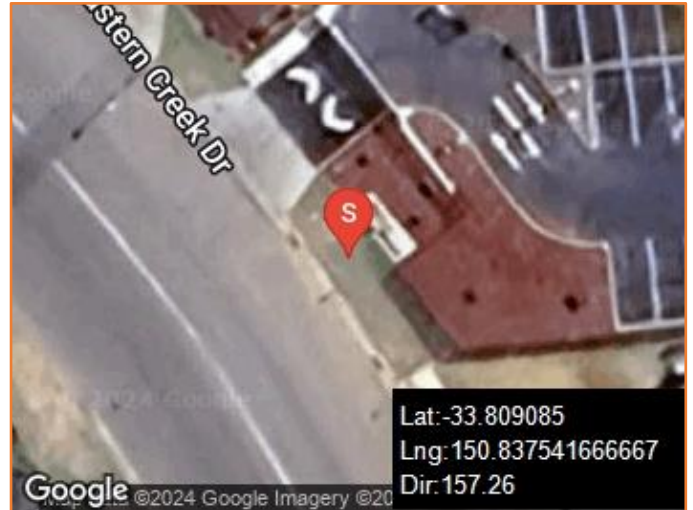


Figure 224: Reasonable - General condition of kerb inlet pit.

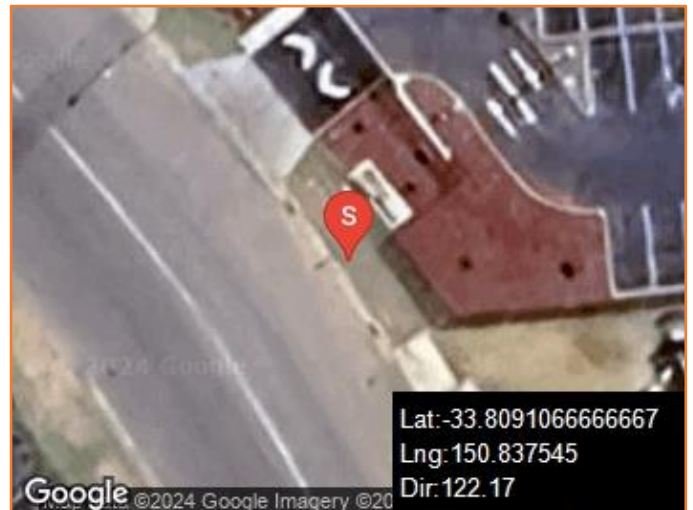


Figure 225: Reasonable - General condition of kerb and gutter.

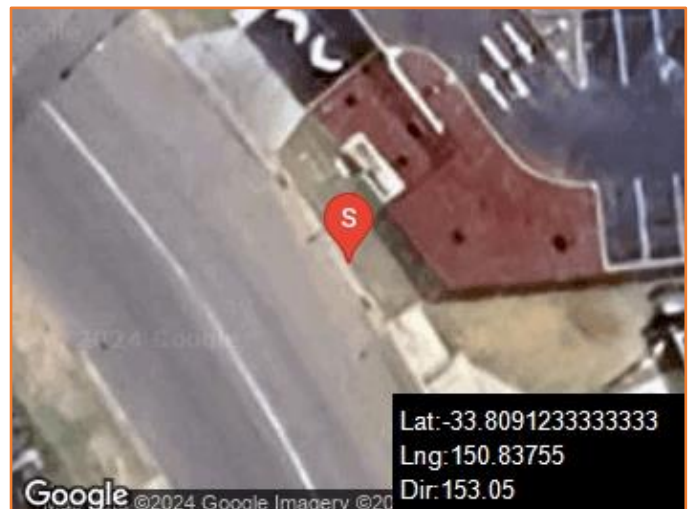




Figure 226: Reasonable - General condition of kerb and gutter. Moderate cracking observed.

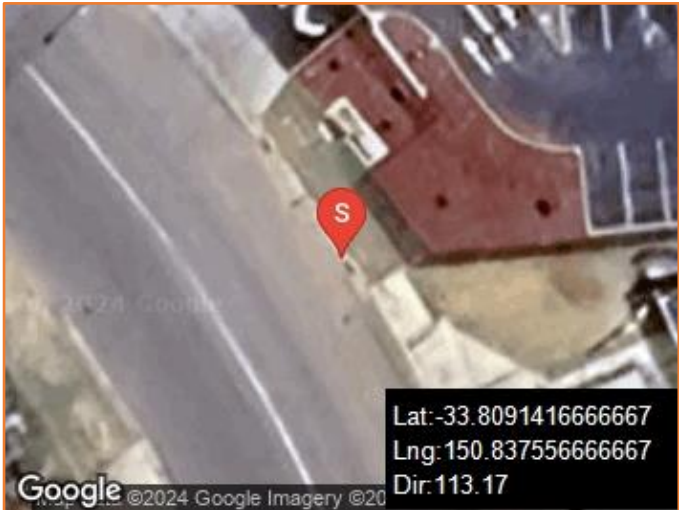


Figure 227: Reasonable - General condition of kerb and gutter.



Figure 228: Reasonable - General condition of kerb and gutter.





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

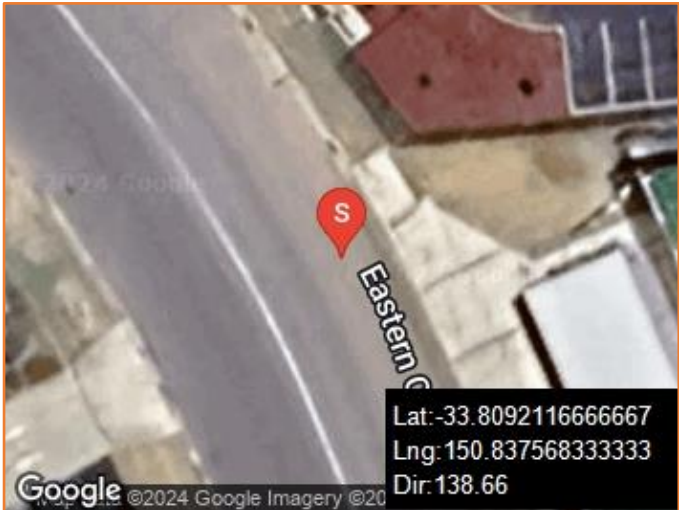


Figure 230: Reasonable - General condition of kerb and gutter. Minor hairline cracking observed.

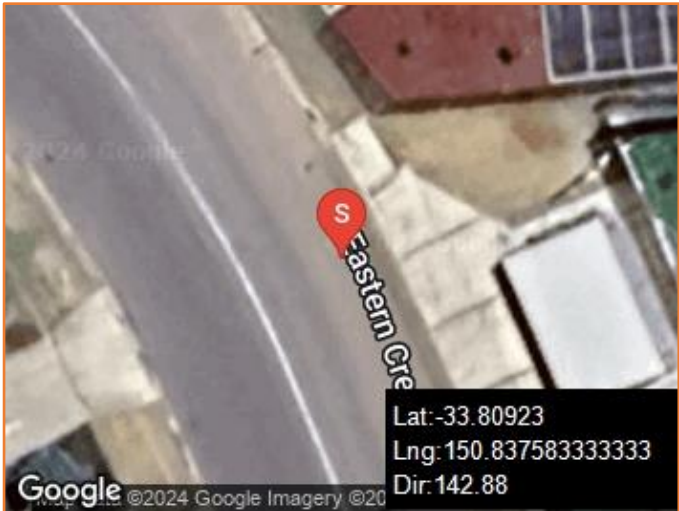


Figure 231: Reasonable - General condition of kerb and gutter.

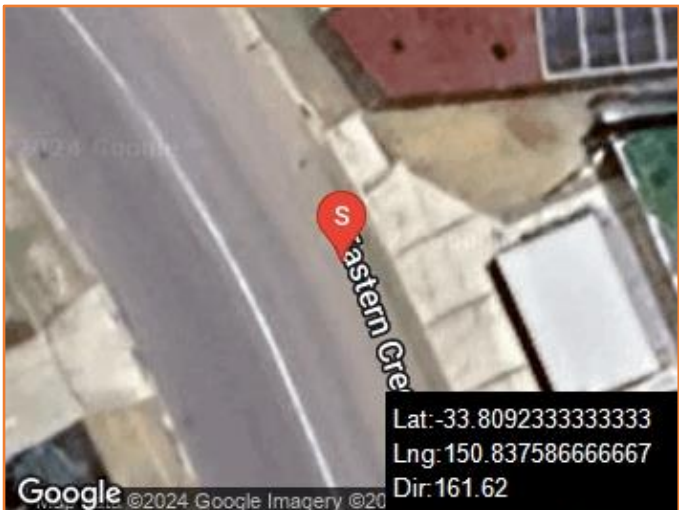




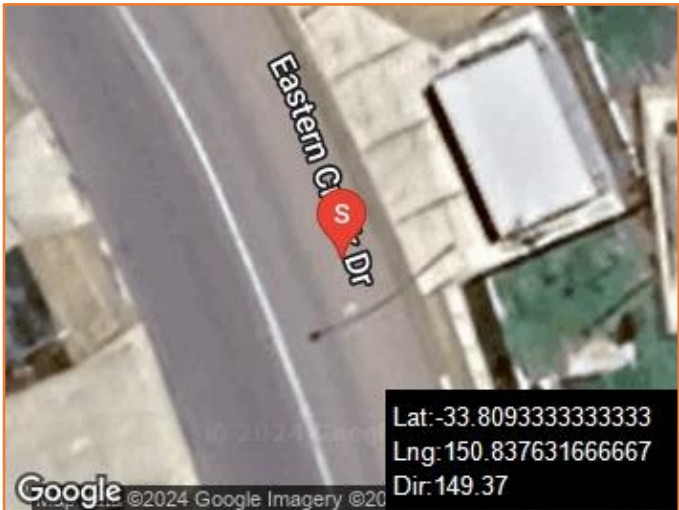
Figure 232: Reasonable - General condition of kerb and gutter. Minor spalling observed.



Figure 233: Reasonable - General condition of kerb and gutter.



Figure 234: Reasonable - General condition of kerb and gutter.



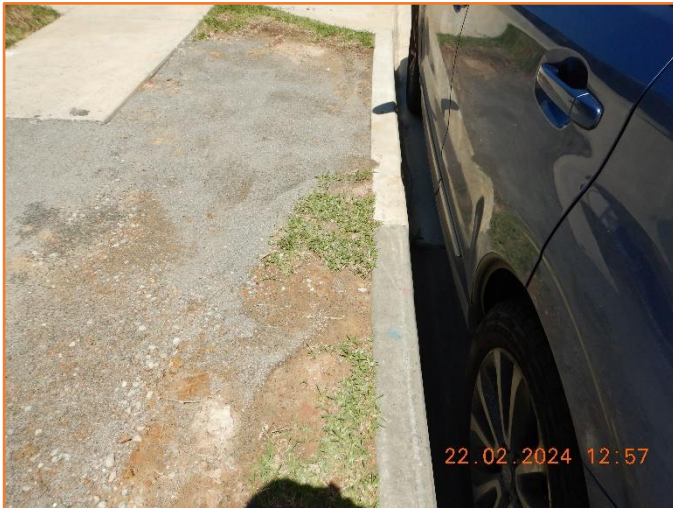


Figure 235: Reasonable - General condition of kerb and gutter.

