



van der meer

SY214006

Post–Construction Dilapidation Report

Council Assets

BRISBANE	Level 1, 51 Alfred Street, Fortitude Valley QLD 4006	P 07 3021 6600	E QLD-enquiries@vandermeer.com.au
CANBERRA	Level 9, 2 Phillip Law Street, Canberra ACT 2601	P 02 6243 4839	E ACT-enquiries@vandermeer.com.au
MELBOURNE	Level 6, 379 Collins Street, Melbourne VIC 3000	P 03 8614 5555	E VIC-enquiries@vandermeer.com.au
NEWCASTLE	Level 1, 17 Bolton Street, Newcastle NSW 2300	P 02 4910 4035	E NC-enquiries@vandermeer.com.au
SYDNEY	Level 6, 39 Chandos Street, St Leonards NSW 2065	P 02 9436 0433	E NSW-enquiries@vandermeer.com.au

Document Control

Approved by:	Mark Davies
Position:	Managing Director – National Professional Engineer
NPER No:	48944
Signed:	
Date:	30.03.2021
Job No:	SY214006

Revision Status

Revision	Description	Date	Issued By:
A	Initial Issue	30.03.2021	Dionne Penecitos - Graduate Structural Engineer GIEAUST - 4613410

Issues of this document shall be identified as Revisions A, B, C etc. Upon each update of this document, the revision shall be changed to the next consecutive alphabetical letter. Recipients are responsible for eliminating all superseded documents in their possession.

This report shall be read in conjunction with the Pre-Construction Dilapidation report issued on 1.02.2019 Project Number SY184024.

van der Meer (NSW) Pty Ltd
ABN 56 158 266 301

Level 6, 39 – 41 Chandos Street,
ST LEONARDS NSW 2065
Telephone: +61 2 9436 0433
Facsimile: +61 2 9436 1370

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Disclaimer

This report must be read in conjunction with all the attached notes and should be kept in its entirety without the separation of individual pages or sections. van der Meer (NSW) Pty Ltd cannot be held responsible for interpretations or conclusions made by others unless they are supported by an expressed statement, interpretation, outcome or conclusion given in this report.

This report, or sections from this report, should not be used as part of a specification for a project, without review and written agreement by van der Meer. This is because this report has been written based on observation and opinion rather than instructions for construction.

The inspection and report only cover the status of the site at the time of the inspection.

van der Meer (NSW) Pty Ltd does not accept any liability for the following:

- Damages caused to any of the properties or structures during or after the inspection.
- Any amendments or additions made to the report after delivery.

van der Meer (NSW) Pty Ltd has attempted to show all obvious visual defects, however, cannot guarantee all defects have been identified and has no accountability for any omissions. This is a dilapidation report only and does not comment on the causes of damage or assess any future damages. van der Meer (NSW) Pty Ltd does not evaluate the property or structures in terms of its structural stability, with the contents of this report intended as a visual reference only.

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Authenticity

van der Meer (NSW) Pty Ltd hereby certifies that this report is an exact duplication of the report prepared for our client.

Signed: 

Date: 30.03.2021

Mark Davies – Managing Director
NPER – 48944
van der Meer (NSW) Pty Ltd

Photographer

Signed: 

Date: 30.03.2021

Dionne Penecitos - Graduate Structural Engineer
GIEAUST - 4613410
van der Meer (NSW) Pty Ltd

Author

Signed: 

Date: 30.03.2021

Dionne Penecitos - Graduate Structural Engineer
GIEAUST - 4613410
van der Meer (NSW) Pty Ltd

Applicant

Signed:

Date: 30.03.2021

Name -

Company Name -

Table of Contents

DOCUMENT CONTROL	2
PROJECT OVERVIEW	6
DEFINITIONS AND CLASSIFICATIONS	9
PROJECT INTRODUCTION	13
PHOTOGRAPHIC REGISTER.....	14
EAST WALKWAY.....	20
LOCOMOTIVE STREET	26
NORTH WALKWAY	46
WEST LANE	58
APPENDIX.....	59
Site Maps	60

Project Overview

Inspection and Report

All care has been taken to prepare this report. The report is representative of the existing condition of the council assets, highlighting any observed conditions at the time and date of the survey.

The survey involves capturing high-resolution photographic images within the specific areas, as per the scope of works.

Dilapidation reports are prepared by qualified Engineers, Building Consultants, and personnel and are based on the information obtained from on-site inspections of the building/structures adjacent to the subject site.

This dilapidation report has been prepared for a specific purpose to record of the current conditions of the building facade adjoining the footpath, the footpath, nature strip, kerb and gutter, driveway crossovers and laybacks, kerb ramps, road carriageway, street trees and plantings, parking restriction and traffic signs, and all other existing infrastructure along the street prior to the commencement of the works.

This record is required to avoid possible disputes arising from damage that may or may not be caused by the works to the neighbouring property.

Inspections and reports may be conditional upon the following:

- Prevailing weather condition or recent occupancy and the use of services that might affect observations.
- Information provided by the client or agents of the client.
- Deliberate concealment of defects
- Any other relevant factors limiting the inspection.

Photographs

All observations and photographs are taken from the floor level only.

All photos provided are identified with the Prefix of **2** within this report and have a unique photograph reference number.

For Example **2.Area.Photograph No.**

Refer to the Pre-Construction Dilapidation report, Project Number SY184024, dated 1.02.2019 for all photographs starting with the prefix of **1.Area.Photograph No.**

Generally, photographs are only taken showing the conditions evident at the time of the inspection and due to privacy reasons, general photographs are taken occasionally in public areas only.

Exclusions

Existing conditions within this report may exclude:

- Inaccessible areas.
- Defects not apparent at the time of the inspection.
- Defects apparent in different weather or environment conditions.
- Defects resulting from different uses of structures.
- Minor defects (such as superfine hairline cracking) which may be difficult to observe clarity or contrast conflicts.
- Defects outside the scope of works.

