

Dilapidation Report Pre-Construction

Bonshaw Solar Farm Development

PROJECT NAME

Bonshaw Solar Farm Road Dilapidation Survey

CLIENT

SCRS NSW

REPORT ISSUE DATE

9/09/2025



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Version	Description	Date	Author
0	Interim report draft	3/09/2025	TS
1	Final	9/09/2025	TS

Introduction

The proposed Bonshaw Solar Farm is located approximately 90km west of the township of Tenterfield in the New England region of New South Wales. The Traffic Management Plan created by the proponent stipulates that they will undertake road dilapidation surveys pre and post construction activity.

SCRS NSW engaged DCPM to undertake both the existing condition dilapidation (pre-construction) survey of the public roads to be used by the project's construction traffic. The road surveyed by DCPM are listed as instructed below:

- Internal Transgrid access road to the Dumaresq Substation from Bruxner Way;
- Bonshaw Road between the intersection of Bruxner Way/Bonshaw Road to the intersection of Bonshaw Road/Inverell Street;
- Ashford Road between Ely Street/Ashford Road and Ashford Road/Byron Street;
- Byron Street between Ashford Road/Byron Street and Byron Street/Gwydir Highway;
- Gwydir Highway between Byron Street/Gwydir Highway and Gwydir Highway/New England Highway;
- New England Highway between Gwydir Highway/New England Highway and Sunnyside Platform Road / New England Highway;
- Sunnyside Platform Road (near Tenterfield) between New England Highway and Bruxner Way; and
- Bruxner Way between New England Highway and Bruxner Way and Bonshaw Road/ Bruxner Way.

The following roads were **not** inspected:

- Inverell Street between the intersection of Bonshaw Road/Inverell Street and Inverell Street/Ely Street;
- Ely Street between Inverell Street/Ely Street and Ashford Road / Ely Street;

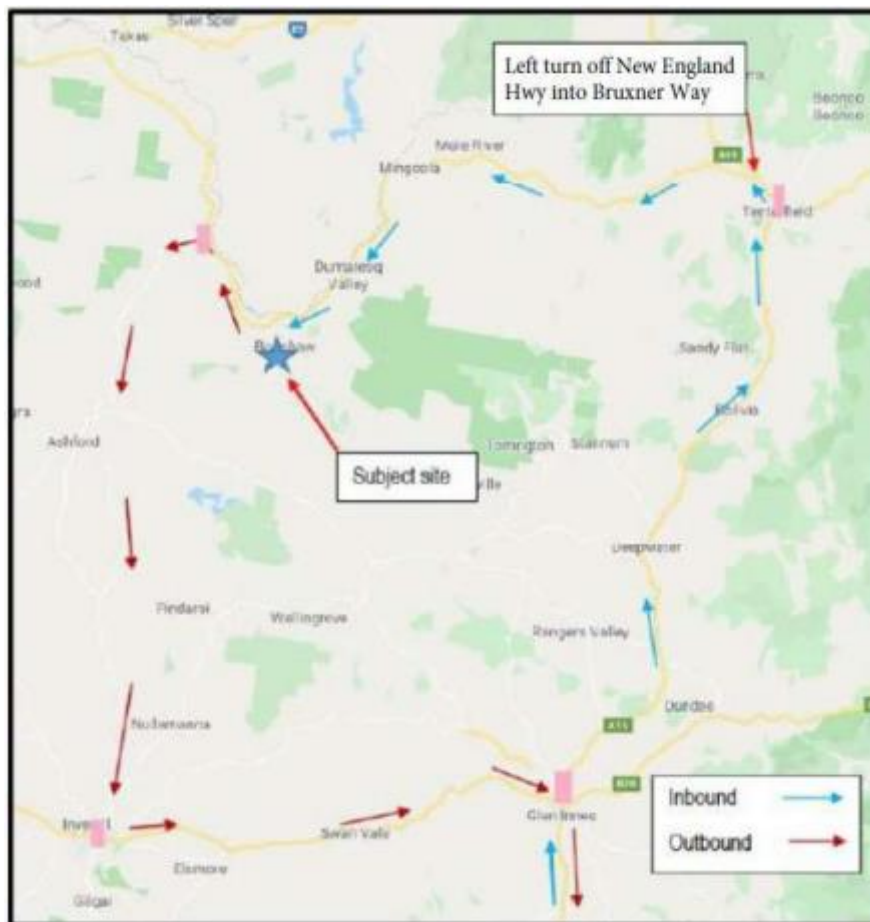
The portion of the route instructed below through Ashford is not suitable for large articulated heavy vehicle traffic. This is due to:

- Insufficient seal/pavement width to allow vehicles to safely pass each other

- Tight turning radii that does not allow for heavy vehicle turning movements
- Heavy vehicles being routed through residential areas.