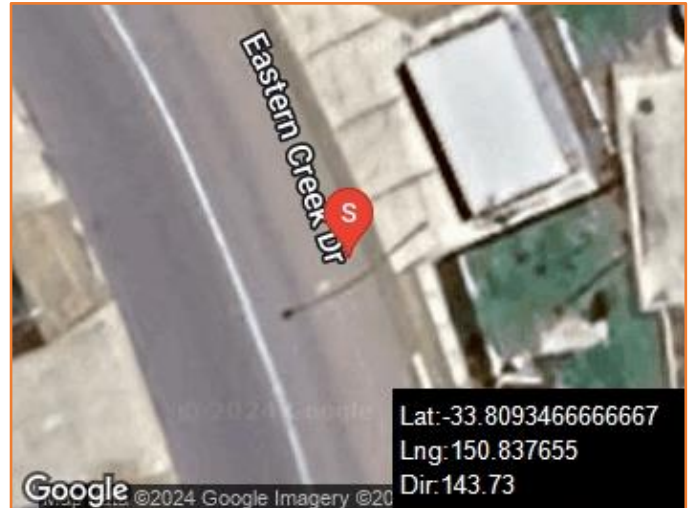


Figure 236: Reasonable - General condition of driveway splay. Moderate hairline cracking observed.



Figure 237: Reasonable - General condition of driveway layback. Minor spalling observed.

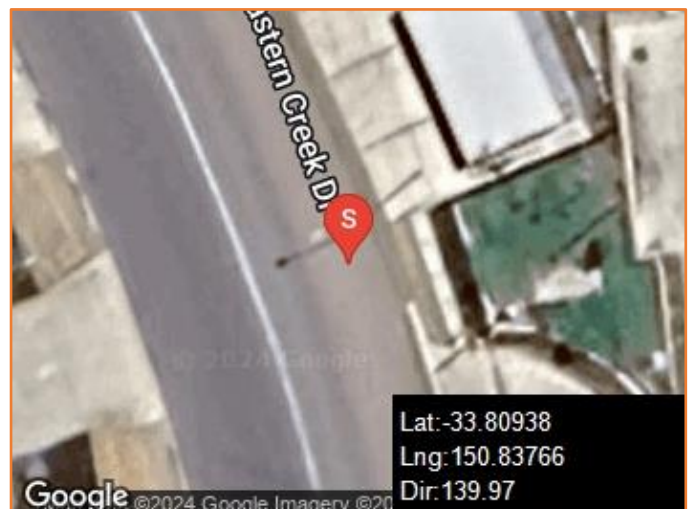




Figure 238: Reasonable - General condition of driveway layback.

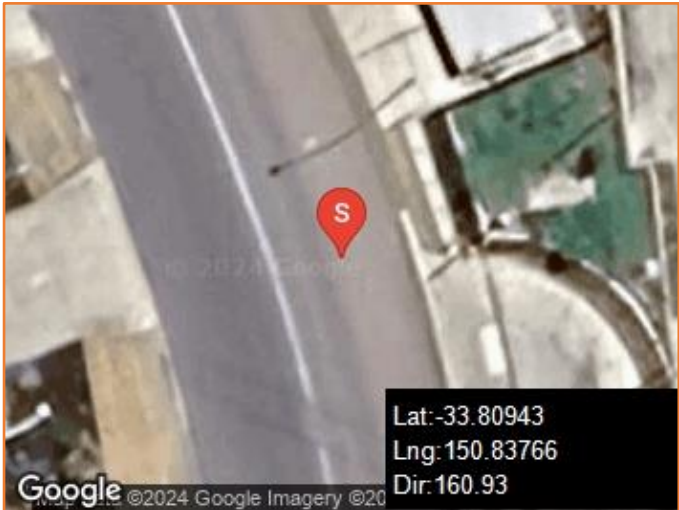


Figure 239: Reasonable - General condition of driveway layback.

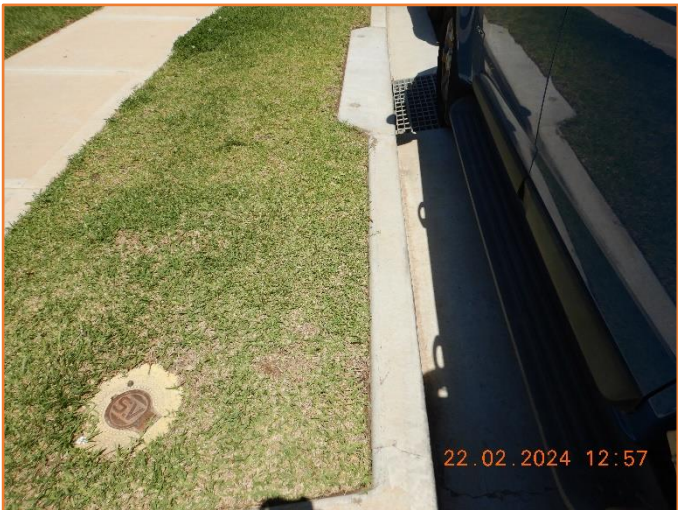
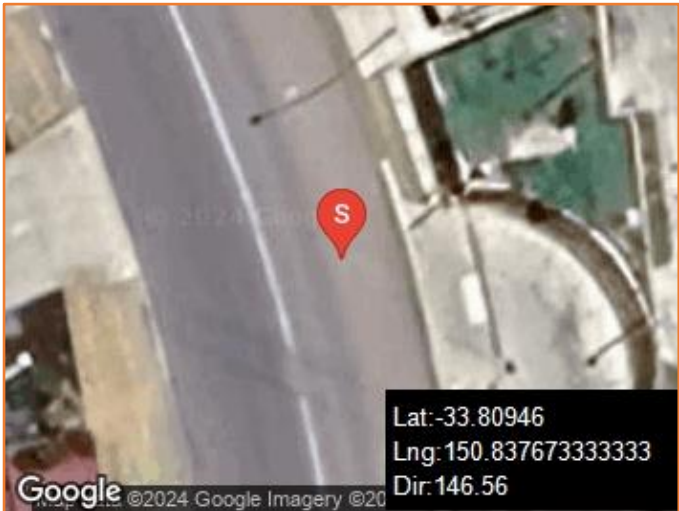


Figure 240: Reasonable - General condition of kerb and gutter.



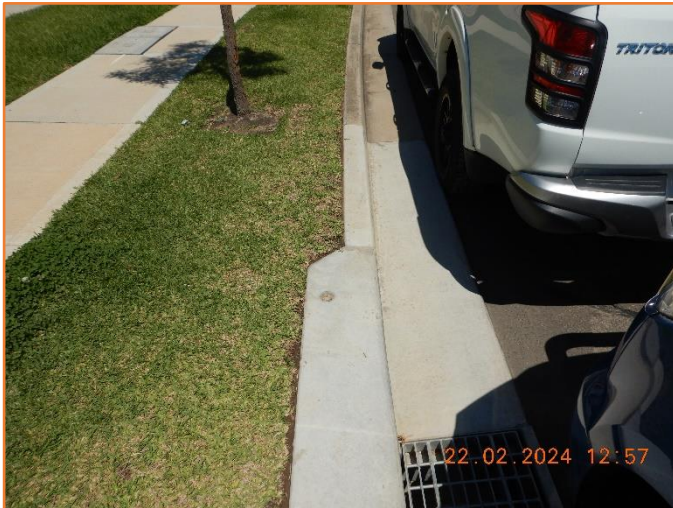


Figure 241: Reasonable - General condition of kerb inlet pit.

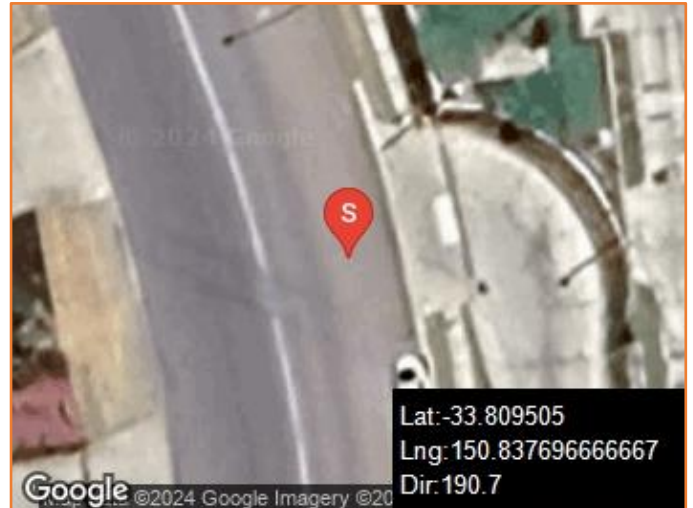


Figure 242: Reasonable - General condition of kerb and gutter.

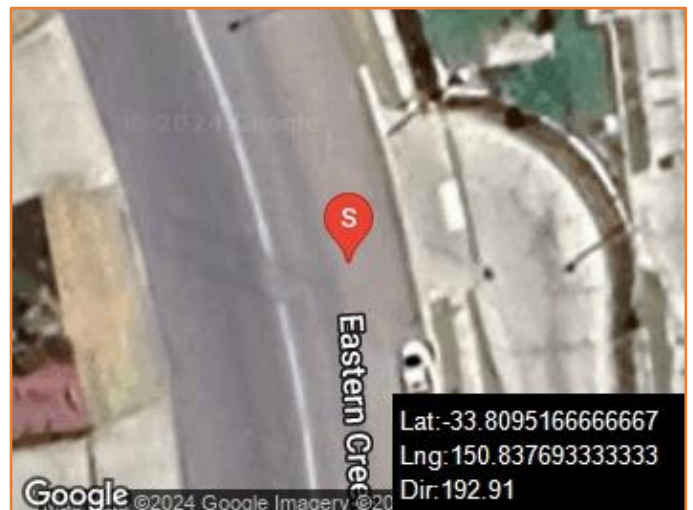


Figure 243: Reasonable - General condition of kerb and gutter.

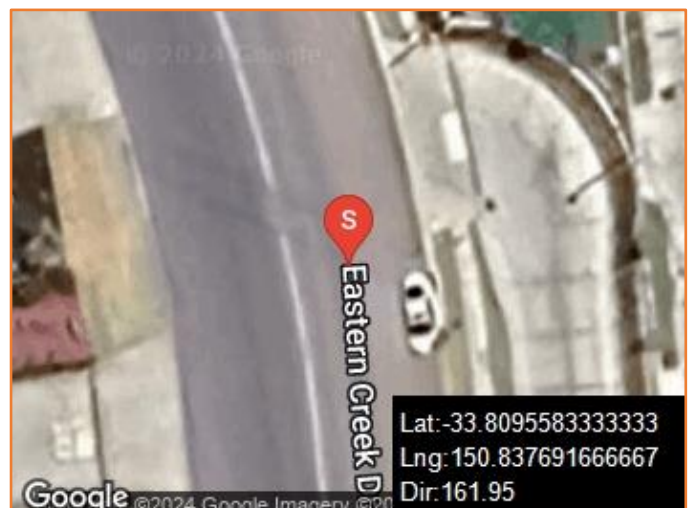




Figure 244: Poor - General condition of kerb and gutter. Moderate cracking and loss of material observed.