Access

Some areas may be restricted in visibility due to:

- Traffic conditions/Road closures
- Parked vehicles
- Obscured by trees and/or other objects
- Obscured by street furniture, blinds and/or other fittings and fixtures
- Height or depths of structures

Unless otherwise specified the author did not:

- Remove foliage, linings, cover and the like to inspect the damage that may be hidden or concealed from view from a standing position
- Inspect framework, footings or underground services
- Engage any sub-consultants to undertake waterproofing, CCTV, pest, asbestos inspections etc

Definitions and Classifications

The following definitions and classifications nominated within this report are used to describe the general condition of various features, surfaces or structures and are to be used as a guide only and are not exact.

The photographs taken are for record-keeping purposes only. van der Meer (NSW) Pty Ltd makes no comment or inference regarding the cause of dilapidation or the potential impact or effect of dilapidation nor repair methods of the current conditions.

Definitions

- **Articulation** – Provision for movement in walls through the incorporation of permanent control joints.
- **Blistering** – A bubbling effect often caused heat, moisture or chemical.
- **Chipping** – Section of a surface that has broken away.
- **Corrosion** – Degradation of a metal caused by its environment.
- **Corrugation** – Formation of ripples across a surface.
- **Cracking** – A break/split in a surface or structure.
- **Damage** – Generic term for something that has been broken, smashed, crushed or ruptured.
- **Defect** – Fault or deviation from the intended condition of a material assembly or component.
- **Depression** – Concave deformation of a surface.
- **Deterioration** – Progressively worsening.
- **Deviation** – Variation within a surface or structure.
- **Discolouration** – Change in hue or visual appearance to a material.
- **Displacement/Misalignment** – Incorrect position or placement of a structure or surface.
- **Efflorescence** – The formation of salt/crystalline deposit on the surface of masonry, stucco or concrete.
- **Exposed** – Not covered or hidden.
- **Footing** – Construction that transfers the load from the building to the foundation.
- **Gouges/Scuffs/Dents** – Indentation, groove or scrape to a surface.
- **Ground Subsidence** – Sinking or settling of the ground surface.
- **Masonry** – Stone, brick, terracotta block, concrete block, or other similar building units, single or in combination, assembled unit by unit.
- **Moss/Mould Build-up** – Gradual accumulation of an algae/fungus on a surface.
- **Outbuilding** – A detached building such as a carport, private garage, shed or similar structure.

Definitions – Continued

- **Patching** – Surface that has been repaired.
- **Patching Failures** – Repair surfaces that show signs of reoccurring distress.
- **Peeling** – The outer layers of the material detached from its surface.
- **Ponding** – Water or other liquids forming a small body of standing water.
- **Pothole** – Bowl shape depression in the pavement as a result of the loss of the surface.
- **Ravelling** – Progressive disintegration of pavement surfaces through the loss of both binder and aggregate.
- **Reinforcement** – Steel bars, wire or mesh.
- **Rust** – A red/orange/brown associated with iron/steel.
- **Rutting** – Longitudinal vertical deformation of a pavement surface in a wheel path.
- **Separation/Delamination** – A break, split or variation between various surfaces or structures.
- **Shape Loss** – Generic term for several defects including; corrugations, depressions, shoving.
- **Shoving** – Convex deformation of a structure.
- **Slab** – General term used to refer to slab on ground, stiffened rafts, footing slabs, stiffened footing slabs and waffle rafts.
- **Spalling** – Result of water entering the brick, concrete, stone and forcing the surface to peel, pop out or flake off.
- **Stripping** – Loss of aggregate within a pavement surface, resulting in exposed binder and/or pavement.
- **Water Ingress/Damage** – Water or liquid entering a surface or structure/causing damage.
- **Weathered** – Worn by long periods of exposure to natural elements.

Crack Types

- **Vertical** – Cracks that are parallel to the vertical direction.
- **Horizontal** – Cracks that are parallel to the plane of the horizon.
- **Diagonal** – Cracks running crossways across a surface of a structure.
- **Stepped** – The crack pattern follows the mortar joints between masonry units in a stair-stepping pattern.
- **Cogged** – The crack pattern follows the mortar joints between masonry units in a vertical rotational pattern.
- **Various** – Generic term for a combination of several crack types.
- **Joint** – Lineal cracks that run along with the connection of construction, expansion and isolation joints and at the junction of structures
- **Longitudinal** – Cracks that run along the length of an object/wall or floor.
- **Transverse** – Cracks that run perpendicular to the length object/wall or floor.
- **Lineal** – Cracks running in a direct line.
- **Crocodile** – Interconnecting or interlacing cracking.
- **Block** – Interconnected cracks that divide the surface up into rectangular pieces.
- **Craze** – A network of cracks running in various directions.
- **Pattern** – Cracks that are a part of a network of cracks that form an identifiable grouping of shapes.

Classification – Australian Standards AS4349

Our inspections and reports are as per relevant areas within AS4349 “Inspection of building” code of Australia and within our report, we adopt terminology from this code as follows:

Type	Definition
Major	A condition of sufficient magnitude where rectification is required to be carried out to avoid unsafe conditions, loss of utility or further deterioration of the property.
Minor	A condition other than Major
Minor – Non-Structural	A condition that is other than Major that does not fall within a structural element.

Classification – Australian Standards AS2870

To determine the classification of the type we refer to Appendix C, Table C1 (Walls) and Table C2 (Floors) – Classification of Damage, AS2870 code of Australia.