The following roads were inspected instead:

- Inverell Street between the intersection of Bonshaw Road/Inverell Street and Duff Street
- Duff Street between Inverell Street and Bukkalla Street
- Bukkalla Street between Duff Street and Ely Street/Ashford Road



The method used for this assessment was to drive the roads while taking timelapse photos with DCPM RECK technology and identify damages using DCPM ADDi AI software. Engineers then reviewed these results and identified the notable condition issues and defects in this report. The photos have been issued in conjunction with the report.

The pre-construction condition dilapidation survey was undertaken on 31 August and 1 September.

Route Constraints

As noted above the portion of the route instructed (portion of Inverell Street and all of Ely Street) through Ashford is not suitable for large articulated heavy vehicle traffic. This is due to:

- Insufficient seal/pavement width to allow vehicles to safely pass each other
- Tight turning radii that does not allow for heavy vehicle turning movements
- Heavy vehicles being routed through residential areas.

Consideration should also be given to the route chosen through Inverell, specifically the CBD portions of Byron Street and Gwydir Highway, where the following conditions exist:

- Concrete barrier kerb, traffic islands and 5x roundabouts restricting turning movements
- Potential for significant disruption to CBD traffic
- Increased noise in CBD area

Other routes through Inverell may exist that may be better suited to large articulated heavy vehicle traffic and bypass the CBD. Examples include diverting via:

- Killlean Street
- Swanbrook Road
- Runnymede Drive

Dilapidation Assessment

This section will outline the findings of the dilapidation assessment.

The defects observed along the roads include pavement failures, seal flushing, stripping, crocodile cracking, longitudinal cracking, transverse cracking, edge drop off, edge break, rutting and potholes. The *IPWEA Condition Assessment and Asset Performance Guidelines - Practice Note 9 Road Pavements (Visual Assessment)* has been used to identify defect types.

The locations of these defects are identified in the tables below. Location of defects/conditions within the road corridor or carriageway are identified in brackets per:

- Left – left side lane
- Right – right side lane
- Both – present across both traffic lanes
- Centre – located on or around the road centreline

Sunnyside Platform Road

Assessment was conducted between chainage 0 – 1995, where CH 00 is the intersection with New England Highway. Sunnyside Platform Road is a sealed road predominantly 8m seal width on 9-10m formation, except for narrowing at a bridge at CH 1195. The observed defects are listed in Table 1 below.

Table 1 – Sunnyside Platform Road identified defects

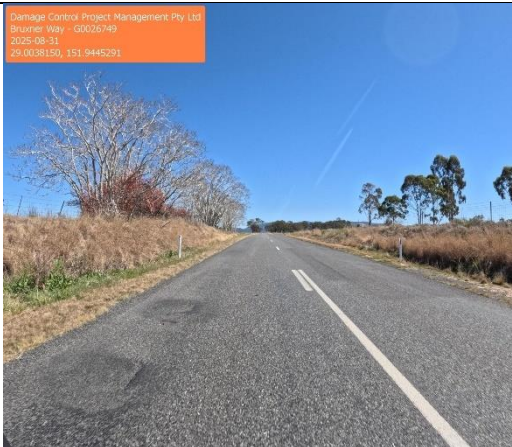
Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	00003	00003	Seal failure (right) Potholes (both)	 A photograph of a gravel road with visible seal failure and potholes on the right side. An orange information box in the top left corner contains the following text: "Damage Control Project Management Pty Ltd", "Sunnyside Platform Road - 00016490", "2025-08-31", and "28.9875776, 151.9515975".
2	00600	00689	Seal – flushing (right)	 A photograph of a gravel road showing seal flushing on the right side. An orange information box in the top left corner contains the following text: "Damage Control Project Management Pty Ltd", "Sunnyside Platform Road - 00016575", "2025-08-31", and "28.9926641, 151.9498236".
3	00800	00825	Edge break (left)	 A photograph of a gravel road showing an edge break on the left side. An orange information box in the top left corner contains the following text: "Damage Control Project Management Pty Ltd", "Sunnyside Platform Road - 00016592", "2025-08-31", and "28.9906263, 151.9487418".