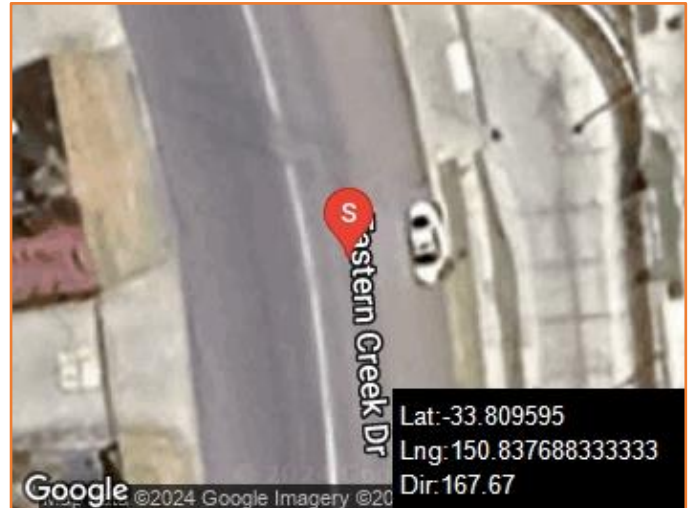


Figure 245: Reasonable - General condition of kerb and gutter. Minor spalling observed.

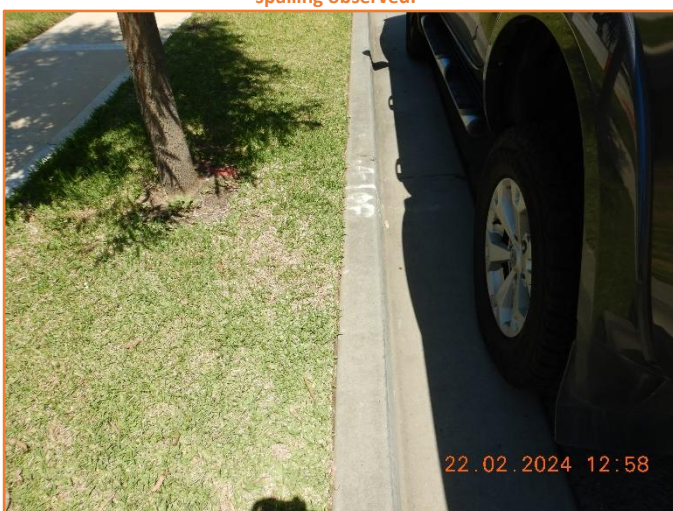
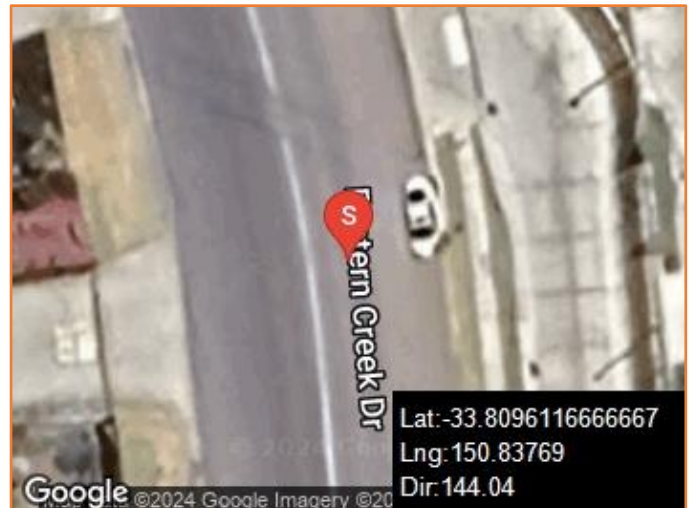


Figure 246: Reasonable - General condition of kerb and gutter.

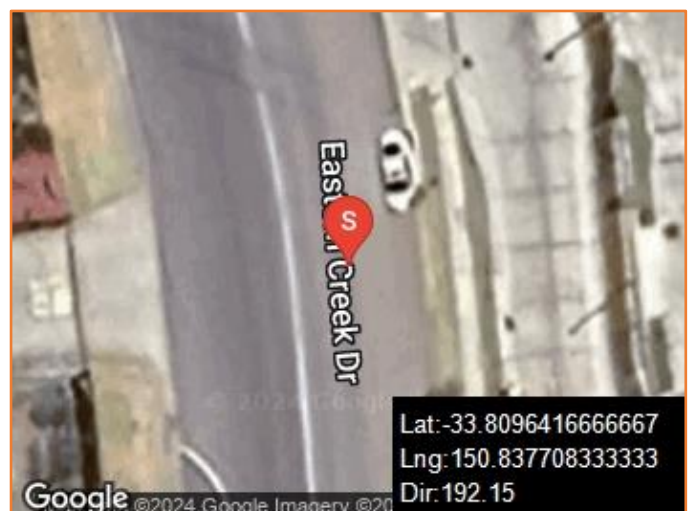




Figure 247: Reasonable - General condition of kerb and gutter.

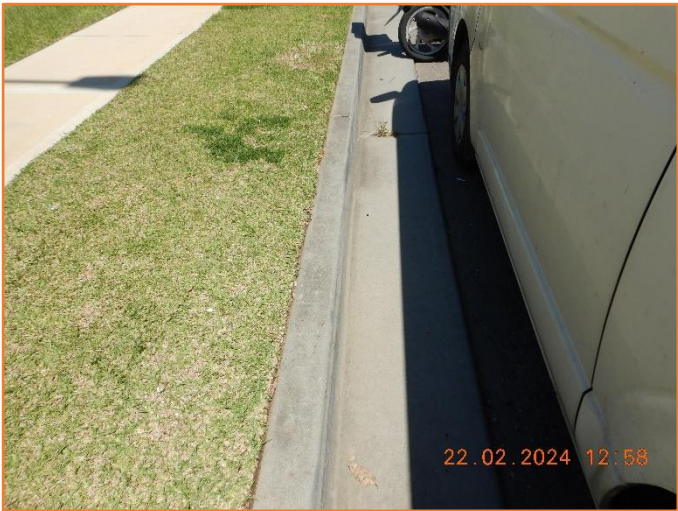


Figure 248: Reasonable - General condition of kerb and gutter.



Figure 249: Reasonable - General condition of kerb and gutter.





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



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



Figure 252: Reasonable - General condition of driveway splay.





Figure 253: Reasonable - General condition of driveway layback.

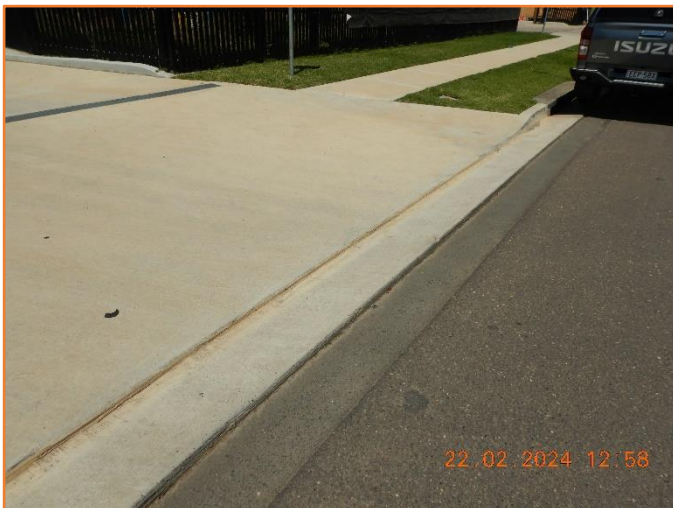


Figure 254: Reasonable - General condition of driveway splay. Moderate cracking observed.

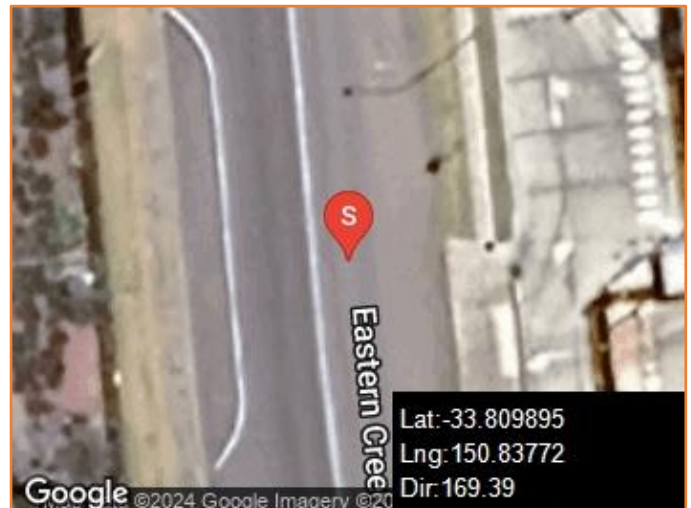


Figure 255:



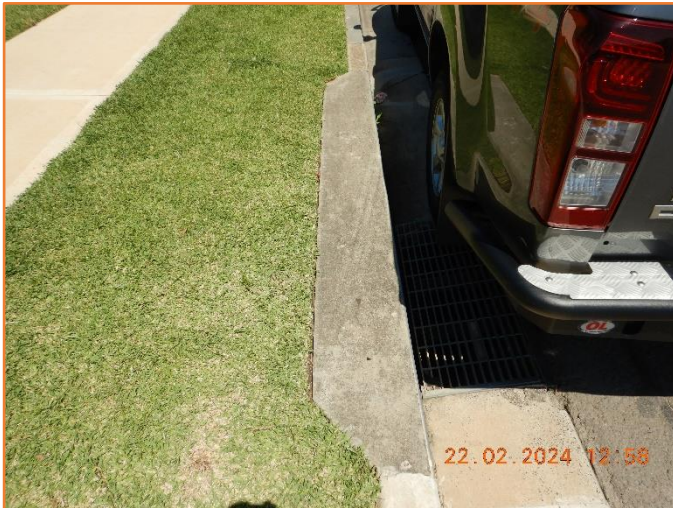


Figure 256: Reasonable - General condition of kerb inlet pit.



Figure 257: Reasonable - General condition of kerb inlet pit. Moderate cracking observed.

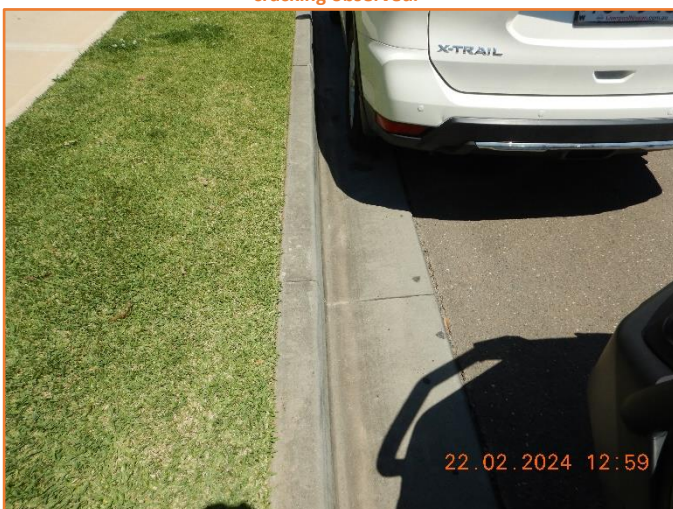


Figure 258: Reasonable - General condition of kerb and gutter.