Project Introduction

Development Application Details

This dilapidation report has been prepared on behalf of the client for the development at The Australian Technology Park, Eveleigh

Site Conditions & Observations

Job Number:	SY214006		
Address:	Council Assets		
Suburb:	Eveleigh		
State:	NSW	Postcode:	2015
Date of Survey:	Friday, 19 March 2021		
Survey Type:	Council Assets		
Access:	Limited - Refer to additional notes below		
Additional Notes:	Locomotive Street South Pathway - no access and obstructions present in front of Workshops 1, 4, 4A, 5, 6, 8, 9, 10, 13, 14, 15. West Pathway/ Elevation – Inspections were not conducted for this area. East Pathway/ Elevation – no access and obstructions present in front of the south end of workshop 1. At the time of inspection, various areas were under-construction/ renovation. Workshop numberings have been revised since the original inspection. Refer to site maps in the appendix for details.		

The following photographs depict the current condition of the council assets.

Photographic Register

A photographic register captures the current status of the existing defects conditions that have remained the same or changed periodically throughout the development process.

Pre-Construction Reports

All photos provided in Pre-Construction dilapidation reports are identified with the prefix of **1** and have a unique photograph reference number.

For Example **1.Area.Photograph No.**

Post-Construction Reports

All photos provided in Post-Excavation dilapidation reports are identified with the prefix of **2** and have a unique photograph reference number.

For Example **2.Area.Photograph No.**

Note:

If any defects have changed throughout the development a new photograph will be taken at that stage of the current inspection. The new photograph will still maintain the original photograph number; however, a revision number will be applied. This allows us to identify what stage of the development the condition had changed.

For Example **1.Area.Photograph No. – Rev B**
2.Area.Photograph No. – Rev B

PHOTOGRAPHIC REGISTER

van der Meer Consulting
Sydney Office
Level 6, 39 Chandos St.
ST LEONARDS NSW 2065
Tel: (612) 9436 0433
Fax: (612) 9436 1370
ABN 56 158 266 301



PROJECT NAME		Council Assets (Locomotive Workshops)		DATE OF ISSUE					
PROJECT No.		SY184024		DD	30				
CURRENT STATUS		PC		MM	03				
TRANSMITTAL No.		1		YY	21				
PHOTO No.	AREA	STATUS							
East Walkway									
1.EW.1	East Walkway		☒						
1.EW.2	East Walkway		☒						
1.EW.3	East Walkway		☒						
1.EW.4	East Walkway		☒						
1.EW.5	East Walkway		B						
Locomotive Street									
1.L.1	Locomotive Street								
1.L.2	Locomotive Street		NA						
1.L.3	Locomotive Street		R						
1.L.4	Locomotive Street		R						
1.L.5	Locomotive Street		R						
1.L.6	Locomotive Street		R						
1.L.7	Locomotive Street		R						
1.L.8	Locomotive Street		R						
1.L.9	Locomotive Street		B						
1.L.10	Locomotive Street		B						
1.L.11	Locomotive Street		R						
1.L.12	Locomotive Street		B						
1.L.13	Locomotive Street		B						
1.L.14	Locomotive Street		R						
1.L.15	Locomotive Street		R						
1.L.16	Locomotive Street		R						
1.L.17	Locomotive Street		B						
1.L.18	Locomotive Street		B						
1.L.19	Locomotive Street		R						
1.L.20	Locomotive Street		R						
1.L.21	Locomotive Street		R						
1.L.22	Locomotive Street		R						
1.L.23	Locomotive Street		R						
1.L.24	Locomotive Street		R						
1.L.25	Locomotive Street		R						
1.L.26	Locomotive Street		B						
1.L.27	Locomotive Street		B						
1.L.28	Locomotive Street		R						
1.L.29	Locomotive Street		R						
1.L.30	Locomotive Street		B						
1.L.31	Locomotive Street		B						
1.L.32	Locomotive Street		R						
1.L.33	Locomotive Street		B						
1.L.34	Locomotive Street		B						
PHOTOGRAPH STATUS DEFINITION									
PD - Post Demolition, PE - Post Excavation, PC - Post Construction					PC				
PHOTOGRAPH STATUS DEFINITION									
☒ - Remains in the same condition A, B, C, D - Refer to Photograph No. - Rev A, B, C, D within this document X - Structure Concealed NA - No Access available R - Repaired									

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PROJECT NAME	Council Assets (Locomotive Workshops)	DATE OF ISSUE					
PROJECT No.	SY184024	DD	30				
CURRENT STATUS	PC	MM	03				
TRANSMITTAL No.	2	YY	21				
PHOTO No.	AREA	STATUS					
	Locomotive Street (Contd.)						
1.L.35	Locomotive Street		R				
1.L.36	Locomotive Street		B				
1.L.37	Locomotive Street		B				
1.L.38	Locomotive Street		R				
1.L.39	Locomotive Street		R				
1.L.40	Locomotive Street		R				
1.L.41	Locomotive Street		B				
1.L.42	Locomotive Street		B				
1.L.43	Locomotive Street		R				
1.L.44	Locomotive Street		B				
1.L.45	Locomotive Street		R				
1.L.46	Locomotive Street		R				
1.L.47	Locomotive Street		R				
1.L.48	Locomotive Street		B				
1.L.49	Locomotive Street		B				
1.L.50	Locomotive Street		R				
1.L.51	Locomotive Street		B				
1.L.52	Locomotive Street		R				
1.L.53	Locomotive Street		R				
1.L.54	Locomotive Street		NA				
1.L.55	Locomotive Street		R				
1.L.56	Locomotive Street		B				
1.L.57	Locomotive Street		B				
1.L.58	Locomotive Street		R				
1.L.59	Locomotive Street		R				
1.L.60	Locomotive Street		R				
1.L.61	Locomotive Street		☑				
1.L.62	Locomotive Street		☑				
1.L.63	Locomotive Street		☑				
1.L.64	Locomotive Street		R				
1.L.65	Locomotive Street		☑				
1.L.66	Locomotive Street		☑				
1.L.67	Locomotive Street		☑				
1.L.68	Locomotive Street		B				
1.L.69	Locomotive Street		B				
1.L.70	Locomotive Street		R				
1.L.71	Locomotive Street		R				
1.L.72	Locomotive Street		☑				
1.L.73	Locomotive Street		B				