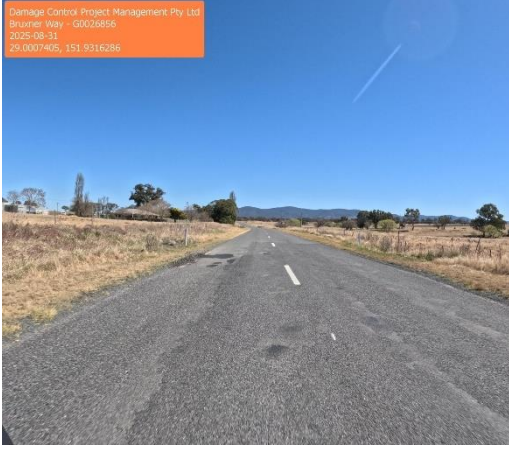
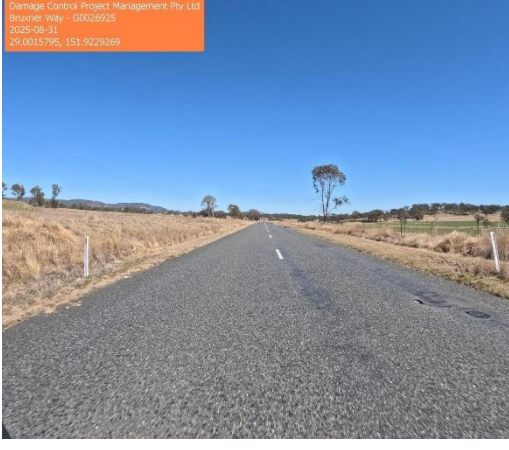
4	01950	01950	Asphalt cold overlay – flushing (both)	
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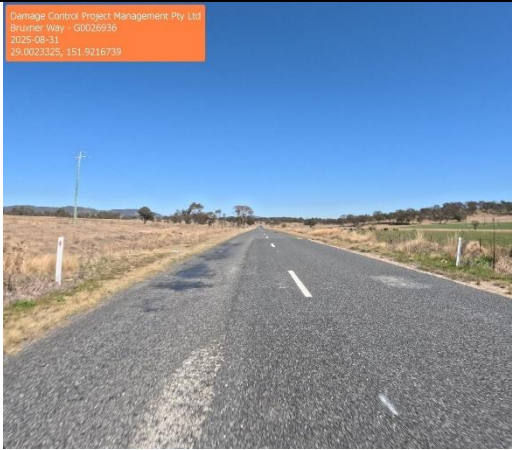
Bruxner Way

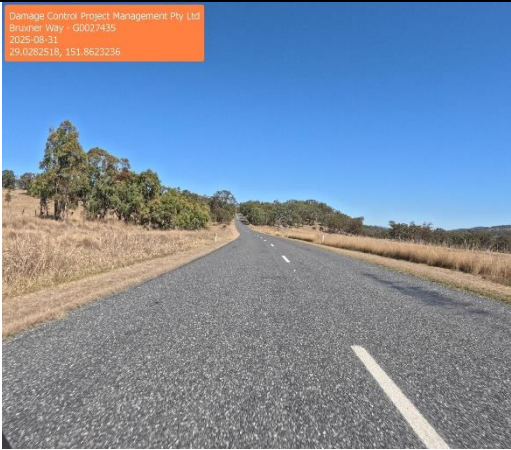
Assessment was conducted between chainage 5489 – 100439, where CH 5489 is the intersection with Sunnyside Platform Road. Bruxner Way is a sealed road varying width at an average seal width of 7m, with narrowing at various bridges and culverts. The observed defects are listed in Table 2 below.