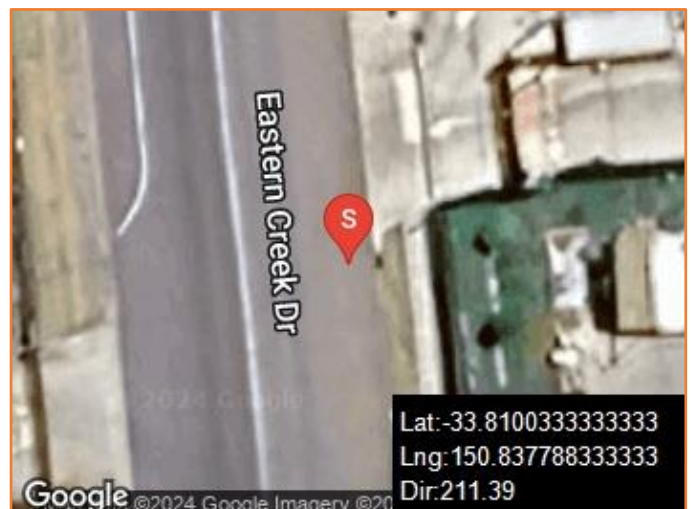




Figure 259: Reasonable - General condition of kerb and gutter.



Figure 260: Reasonable - General condition of kerb and gutter.



Figure 261: Reasonable - General condition of driveway layback.

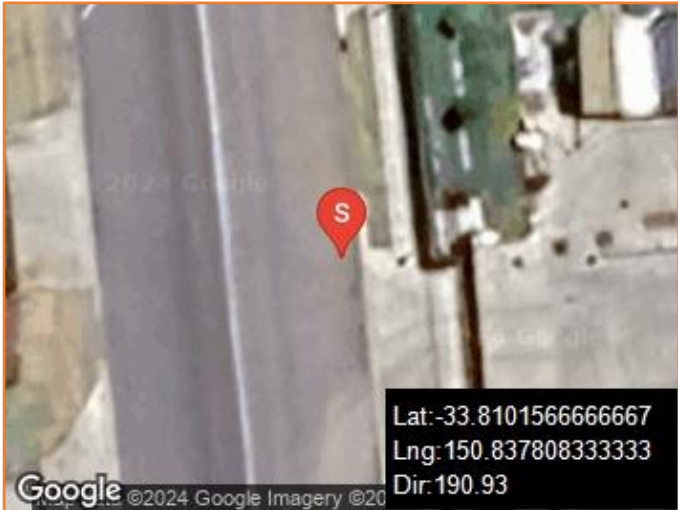




Figure 262: Reasonable - General condition of driveway layback.

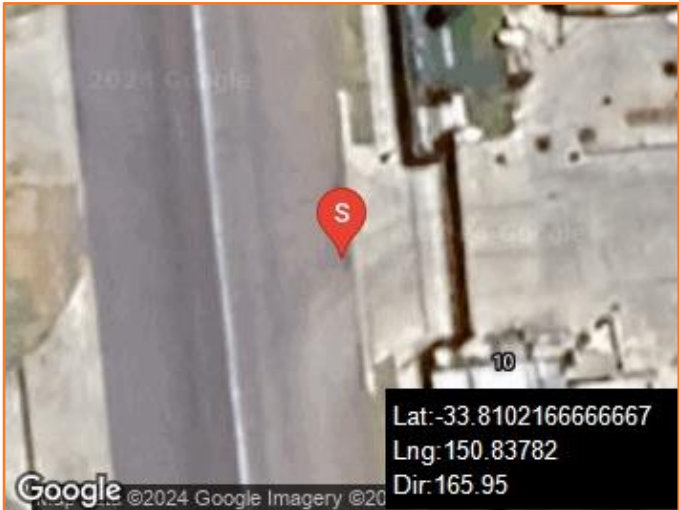


Figure 263: Reasonable - General condition of driveway layback.

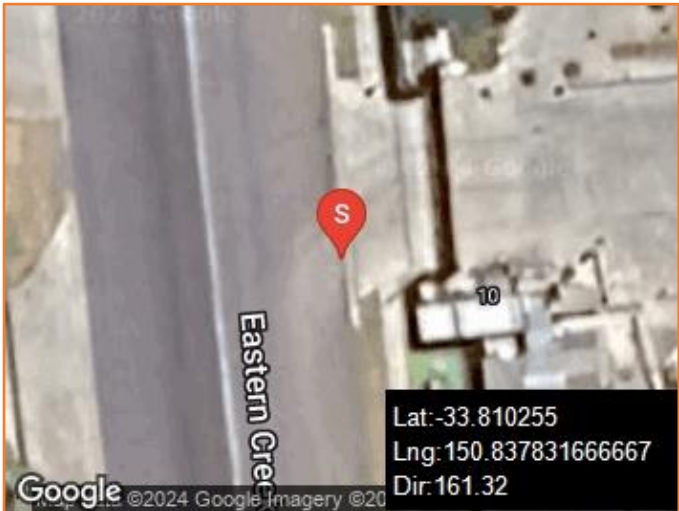


Figure 264: Reasonable - General condition of driveway splay. Moderate hairline cracking observed.

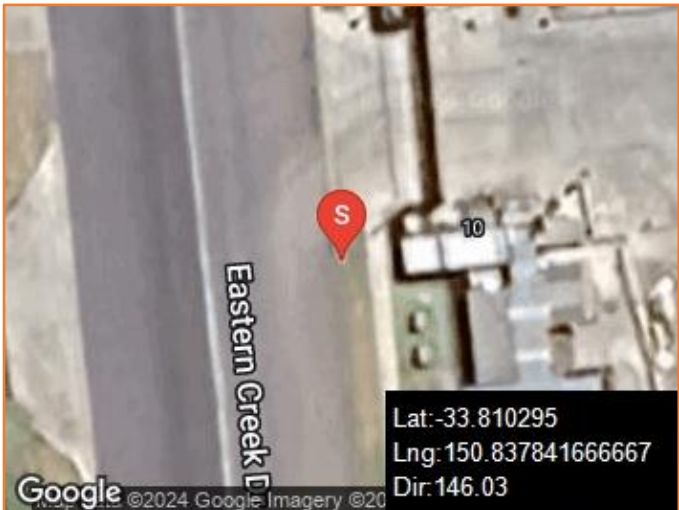




Figure 265: Reasonable - General condition of kerb and gutter.

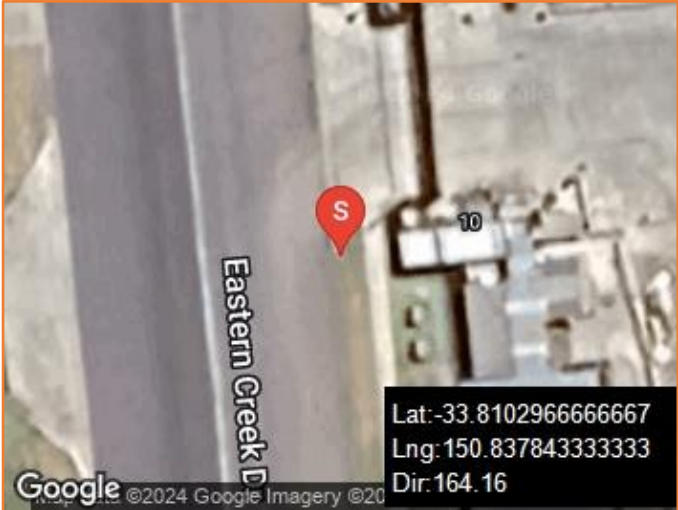


Figure 266: Reasonable - General condition of kerb and gutter. Minor spalling observed.

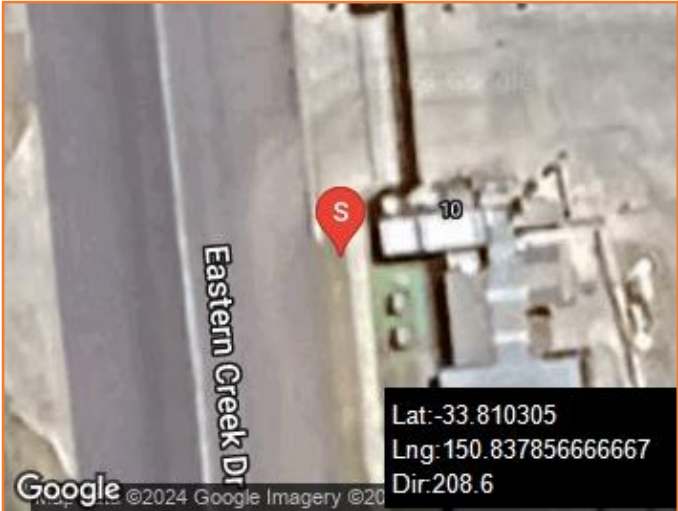


Figure 267: Reasonable - General condition of kerb and gutter.





Figure 268: Reasonable - General condition of kerb and gutter.

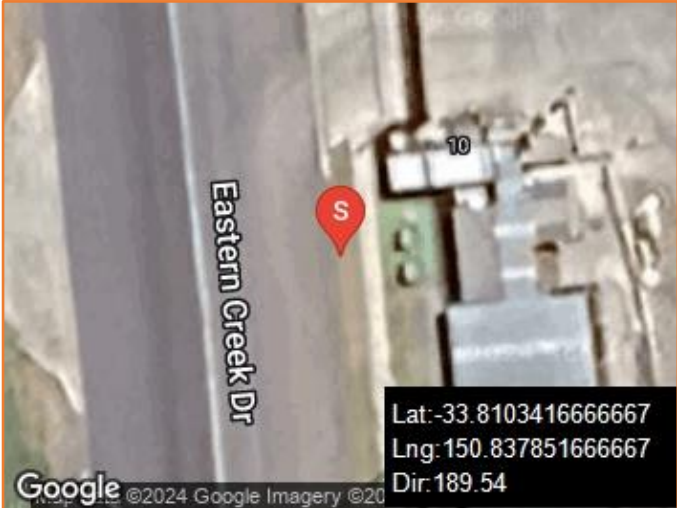


Figure 269: Reasonable - General condition of kerb and gutter. Moderate cracking observed.



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





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

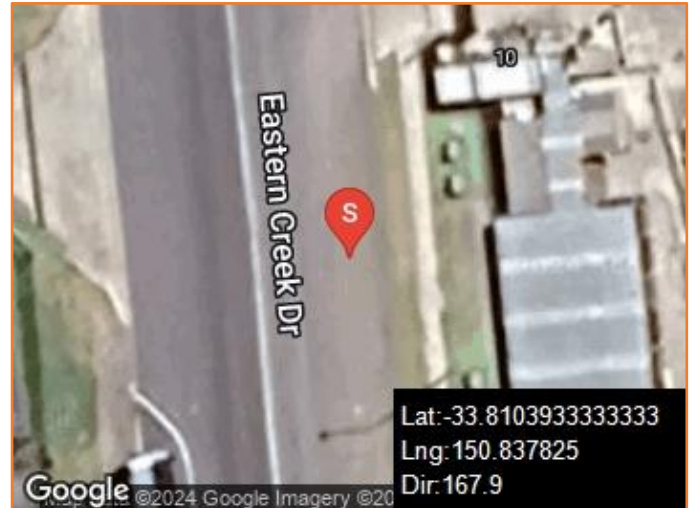


Figure 272: Reasonable - General condition of kerb and gutter.