PHOTOGRAPH STATUS DEFINITION

PD - Post Demolition, **PE** - Post Excavation, **PC** - Post Construction

PHOTOGRAPH STATUS DEFINITION

☑ - Remains in the same condition **A, B, C, D** - Refer to Photograph No. - Rev A, B, C, D within this document

X - Structure Concealed **NA** - No Access available **R** - Repaired

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East Walkway

	Photograph 1.EW.5 - Rev.B <u>East Walkway</u> <u>General Photograph</u> General photograph of the new bitumen patching at the north half of the east walkway. Photographed looking north-west.
	Photograph 2.EW.6 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 3000mm long x max. 1.2mm wide located at the south end of the concrete in front of the loading bay door at the north end of workshop 1. Photographed looking west.
	Photograph 2.EW.7 <u>East Walkway</u> <u>Minor</u> Pothole in the bitumen next to the second north window. Photographed looking south.

	Photograph 2.EW.8 <u>East Walkway</u> <u>Minor</u> Movement of the pavers with chipped and missing pavers evident in front of the loading bay door at the north end of workshop 1. Photographed looking south-west.
	Photograph 2.EW.9 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 100mm long x max. 0.5mm wide located in the pavers at the south end of the loading bay door, typical in the pavers. Photographed looking south.
	Photograph 2.EW.10 <u>East Walkway</u> <u>Minor</u> Crack approximately 300mm long x 0.6mm wide running in the north-south direction in the concrete located south of the north door, chipping evident. Photographed looking south.

	Photograph 2.EW.11 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 3500mm long x max. 10mm wide located at the east end of the bitumen opposite the third north window. Photographed looking south.
	Photograph 2.EW.12 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 1600mm long x max. 1.3mm wide located in the concrete at the trees near the north door. Photographed looking south.
	Photograph 2.EW.13 <u>East Walkway</u> <u>Minor</u> Upheaval of the pavers and missing pavers evident at the south-east corner of the trees in front of the north door. Photographed looking south.

	Photograph 2.EW.14 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 5200mm long x max. 3mm wide located in the concrete outside the central doors to workshop 1, chipping of the cracks evident. Photographed looking south-west.
	Photograph 2.EW.15 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 4500mm long x max. 1.4mm wide located in the concrete between the central doors. Photographed looking north.
	Photograph 2.EW.16 <u>East Walkway</u> <u>Minor</u> Various cracks approximately max. 1400mm long x max. 1.8mm wide located in the concrete around the tracks in front of the main entry door to workshop 1, chipping of the concrete at the slab joints. Photographed looking west.



Photograph 2.EW.17

East Walkway

General Photograph

General photograph of the construction hoarding, no access.

Photographed looking north-west.

Locomotive Street



Photograph 2.L.78

Locomotive Street - Outside Workshop 1 & 2
General Photograph

General photograph of the brick paved pathway outside workshop 1, construction works in progress, typical along the south pathway.

Photographed looking west.



Photograph 1.L.77 – Rev.B

Locomotive Street - Outside Workshop 1
General Photograph

General photograph of the pathway and road located outside workshop 1.

Photographed looking west.



Photograph 2.L.79

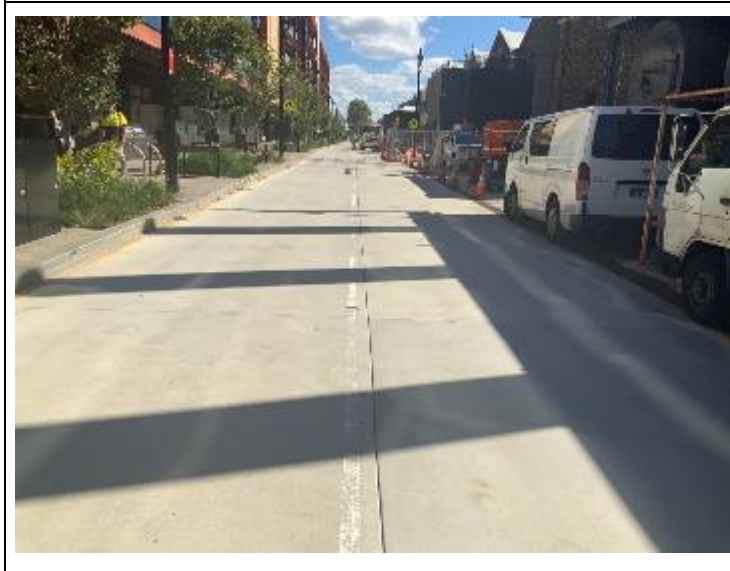
Locomotive Street - Outside Workshop 1
General Photograph

General photograph of the footpath under construction/replacement at the time of inspection.

Photographed looking west.

	Photograph 2.L.80 <u>Locomotive Street - Outside Workshop 1</u> <u>General Photograph</u> General photograph of Construction works in progress outside bay 1. Photographed looking west.
	Photograph 2.L.81 <u>Locomotive Street - Outside Workshop 1</u> <u>General Photograph</u> General photograph of the three service pits located in the road in front of workshop 1. Photographed looking west.
	Photograph 2.L.82 <u>Locomotive Street - Outside Workshop 1</u> <u>Minor</u> Various cracks approximately max. 2000mm long x max. 2mm wide located in the road in front of bay 1 near the central service pit, typical. Photographed looking south.

	Photograph 2.L.83 <u>Locomotive Street - Outside Workshop 1</u> <u>Minor</u> Various cracks approximately max. 2000mm long x max. 2mm wide located in the road near the east service pit. Photographed looking south.
	Photograph 2.L.84 <u>Locomotive Street - Outside Workshop 1</u> <u>General Photograph</u> General photograph of the new pavement installed in front of workshop 1, typical. Photographed looking west.
	Photograph 1.L.75 - Rev.B <u>Locomotive Street - Outside Workshop 2</u> <u>Minor</u> General photograph of the service pit located in front of workshop 2, various chips and cracks located around the perimeter of the pit. Photographed looking west.