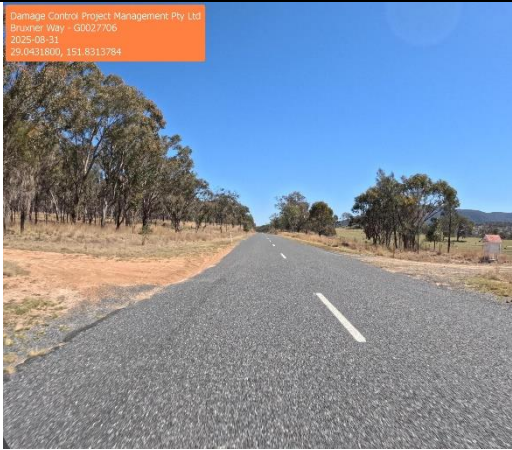
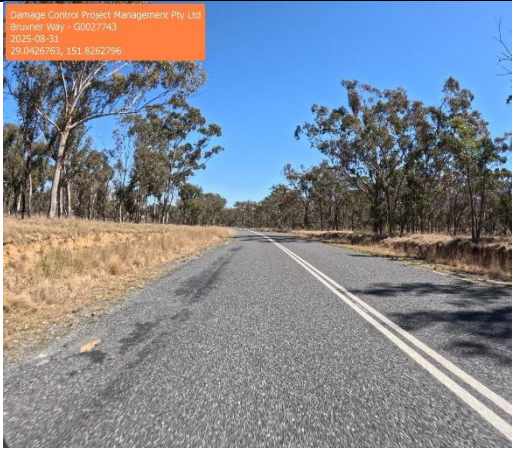
Table 2 – Bruxner Way identified defects

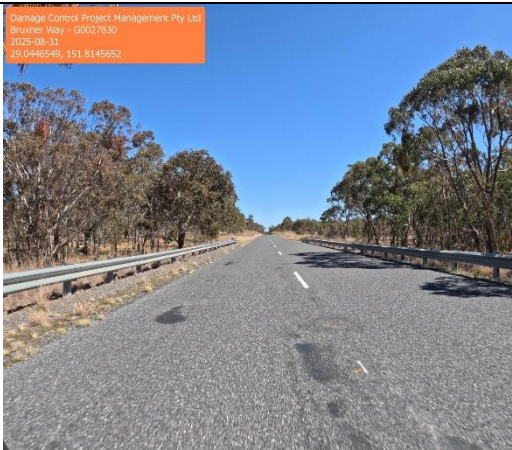
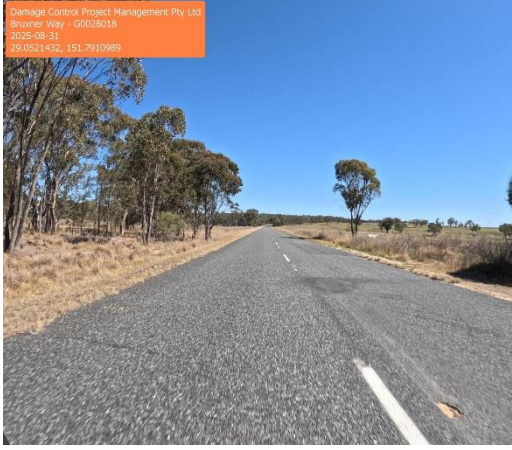
Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	5609	5619	Seal – stripping (centre) Pavement failure (centre)	
2	5719	5719	Pavement failure/depression (left)	
3	5889	5939	Pavement failure (both)	

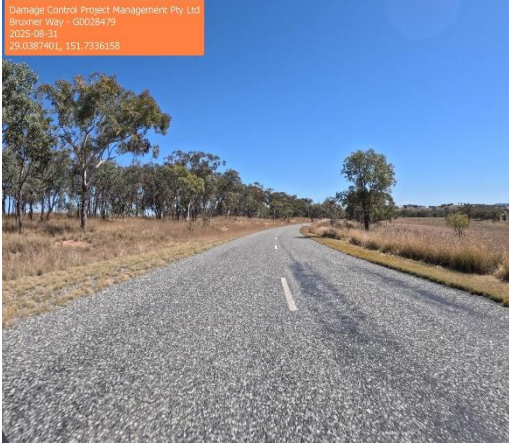
4	6169	6249	Edge break (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0026792 2025-08-31 29.0029485, 151.9397270
5	7019	7029	Pavement failure (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0026856 2025-08-31 29.0007405, 151.9316286
6	7909	7949	Potholes (right) Pavement failure (right) Seal – flushing (right)	 Damage Control Project Management Pty Ltd Bruner Way - G0026925 2025-08-31 29.0015795, 151.9229269