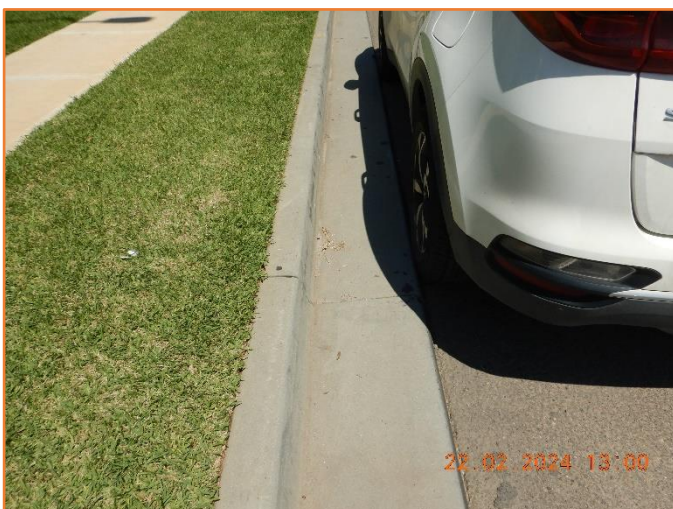
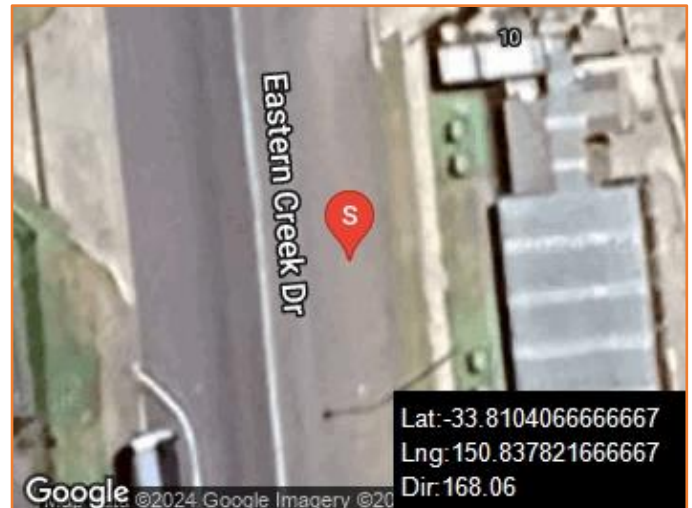


Figure 273: Reasonable - General condition of kerb and gutter.

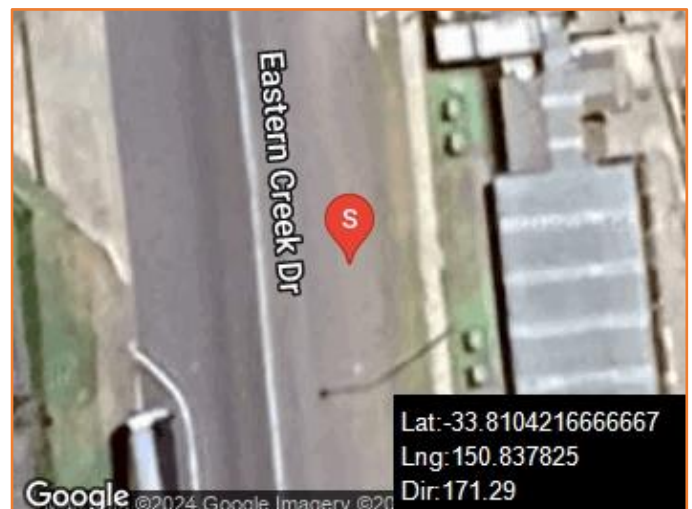




Figure 274: Reasonable - General condition of kerb and gutter.



Figure 275: Reasonable - General condition of kerb inlet pit. Moderate cracking observed.

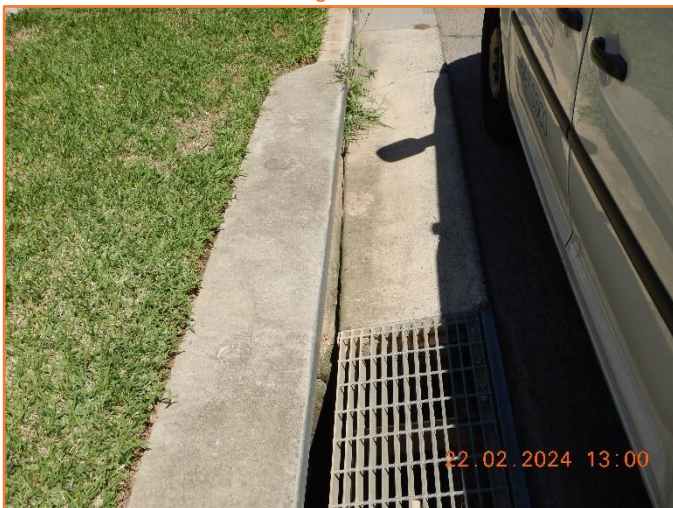


Figure 276: Reasonable - General condition of kerb inlet pit.





Figure 277: Reasonable - General condition of kerb inlet pit. Moderate cracking observed.



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

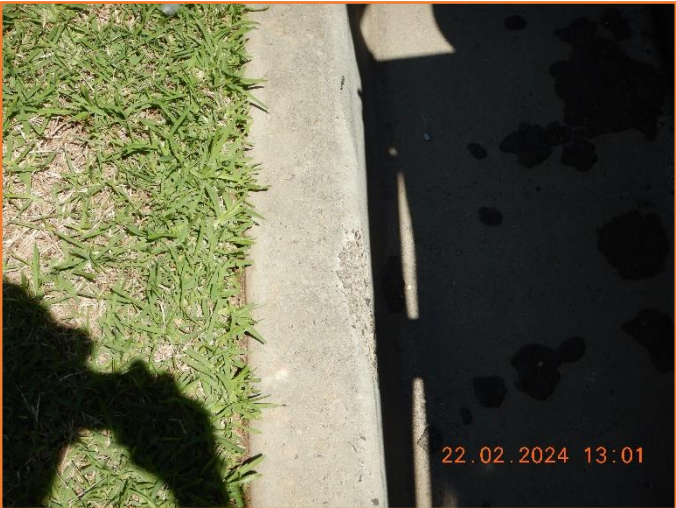
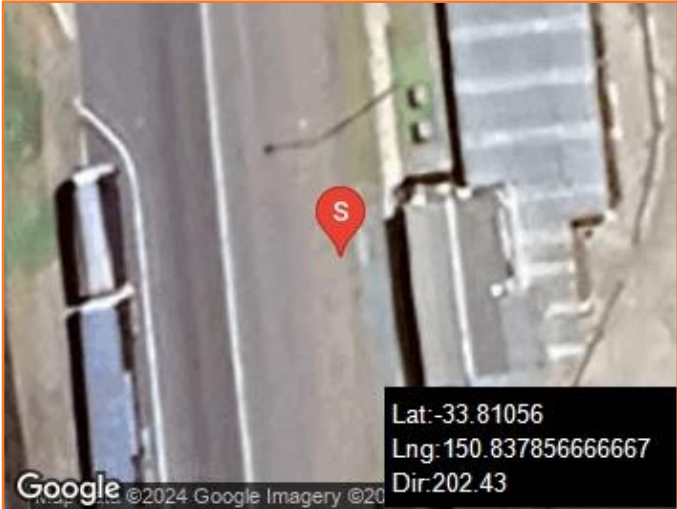


Figure 279: Reasonable - General condition of kerb and gutter. Minor spalling observed.





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



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



Figure 282: Reasonable - General condition of kerb and gutter.





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

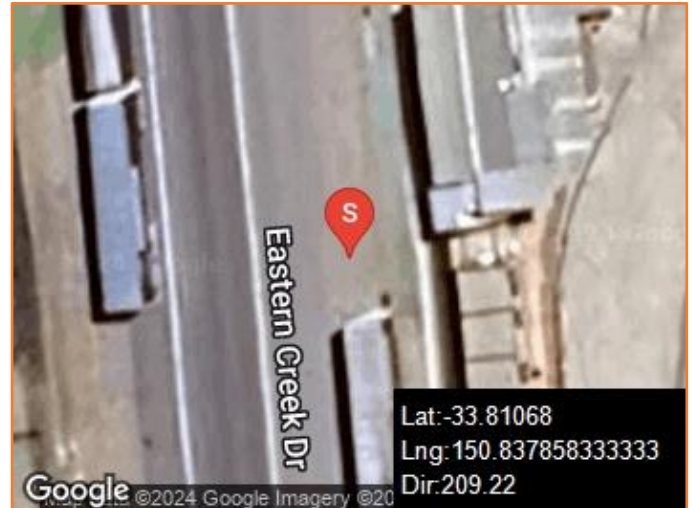


Figure 284: Reasonable - General condition of kerb and gutter. Minor spalling observed.

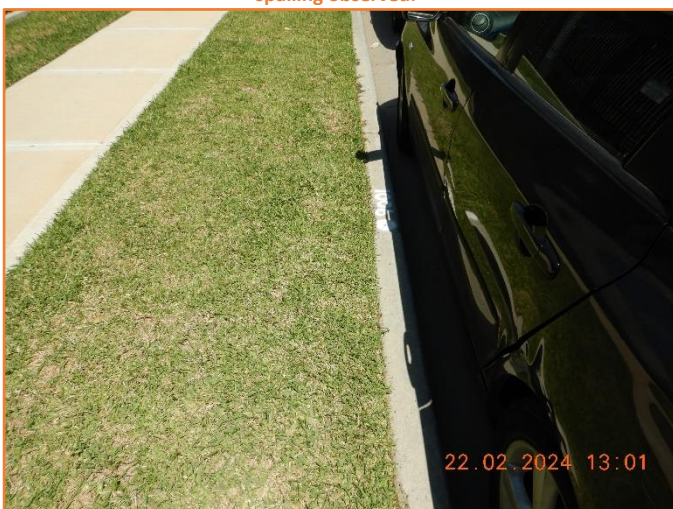


Figure 285: Reasonable - General condition of kerb and gutter.





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

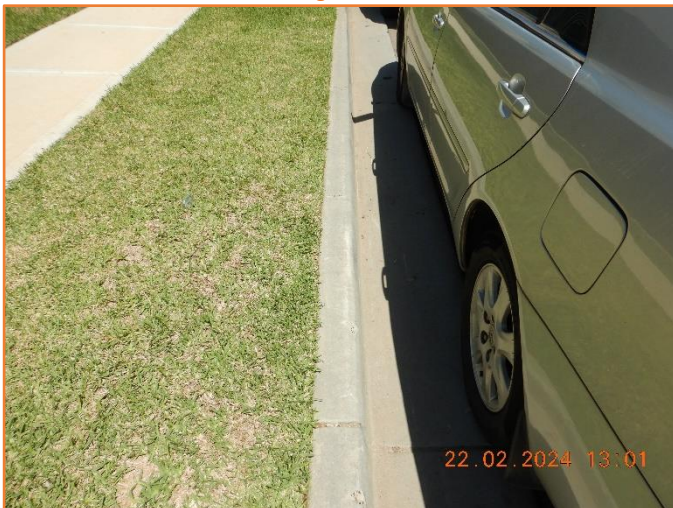


Figure 287: Reasonable - General condition of kerb and gutter.



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





Figure 289: Reasonable - General condition of kerb and gutter.



Figure 290: Reasonable - General condition of kerb and gutter. Minor spalling observed.



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





Figure 292: Reasonable - General condition of kerb inlet pit.



Figure 293: Reasonable - General condition of kerb inlet pit.