	Photograph 1.L.74 – Rev.B <u>Locomotive Street - Outside Workshop 2</u> <u>General Photograph</u> General photograph of the new pavement in front of workshop 2, obstructions present at the time of inspection. Photographed looking west.
	Photograph 1.L.73 – Rev.B <u>Locomotive Street - Outside Workshop 2</u> <u>General Photograph</u> General photograph of the new road in front of workshop 2, currently being used for construction access. Photographed looking west.
	Photograph 2.L.85 <u>Locomotive Street - Outside Workshop 2</u> <u>Minor</u> Various cracks approximately max. 2000mm long x max. 1mm wide located in the north lane in front of workshop 2. Photographed looking west.

	Photograph 1.L.69 - Rev.B <u>Locomotive Street - Outside Workshop 3</u> <u>General Photograph</u> General photograph of the new pavement outside workshop 3, construction works in progress. Photographed looking west.
	Photograph 1.L.68 - Rev.B <u>Locomotive Street - Outside Workshop 3</u> <u>General Photograph</u> General photograph of the road in front of workshop 3. Photographed looking west.
	Photograph 2.L.86 <u>Locomotive Street - Outside Workshop 3</u> <u>Minor</u> Horizontal crack approximately 2500mm long x 1mm wide located in the north lane of the road. Photographed looking west.

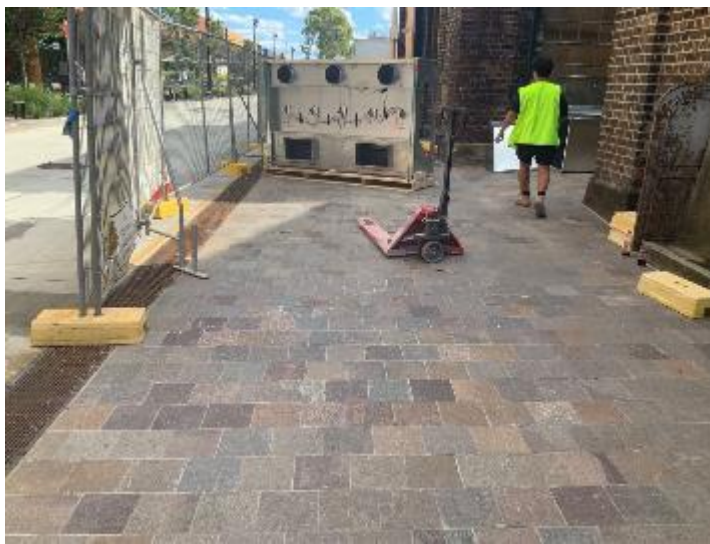
	Photograph 1.L.63 – Rev.B <u>Locomotive Street - Outside Workshop 4</u> <u>General Photograph</u> General photograph of the road and four service pits located in the road. Photographed looking west.
	Photograph 1.L.62 – Rev.B <u>Locomotive Street - Outside Workshop 4</u> <u>General Photograph</u> General photograph of the new pavement and construction works in progress. Photographed looking west.
	Photograph 1.L.57 – Rev.B <u>Locomotive Street - Outside Workshop 4A</u> <u>(Formerly Workshop 5)</u> <u>General Photograph</u> General photograph of the new pavement and replacement of pavement in progress. Photographed looking west.

	Photograph 1.L.56 – Rev.B <u>Locomotive Street - Outside Workshop 4A (Formerly Workshop 5)</u> <u>General Photograph</u> General photograph of the new road outside workshop 4A. Photographed looking west.
	Photograph 2.L.87 <u>Locomotive Street - Outside Workshop 4A (Formerly Workshop 5)</u> <u>General Photograph</u> General photograph of the bitumen patch and sewer pit located in front of workshop 4A. Photographed looking west.
	Photograph 2.L.88 <u>Locomotive Street - Outside Workshop 4A (Formerly Workshop 5)</u> <u>Minor</u> Various horizontal cracks approximately max. 500mm long x max. 1mm wide located near the sewer pit in the road. Photographed looking west.

	Photograph 1.L.48 - Rev.B <u>Locomotive Street - Outside Workshop 5</u> <u>(Formerly Workshop 6)</u> <u>General Photograph</u> General photograph of the road in front of bay 5. Photographed looking west.
	Photograph 1.L.54 - Rev.B <u>Locomotive Street - Outside Workshop 5</u> <u>(Formerly Workshop 6)</u> <u>General Photograph</u> General photograph of the new pavers in front of bay 6, construction works in progress no access available. Photographed looking west.
	Photograph 2.L.89 <u>Locomotive Street - Outside Workshop 5</u> <u>(Formerly Workshop 6)</u> <u>General Photograph</u> General photograph of the 5 SV pits located in front of workshop 5. Photographed looking north.

	Photograph 2.L.90 <u>Locomotive Street - Outside Workshop 5 (Formerly Workshop 6)</u> <u>Minor</u> Various cracks approximately max. 2500mm long x max. 1mm wide located in the road near the south lane outside workshop 5. Photographed looking west.
	Photograph 1.L.44 – Rev. B <u>Locomotive Street - Outside Workshop 6 (Formerly Workshop 7)</u> <u>General Photograph</u> General photograph of the construction works in front of workshop 6, no access to pavement. Photographed looking north-west.
	Photograph 2.L.91 <u>Locomotive Street - Outside Workshop 6 (Formerly Workshop 7)</u> <u>Minor</u> Various cracks approximately max. 2200mm long x max. 2mm wide located in the road in front of workshop 6. Photographed looking west.