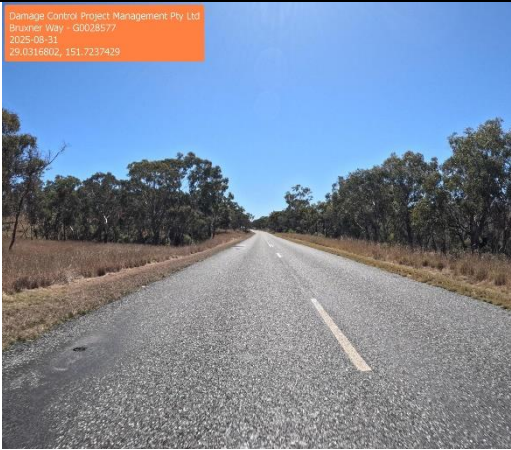
7	8039	8139	Pavement failure (both) Cracking (right) Seal – flushing (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0026936 2025-08-31 29.0021325, 151.9216739
8	13349	13379	Seal – flushing (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0027329 2025-08-31 29.0213756, 151.8745725
9	14549	14569	Potholes (left) Seal – flushing (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0027419 2025-08-31 29.0270654, 151.8641265

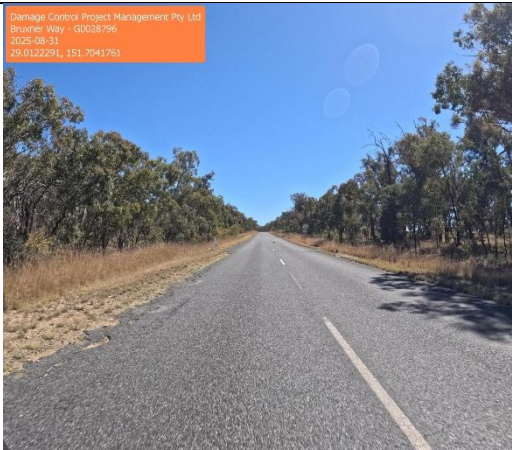
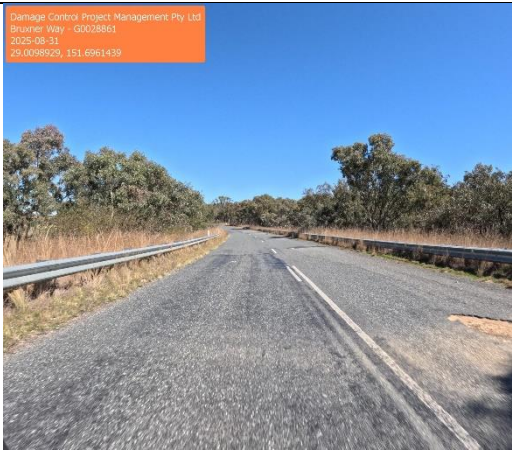
10	14789	14789	Seal – flushing (right) Pavement deformation (right)	
11	16809	16809	Potholes (centre)	
12	17119	17139	Edge drop (left)	

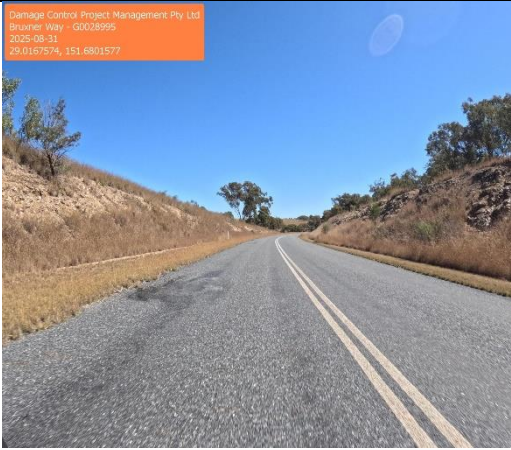
13	18449	18469	Loose material (left)	 Damage Control Project Management Pty Ltd Brunner Way - G0027706 2025-08-31 29.04281800, 151.8313784
14	18789	18789	Potholes (right) Pavement deformation (right)	 Damage Control Project Management Pty Ltd Brunner Way - G0027731 2025-08-31 29.0428358, 151.8317943
15	18939	18969	Potholes (left) Edge break (left) Edge drop (left)	 Damage Control Project Management Pty Ltd Brunner Way - G0027743 2025-08-31 29.0428763, 151.8262796