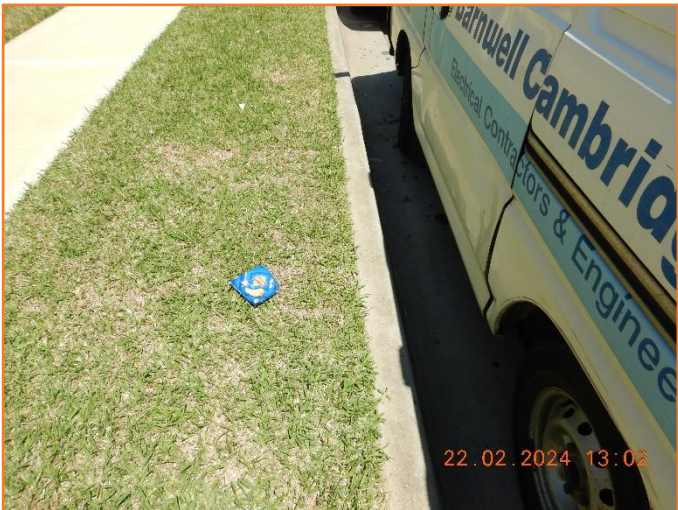


Figure 294: Reasonable - General condition of kerb and gutter.





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



Figure 296: Reasonable - General condition of kerb and gutter.



Figure 297: Poor - General condition of kerb and gutter. Moderate spalling observed.

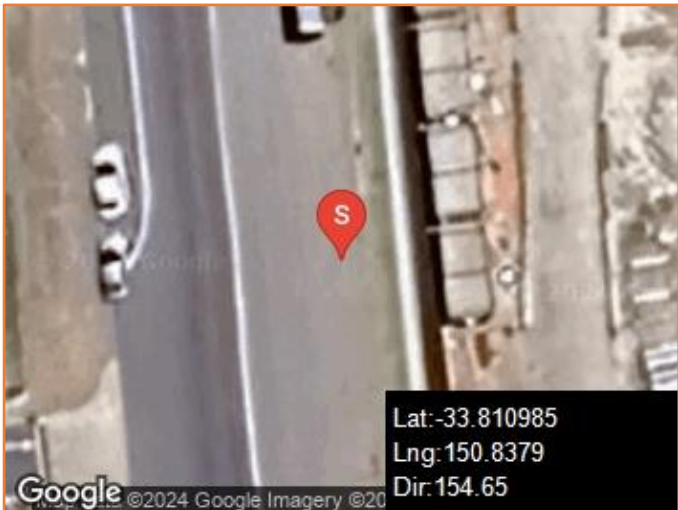




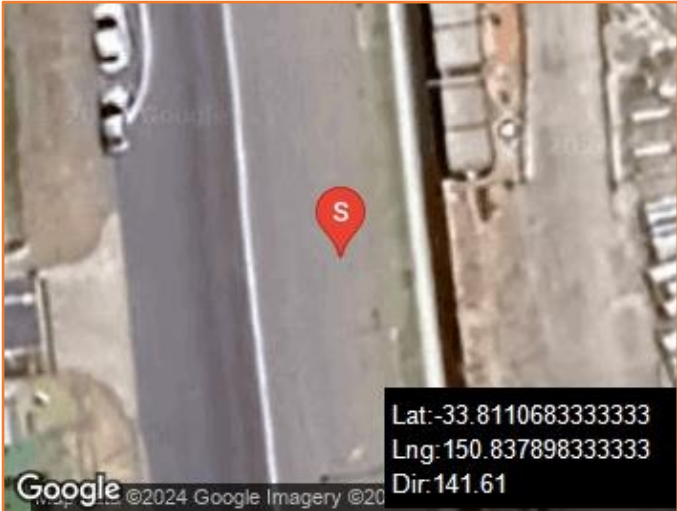
Figure 298: Reasonable - General condition of kerb and gutter.



Lat:-33.8110366666667
Lng:150.837891666667
Dir:164.67



Figure 299: Reasonable - General condition of kerb and gutter. Moderate spalling observed.



Lat:-33.8110683333333
Lng:150.837898333333
Dir:141.61



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



Lat:-33.8110783333333
Lng:150.837905
Dir:239.1





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



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

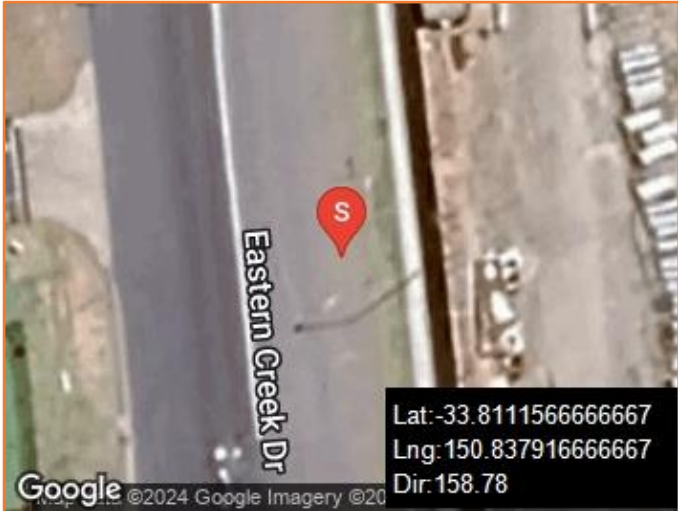


Figure 303: Reasonable - General condition of kerb and gutter.





Figure 304: Reasonable - General condition of kerb and gutter. Moderate hairline cracking observed.

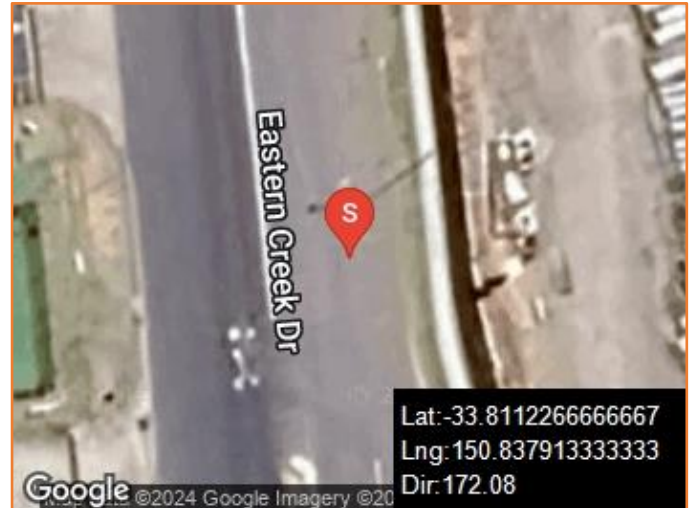


Figure 305: Reasonable - General condition of kerb and gutter.

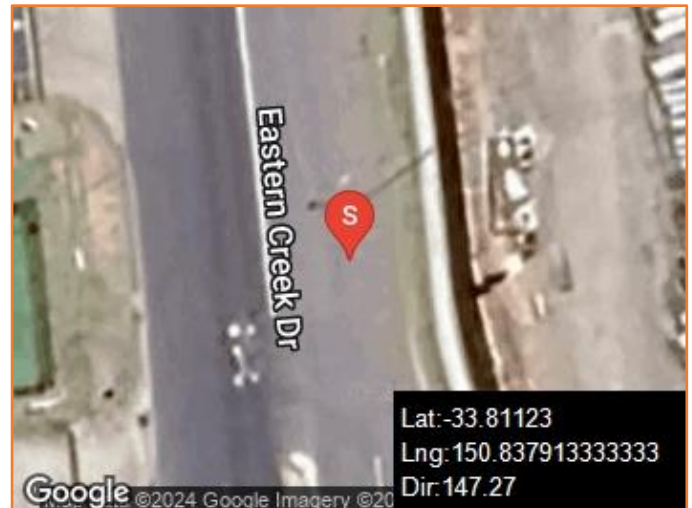


Figure 306: Reasonable - General condition of kerb and gutter.

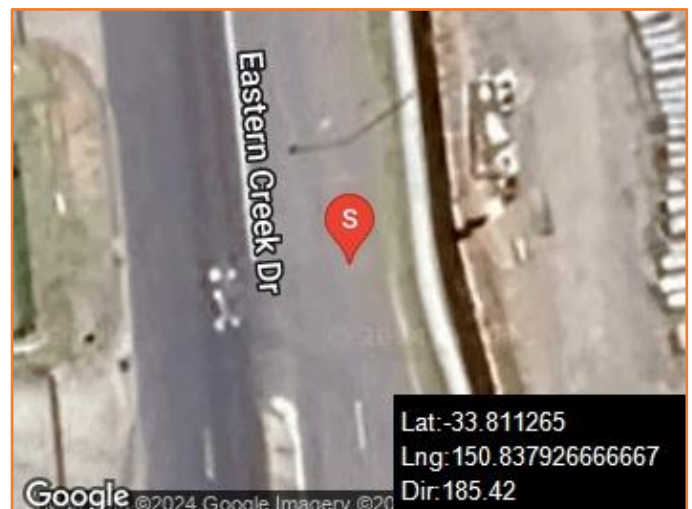




Figure 307: Reasonable - General condition of kerb and gutter.



Figure 308: Reasonable - General condition of kerb inlet pit.



Figure 309: Reasonable - General condition of kerb and gutter.





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

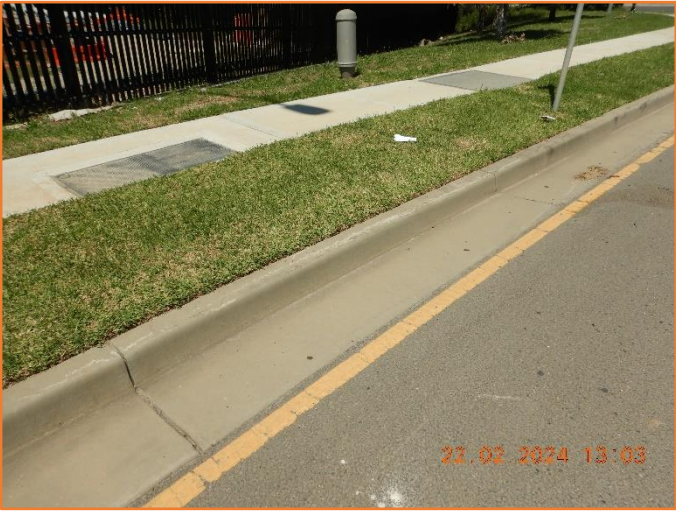
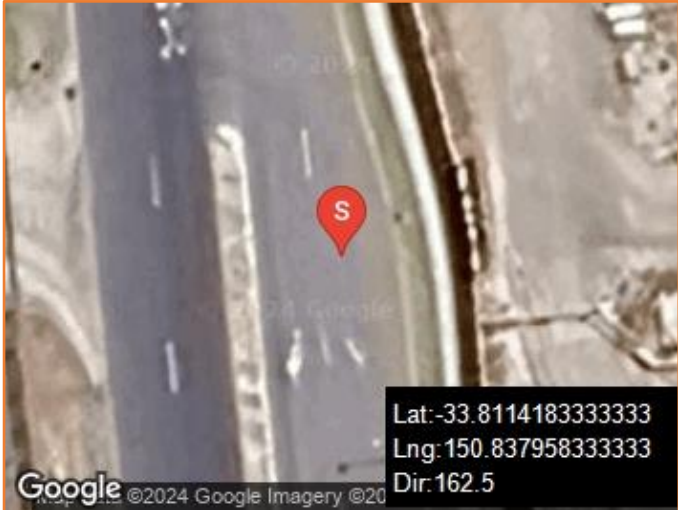


Figure 311: Reasonable - General condition of kerb and gutter.