	Photograph 1.L.41 – Rev.B <u>Locomotive Street - Outside Workshop 7 (Formerly Workshop 8)</u> <u>General Photograph</u> General photograph of the road and bitumen patch located in front of workshop 7, currently used as access for the site. Photographed looking west.
	Photograph 1.L.37 – Rev.B <u>Locomotive Street - Outside Workshop 8 (Formerly Workshop 9)</u> <u>General Photograph</u> General photograph of the construction hoarding in front of workshop 9, various cars parked obstructing the pavement. Photographed looking west.
	Photograph 1.L.36 – Rev.B <u>Locomotive Street - Outside Workshop 8 (Formerly Workshop 9)</u> <u>General Photograph</u> General photograph of the road. Photographed looking west.

	Photograph 2.L.92 <u>Locomotive Street - Outside Workshop 8 (Formerly Workshop 9)</u> <u>Minor</u> Various cracks approximately max. 2500mm long x max. 2mm wide located in the road, typical. Photographed looking north.
	Photograph 1.L.37 – Rev.B <u>Locomotive Street - Outside Workshop 8 (Formerly Workshop 9)</u> <u>General Photograph</u> General photograph of the pavement in front of workshop 9, various obstructions present and construction in progress. Photographed looking west.
	Photograph 1.L.34 – Rev.B <u>Locomotive Street - Outside Workshop 9 (Formerly Workshop 10)</u> <u>General Photograph</u> General photograph of the new pavement in front of workshop 10, obstructions present. Photographed looking north.

	Photograph 1.L.33 – Rev.B <u>Locomotive Street - Outside Workshop 9 (Formerly Workshop 10)</u> <u>General Photograph</u> General photograph of the road in front of workshop 9. Photographed looking west.
	Photograph 2.L.93 <u>Locomotive Street - Outside Workshop 9 (Formerly Workshop 10)</u> <u>Minor</u> Various cracks approximately max. 2500mm long x max. 2mm wide located in the road, typical. Photographed looking west.
	Photograph 2.L.94 <u>Locomotive Street - Outside Workshop 9 (Formerly Workshop 10)</u> <u>General Photograph</u> General photograph of the two service pits located in the road. Photographed looking west.

	Photograph 1.L.33 – Rev.B <u>Locomotive Street - Outside Workshop 10</u> <u>(Formerly Workshop 11)</u> <u>General Photograph</u> General photograph of the new pavement, various obstructions present. Photographed looking west.
	Photograph 1.L.32 – Rev.B <u>Locomotive Street - Outside Workshop 10</u> <u>(Formerly Workshop 11)</u> <u>General Photograph</u> General photograph of the road outside bay 10. Photographed looking west.
	Photograph 2.L.95 <u>Locomotive Street - Outside Workshop 10</u> <u>(Formerly Workshop 11)</u> <u>Minor</u> Various cracks approximately max. 3000mm long x max. 1mm wide located in the road, typical. Photographed looking west.

	Photograph 1.L.26 – Rev.B <u>Locomotive Street - Outside Workshop 11</u> <u>(Formerly Workshop 12)</u> <u>General Photograph</u> General photograph of the new pavement. Photographed looking west.
	Photograph 1.L.27 – Rev.B <u>Locomotive Street - Outside Workshop 11</u> <u>(Formerly Workshop 12)</u> <u>General Photograph</u> General photograph of the road. Photographed looking west.
	Photograph 1.L.18 – Rev.B <u>Locomotive Street - Outside Workshop 12</u> <u>(Formerly Workshop 13)</u> <u>General Photograph</u> General photograph of the new pavement. Photographed looking west.

	Photograph 1.L.17 – Rev.B <u>Locomotive Street - Outside Workshop 12</u> <u>(Formerly Workshop 13)</u> <u>General Photograph</u> General photograph of the road and bitumen patch. Photographed looking west.
	Photograph 2.L.96 <u>Locomotive Street - Outside Workshop 12</u> <u>(Formerly Workshop 13)</u> <u>Minor</u> Various cracks approximately max. 2500mm long x max. 2mm wide located in the road. Photographed looking west.
	Photograph 1.L.13 – Rev.B <u>Locomotive Street - Outside Workshop 13</u> <u>(Formerly Workshop 14)</u> <u>General Photograph</u> General photograph of the new pavement. Photographed looking west.

	Photograph 1.L.12 – Rev.B <u>Locomotive Street - Outside Workshop 13 (Formerly Workshop 14)</u> <u>General Photograph</u> General photograph of the new road. Photographed looking west.
	Photograph 2.L.97 <u>Locomotive Street - Outside Workshop 13 (Formerly Workshop 14)</u> <u>Minor</u> Various cracks approximately max. 1500mm long x max. 1mm wide located in the slab near the pedestrian crossing. Photographed looking west.
	Photograph 1.L.10 – Rev.B <u>Locomotive Street - Outside Workshop 14 (Formerly Workshop 15)</u> <u>General Photograph</u> General photograph of the construction hoarding on the footpath, no access beyond workshop 14. Photographed looking west.

	Photograph 1.L.9 – Rev.B <u>Locomotive Street - Outside Workshop 14 (Formerly Workshop 15)</u> <u>General Photograph</u> General photograph of the road. Photographed looking west.
	Photograph 2.L.98 <u>Locomotive Street - Outside Workshop 14 (Formerly Workshop 15)</u> <u>Minor</u> Various cracks approximately max. 3000mm long x max. 1mm wide located in the road, typical. Photographed looking west.
	Photograph 2.L.99 <u>Locomotive Street - Outside Workshop 15 (Formerly Workshop 16)</u> <u>General Photograph</u> General photograph of the construction hoarding outside workshop 15, no access. Photographed looking north.