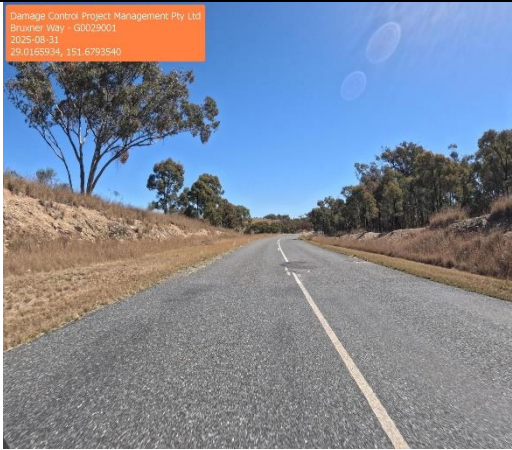
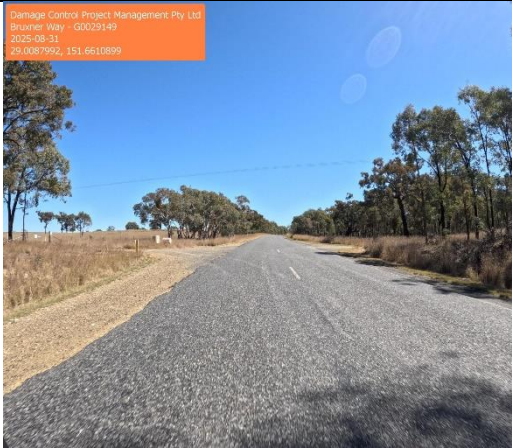
16	20089	20169	Pavement deformation (left) Cracking (left)	Damage Control Project Management Pty Ltd Braemar Way - G0027830 2025-08-31 29.0445540, 151.8145652 
17	22639	22639	Potholes (right)	Damage Control Project Management Pty Ltd Braemar Way - G0028018 2025-08-31 29.0521432, 151.7910989 
18	23489	23489	Potholes (right)	Damage Control Project Management Pty Ltd Braemar Way - G0028062 2025-08-31 29.0522634, 151.7823910 

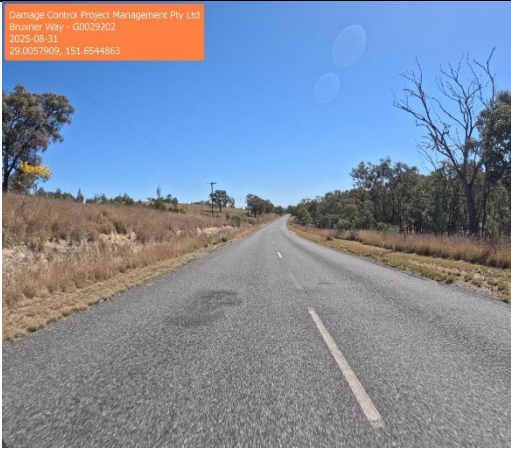
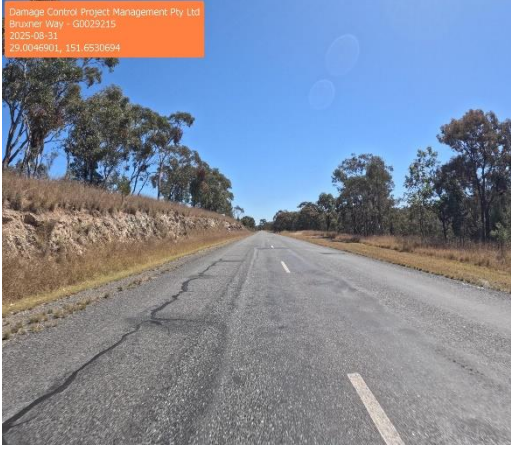
19	27719	27759	Potholes (right) Seal – flushing (right)	
20	28549	28669	Seal – flushing (right)	
21	28839	29569	Seal – flushing (right) Rutting (right)	