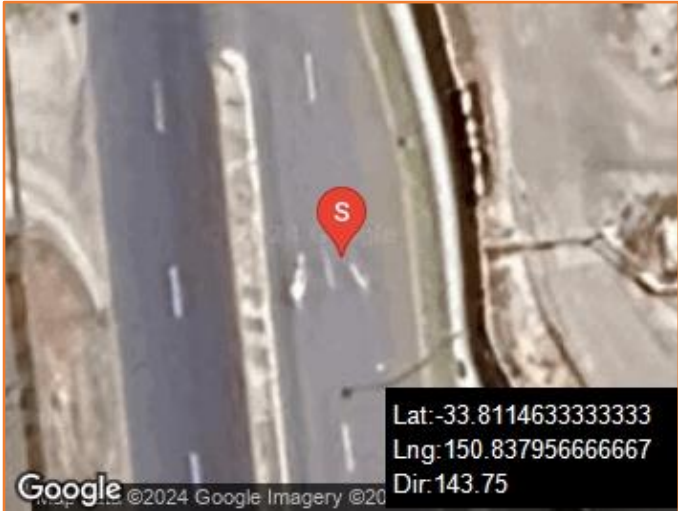


Figure 312: Reasonable - General condition of kerb and gutter.





Figure 313: Reasonable - General condition of kerb and gutter.

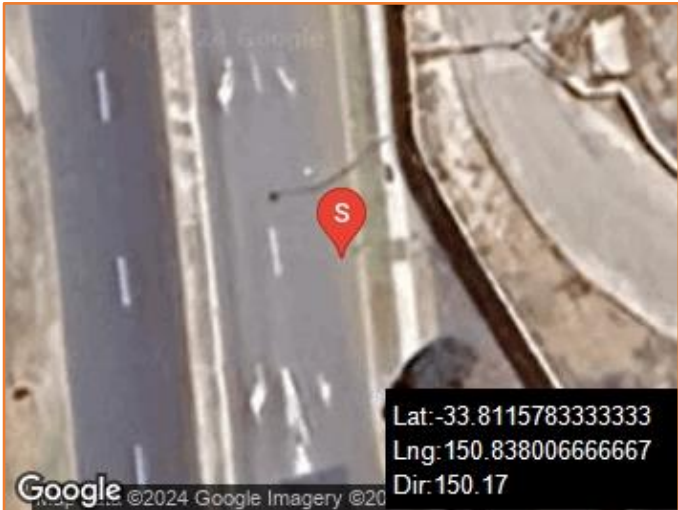


Figure 314: Reasonable - General condition of kerb and gutter.



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

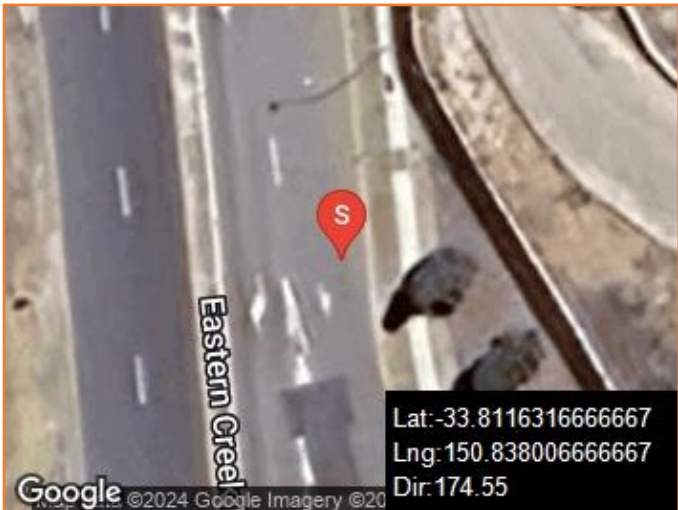




Figure 316: Reasonable - General condition of kerb and gutter.



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



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





Figure 319: Reasonable - General condition of pram ramp.



APPENDIX 'B' – OLD WALLGROVE ROAD



Figure 320: Reasonable - General condition of footpath.



Figure 321: Good - General condition of traffic signage.



Figure 322: Reasonable - General condition of footpath.





Figure 323: Reasonable - General condition of footpath.



Figure 324: Good - General condition of monopole assembly.



Figure 325: Reasonable - General condition of footpath.





Figure 326: Good - General condition of traffic signage.



Figure 327: Reasonable - General condition of footpath and service pit.



Figure 328: Reasonable - General condition of footpath and service pit.





Figure 329: Reasonable - General condition of signage. Moderate rotation observed.



Figure 330: Reasonable - General condition of footpath and service pit.



Figure 331: Poor - General condition of footpath. Previous repair works observed.





Figure 332: Reasonable - General condition of monopole assembly.



Figure 333: Poor - General condition of footpath and service pit. Moderate cracking observed.



Figure 334: Reasonable - General condition of service pit.





Figure 335: Reasonable - General condition of footpath.



Figure 336: Reasonable - General condition of footpath.

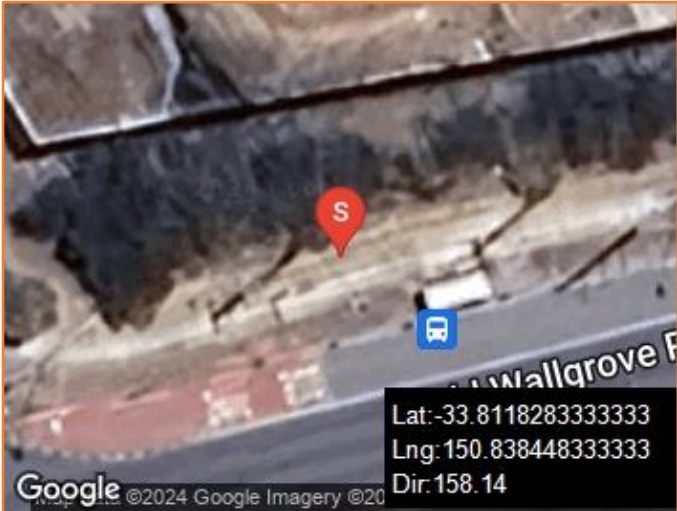


Figure 337: Reasonable - General condition of footpath.

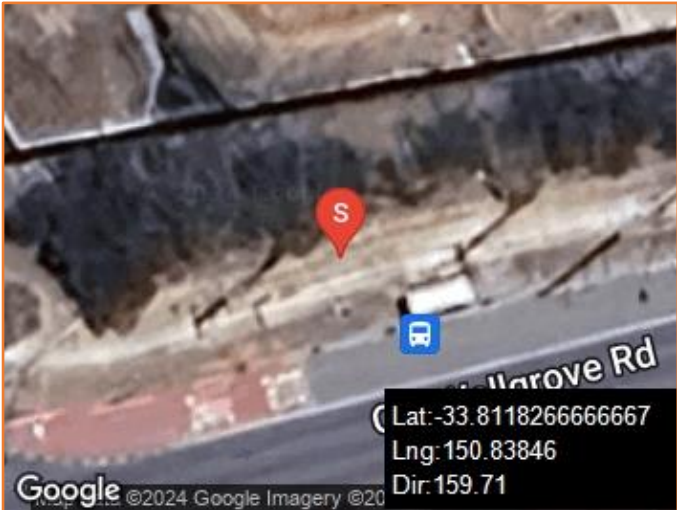




Figure 338: Reasonable - General condition of footpath.



Figure 339: Reasonable - General condition of footpath.



Figure 340: Reasonable - General condition of monopole assembly.





Figure 341: Reasonable - General condition of footpath.



Figure 342: Reasonable - General condition of footpath.



Figure 343: Good - General condition of monopole assembly.

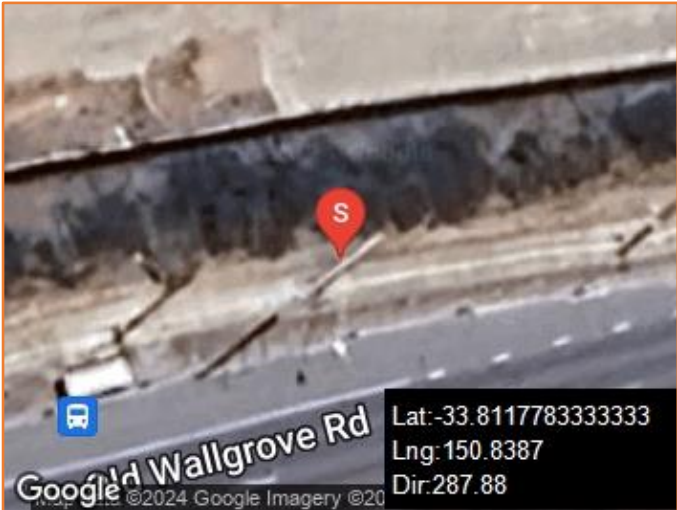




Figure 344: Reasonable - General condition of footpath.



Figure 345: Reasonable - General condition of footpath.

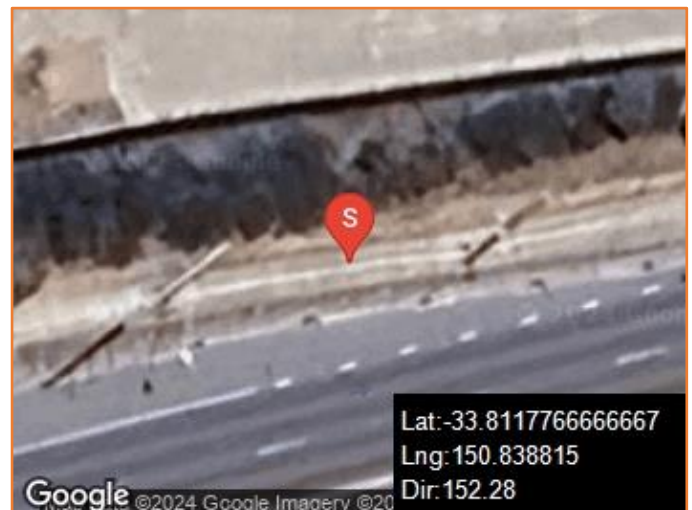


Figure 346: Reasonable - General condition of footpath.

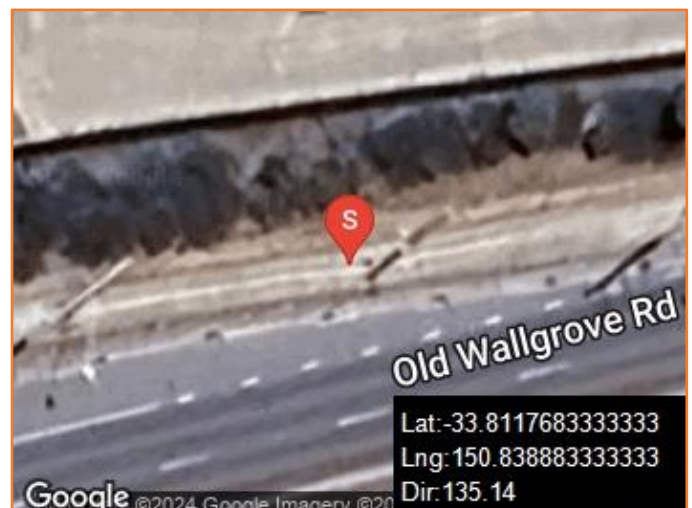




Figure 347: Reasonable - General condition of footpath.