	Photograph 2.L.100 <u>Locomotive Street - Outside Workshop 13</u> <u>(Formerly Workshop 14)</u> <u>General Photograph</u> General photograph of the two traffic signs. Photographed looking north.
	Photograph 2.L.101 <u>Locomotive Street - Outside Workshop 11</u> <u>(Formerly Workshop 12)</u> <u>General Photograph</u> General photograph of the two traffic signs. Photographed looking north-east.
	Photograph 2.L.102 <u>Locomotive Street - Outside Workshop 8</u> <u>(Formerly Workshop 9)</u> <u>General Photograph</u> General photograph of the traffic sign. Photographed looking north.

	Photograph 2.L.103 <u>Locomotive Street - Outside Workshop 6 (Formerly Workshop 7)</u> <u>General Photograph</u> General photograph of the traffic signage, leaning to the east. Photographed looking north.
	Photograph 2.L.104 <u>Locomotive Street - Outside Workshop 4</u> <u>General Photograph</u> General photograph of the two traffic signs. Photographed looking north.
	Photograph 2.L.105 <u>Locomotive Street - Outside Workshop 2</u> <u>General Photograph</u> General photograph of the traffic sign. Photographed looking north.

North Walkway

	Photograph 2.NW.31 <u>North Walkway - Workshop 15</u> <u>(Formerly Workshop 16)</u> <u>Minor</u> General photograph of the new drain and bitumen patching, settlement of the new bitumen patching. Photographed looking east.
	Photograph 2.NW.32 <u>North Walkway - Workshop 15</u> <u>(Formerly Workshop 16)</u> <u>Minor</u> Various cracks approximately max. 150mm long x max. 0.5mm wide located in the south side of the pathway, typical on the walkway paint lines. Photographed looking east.
	Photograph 2.NW.33 <u>North Walkway - Workshop 14</u> <u>(Formerly Workshop 15)</u> <u>Minor</u> Various cracks approximately max. 150mm long x max. 0.5mm wide located in the south side of the pathway, typical on the walkway paint lines. Photographed looking east.

	Photograph 2.NW.34 <u>North Walkway - Workshop 14</u> <u>(Formerly Workshop 15)</u> <u>Minor</u> Timber skirting has torn away from the footpath on the north side opposite the doorway. Photographed looking east.
	Photograph 2.NW.35 <u>North Walkway - Workshop 13</u> <u>(Formerly Workshop 14)</u> <u>Minor</u> Timber split on the north side of the pathway. Photographed looking east.
	Photograph 2.NW.36 <u>North Walkway - Workshop 11</u> <u>(Formerly Workshop 12)</u> <u>Minor</u> Various cracks approximately max. 150mm long x max. 0.5mm wide located in the south side of the pathway, typical on the walkway paint lines. Photographed looking east.

	Photograph 2.NW.37 <u>North Walkway - Workshop 8</u> <u>(Formerly Workshop 9)</u> <u>Minor</u> Damaged service pit cover opposite the doorway to workshop 8. Photographed looking east.
	Photograph 2.NW.38 <u>North Walkway - Workshop 8</u> <u>(Formerly Workshop 9)</u> <u>Minor</u> Various cracks approximately max. 600mm long x max. 3mm wide located at the south end of the bitumen trench outside workshop 8. Photographed looking east.
	Photograph 2.NW.39 <u>North Walkway - Workshop 7</u> <u>(Formerly Workshop 8)</u> <u>General Photograph</u> General photograph of the construction hoarding outside workshop 7. Photographed looking south-east.

	Photograph 2.NW.40 <u>North Walkway - Workshop 7</u> <u>(Formerly Workshop 8)</u> <u>Minor</u> Various chips around the perimeter of the pit located between workshops 6 and 7. Photographed looking east.
	Photograph 2.NW.41 <u>North Walkway - Workshop 7</u> <u>(Formerly Workshop 8)</u> <u>General Photograph</u> General photograph of the bitumen trench located east of the service pit. Photographed looking east.
	Photograph 2.NW.42 <u>North Walkway - Workshop 6</u> <u>(Formerly Workshop 7)</u> <u>Minor</u> Various cracks approximately max. 150mm long x max. 0.5mm wide located in the south side of the pathway, typical on the walkway paint lines. Photographed looking east.

	Photograph 2.NW.43 <u>North Walkway - Workshop 6</u> <u>(Formerly Workshop 7)</u> <u>Minor</u> Damaged service pit cover at the north-west end of workshop 6. Photographed looking north.
	Photograph 2.NW.44 <u>North Walkway - Workshop 8</u> <u>(Formerly Workshop 9)</u> <u>Minor</u> Crack approximately 3200mm long x 4mm wide located in the north side of the walkway opposite the door to workshop 8. Photographed looking east.
	Photograph 2.NW.45 <u>North Walkway - Workshop 6</u> <u>(Formerly Workshop 7)</u> <u>Minor</u> Various cracks approximately max. 3000mm long x max. 8mm wide located in the north side of the walkway opposite the door to workshop 6. Photographed looking east.

	Photograph 2.NW.46 <u>North Walkway - Workshop 5</u> <u>(Formerly Workshop 6)</u> <u>General Photograph</u> General photograph of the bitumen trench outside the doorway to workshop 5. Photographed looking south-east.
	Photograph 2.NW.47 <u>North Walkway - Workshop 4A</u> <u>(Formerly Workshop 5)</u> <u>Minor</u> Various cracks in the walkway at the west section of workshop 4A. Photographed looking south-west.
	Photograph 2.NW.48 <u>North Walkway - Workshop 4A</u> <u>(Formerly Workshop 5)</u> <u>Minor</u> Various cracks in the walkway at the east section of workshop 4A. Photographed looking south-west.

	Photograph 2.NW.49 <u>North Walkway - Workshop 4</u> <u>Minor</u> General photograph of the bitumen patch outside the west door of workshop 4, uneven surface evident. Photographed looking east.
	Photograph 2.NW.50 <u>North Walkway - Workshop 4</u> <u>Minor</u> Various cracks approximately max. 2500mm long x max. 10mm wide located at the north end of the walkway opposite the west door of workshop 4. Photographed looking east.
	Photograph 2.NW.51 <u>North Walkway - Workshop 4</u> <u>Minor</u> Chipping of the bitumen patch at the service pit located east of the metal service covers. Photographed looking south.