Figure 348: Reasonable - General condition of monopole assembly.



Figure 349: Reasonable - General condition of footpath.





Figure 350: Reasonable - General condition of footpath.



Figure 351: Reasonable - General condition of service pit.



Figure 352: Reasonable - General condition of footpath.





Figure 353: Good - General condition of monopole assembly.



Figure 354: Reasonable - General condition of footpath.



Figure 355: Good - General condition of traffic signage.





Figure 356: Reasonable - General condition of footpath.



Figure 357: Reasonable - General condition of footpath.



Figure 358: Reasonable - General condition of footpath.





Figure 359: Reasonable - General condition of footpath.



Figure 360: Reasonable - General condition of footpath.



Figure 361: Reasonable - General condition of footpath.





Figure 362: Reasonable - General condition of footpath.



Figure 363: Reasonable - General condition of footpath.



Figure 364: Reasonable - General condition of service pit.





Figure 365: Good - General condition of monopole assembly.



Figure 366: Reasonable - General condition of footpath.



Figure 367: Reasonable - General condition of footpath.





Figure 368: Reasonable - General condition of footpath.



Figure 369: Reasonable - General condition of footpath.



Figure 370: Good - General condition of monopole assembly.





Figure 371: Reasonable - General condition of footpath.



Figure 372: Poor - General condition of service pit. Moderate vertical displacement observed.



Figure 373: Reasonable - General condition of footpath.





Figure 374: Defective - General condition of signage.



Figure 375: Reasonable - General condition of kerb and gutter.



Figure 376: Reasonable - General condition of kerb and gutter.





Figure 377: Reasonable - General condition of kerb and gutter.



Figure 378: Reasonable - General condition of kerb and gutter.



Figure 379: Reasonable - General condition of kerb inlet pit.





Figure 380: Reasonable - General condition of kerb and gutter.



Figure 381: Reasonable - General condition of kerb and gutter.



Figure 382: Reasonable - General condition of kerb and gutter.





Figure 383: Reasonable - General condition of kerb and gutter.



Figure 384: Reasonable - General condition of kerb and gutter.



Figure 385: Reasonable - General condition of kerb and gutter.





Figure 386: Reasonable - General condition of kerb inlet pit.



Figure 387: Reasonable - General condition of kerb and gutter.



Figure 388: Reasonable - General condition of kerb and gutter.





Figure 389: Reasonable - General condition of kerb and gutter.



Figure 390: Reasonable - General condition of kerb and gutter.



Figure 391: Reasonable - General condition of kerb inlet pit.





Figure 392: Reasonable - General condition of kerb and gutter.



Figure 393: Reasonable - General condition of kerb and gutter.



Figure 394: Reasonable - General condition of kerb inlet pit.





Figure 395: Reasonable - General condition of kerb and gutter.



Figure 396: Reasonable - General condition of kerb inlet pit.



Figure 397: Reasonable - General condition of kerb and gutter.





Figure 398: Reasonable - General condition of kerb inlet pit.



Figure 399: Reasonable - General condition of kerb and gutter.



Figure 400: Reasonable - General condition of kerb and gutter and kerb inlet pit.





Figure 401: Reasonable - General condition of kerb and gutter.



Figure 402: Reasonable - General condition of kerb and gutter and kerb inlet pit.



Figure 403: Reasonable - General condition of kerb and gutter.





Figure 404: Reasonable - General condition of kerb and gutter and kerb inlet pit.



Figure 405: Reasonable - General condition of kerb inlet pit.



Figure 406: Reasonable - General condition of kerb and gutter.

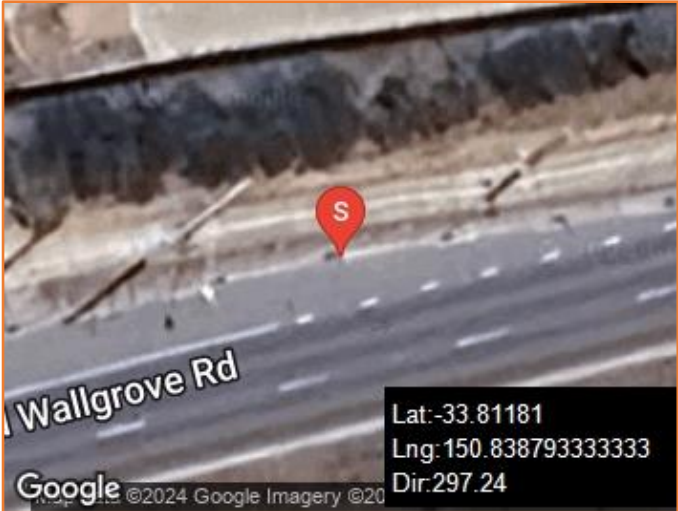




Figure 407: Reasonable - General condition of kerb inlet pit.



Figure 408: Reasonable - General condition of kerb and gutter.



Figure 409: Reasonable - General condition of kerb and gutter.





Figure 410: Reasonable - General condition of kerb inlet pit.



Figure 411: Reasonable - General condition of kerb and gutter.



Figure 412: Reasonable - General condition of bus shelter.





Figure 413: Reasonable - General condition of bus shelter.



Figure 414: Reasonable - General condition of bus shelter.



Figure 415: Reasonable - General condition of bus shelter.





Figure 416: Reasonable - General condition of kerb and gutter.



Figure 417: Reasonable - General condition of kerb inlet pit.



Figure 418: Reasonable - General condition of kerb inlet pit.





Figure 419: Reasonable - General condition of kerb and gutter.



Figure 420: Reasonable - General condition of kerb inlet pit.



Figure 421: Reasonable - General condition of kerb and gutter.





Figure 422: Reasonable - General condition of kerb inlet pit.



Figure 423: Reasonable - General condition of kerb and gutter. Moderate spalling observed.



Figure 424: Reasonable - General condition of kerb and gutter. Moderate spalling observed.

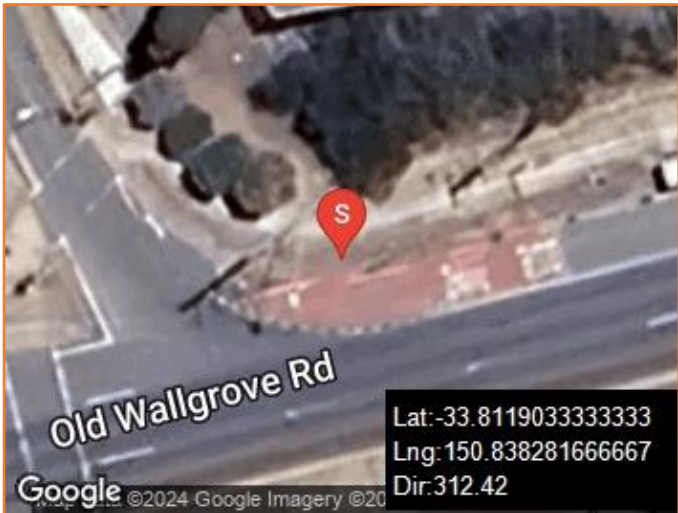




Figure 425: Reasonable - General condition of kerb and gutter.



Figure 426: Reasonable - General condition of flexible pavement.



Figure 427: Reasonable - General condition of flexible pavement.





Figure 428: Reasonable - General condition of flexible pavement.



Figure 429: Reasonable - General condition of flexible pavement.



Figure 430: Reasonable - General condition of flexible pavement.





Figure 431: Reasonable - General condition of flexible pavement.



Figure 432: Reasonable - General condition of flexible pavement.

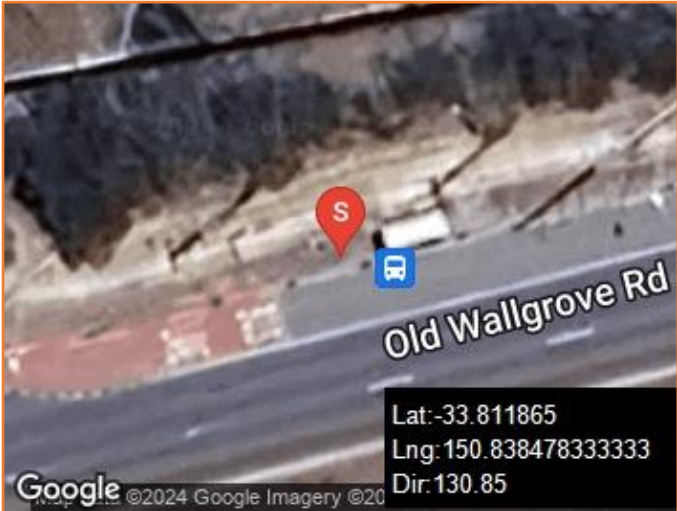


Figure 433: Reasonable - General condition of flexible pavement.

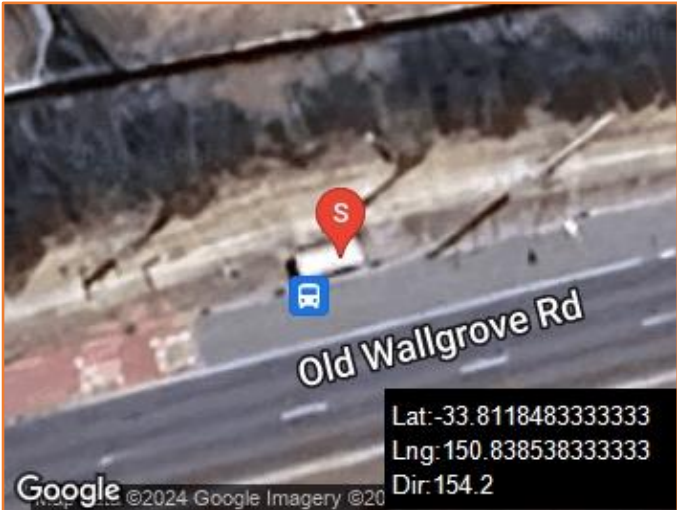




Figure 434: Reasonable - General condition of flexible pavement.



Figure 435: Reasonable - General condition of flexible pavement.



Figure 436: Reasonable - General condition of flexible pavement.





Figure 437: Reasonable - General condition of flexible pavement.



Figure 438: Reasonable - General condition of flexible pavement.



Figure 439: Reasonable - General condition of flexible pavement.





Figure 440: Reasonable - General condition of flexible pavement.



Figure 441: Defective - General condition of service pit.



Figure 442: Reasonable - General condition of flexible pavement.





Figure 443: Reasonable - General condition of flexible pavement.



Figure 444: Reasonable - General condition of flexible pavement.



Figure 445: Reasonable - General condition of flexible pavement.





Figure 446: Reasonable - General condition of flexible pavement.



Figure 447: Reasonable - General condition of flexible pavement.



Figure 448: Reasonable - General condition of flexible pavement.





Figure 449: Reasonable - General condition of flexible pavement.



Figure 450: Reasonable - General condition of flexible pavement.



Figure 451: Reasonable - General condition of flexible pavement.





Figure 452: Reasonable - General condition of flexible pavement.



Figure 453: Reasonable - General condition of flexible pavement.



Figure 454: Reasonable - General condition of flexible pavement.





Figure 455: Reasonable - General condition of flexible pavement.



Figure 456: Reasonable - General condition of flexible pavement.



Figure 457: Reasonable - General condition of flexible pavement.





Figure 458: Reasonable - General condition of flexible pavement.