	Photograph 2.NW.52 <u>North Walkway - Workshop 4</u> <u>Minor</u> Various cracks approximately max. 1400mm long x max. 7mm wide located at the north side of the walkway opposite the east door for workshop 4. Photographed looking east.
	Photograph 2.NW.53 <u>North Walkway - Workshop 3</u> <u>General Photograph</u> General photograph of the bitumen trench outside the door to workshop 3. Photographed looking east.
	Photograph 2.NW.54 <u>North Walkway - Workshop 1</u> <u>General Photograph</u> General photograph of the bitumen patch and service pit at the west end of workshop 1. Photographed looking east.

	Photograph 2.NW.55 <u>North Walkway - Workshop 1</u> <u>Minor</u> Chipping and spalling of the walkway in front of the doorway to workshop 1. Photographed looking south.
	Photograph 2.NW.56 <u>North Walkway - Workshop 1</u> <u>Minor</u> General photograph of the bitumen patching at the east end of workshop 1, uneven surface evident. Photographed looking east.
	Photograph 2.NW.57 <u>North Walkway - Workshop 1</u> <u>Minor</u> Missing pavers with chipping of the pavers evident near the north-east corner of workshop 1. Photographed looking west.

	Photograph 2.NW.58 <u>North Walkway - Workshop 1</u> <u>Minor</u> Various cracks approximately max. 100mm long x max. 0.7mm wide located in the pavers near the north-east corner of workshop 1 with chipping at the cracks, typical in the pavers. Photographed looking south.
	Photograph 2.NW.59 <u>North Walkway - Workshop 1</u> <u>Minor</u> Settlement of the pavers between the light pole and workshop 1. Photographed looking south.
	Photograph 2.NW.60 <u>North Walkway - Workshop 1</u> <u>Minor</u> Upheaval of the pavers in front of the light pole. Photographed looking south-east.



Photograph 2.NW.61

North Walkway - Workshop 1
Minor

Various chipping in the grout between the pavers, typical.

Photographed looking south.

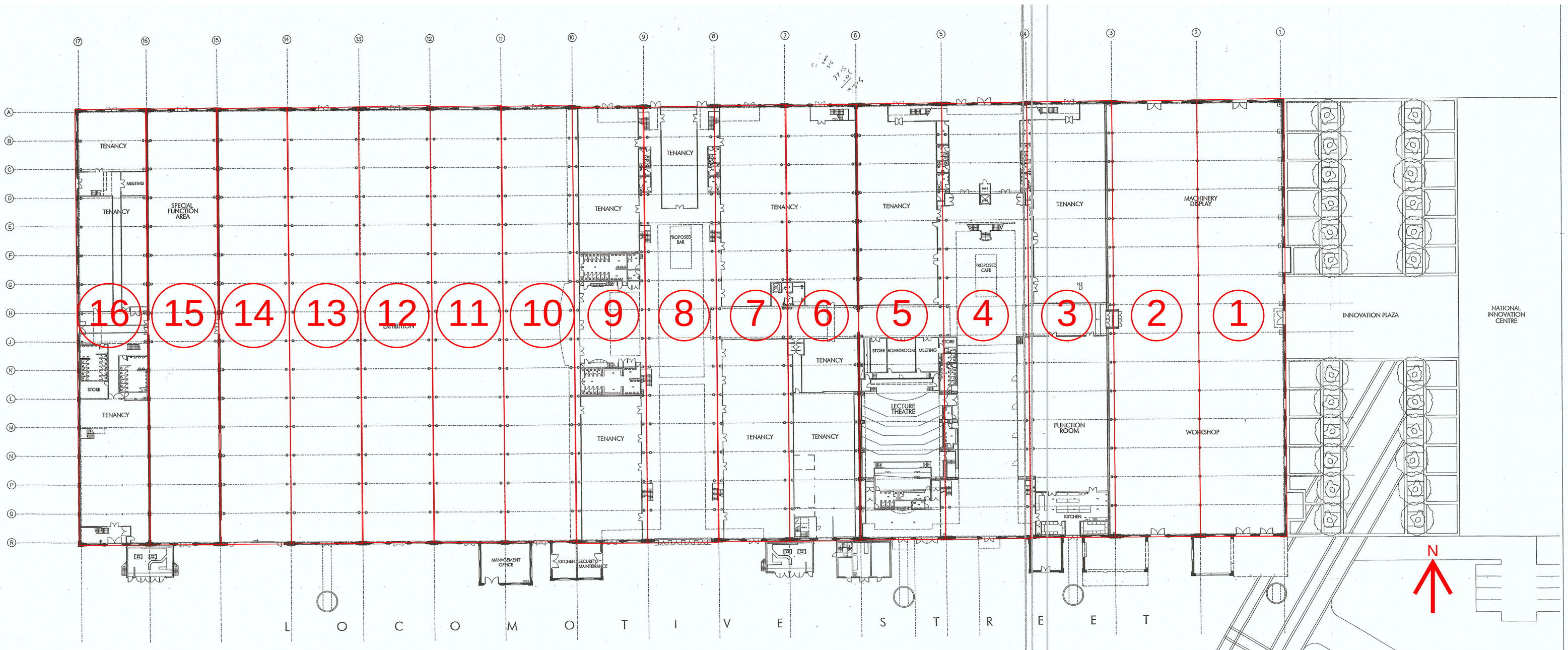
West Lane

Inspection of the West Lane was not included as part of the scope for this stage of inspections as construction activities were still in progress for Workshops 15 and 14.

Appendix

Site Maps

ORIGINAL LOCOMOTIVE WORKSHOP LAYOUT NUMBERING



CURRENT LOCOMOTIVE WORKSHOP LAYOUT NUMBERING