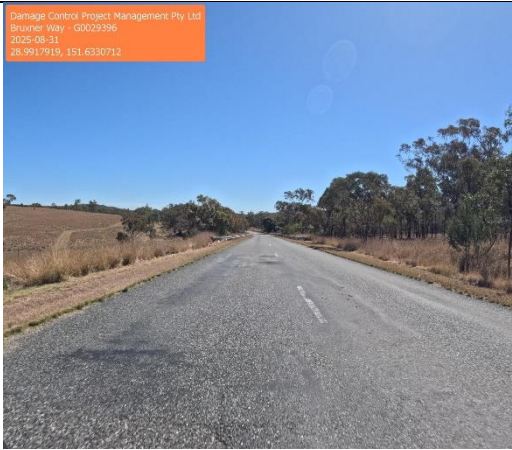
22	30149	30200	Pavement deformation (left) Potholes (left)	 Damage Control Project Management Pty Ltd Braemar Way - G0028577 2025-08-31 29.0316892, 151.7237429
23	30879	31379	Cracking – block (right)	 Damage Control Project Management Pty Ltd Braemar Way - G0028631 2025-08-31 29.0258846, 151.7208594
24	31779	32029	Seal – flushing (both)	 Damage Control Project Management Pty Ltd Braemar Way - G0028696 2025-08-31 29.0199440, 151.7148769

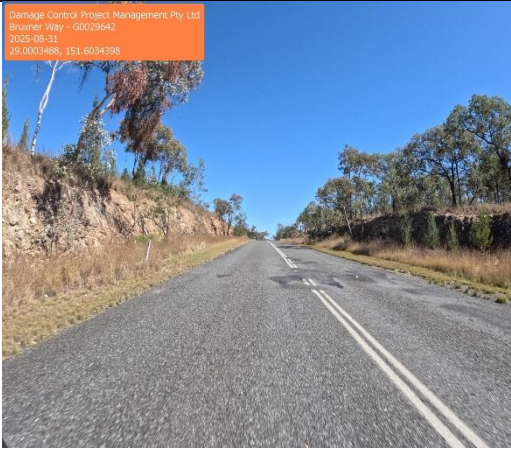
25	32429	32489	Cracking (right) Pavement failure (right)	 Damage Control Project Management Pty Ltd Brunner Way - G0028747 2025-08-31 29.0158373, 151.7095711
26	33119	33139	Edge break (left)	 Damage Control Project Management Pty Ltd Brunner Way - G0028796 2025-08-31 29.0122291, 151.7041761
27	33989	34099	Potholes (right)	 Damage Control Project Management Pty Ltd Brunner Way - G0028801 2025-08-31 29.0098929, 151.6961439

28	34399	34439	Pavement failure (both)	 Damage Control Project Management Pty Ltd Braemar Way - G0028891 2025-08-31 29.0124205, 151.6933570
29	35019	35289	Potholes (left)	 Damage Control Project Management Pty Ltd Braemar Way - G0028942 2025-08-31 29.0152757, 151.6872032
30	35799	35809	Pavement failure (left)	 Damage Control Project Management Pty Ltd Braemar Way - G0028995 2025-08-31 29.0167574, 151.6801577

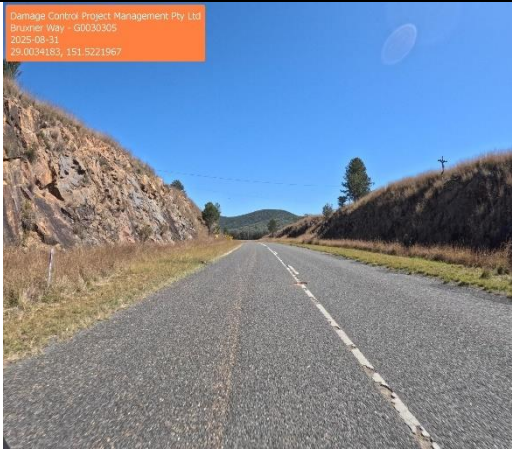
31	35879	35889	Pavement failures (right)	Damage Control Project Management Pty Ltd Braemar Way - G0029001 2025-08-31 29.0125934, 151.6793540 
32	36759	36769	Pavement failure (both)	Damage Control Project Management Pty Ltd Braemar Way - G0029066 2025-08-31 29.0125448, 151.6715957 
33	37839	37939	Edge break (left)	Damage Control Project Management Pty Ltd Braemar Way - G0029149 2025-08-31 29.0087992, 151.6610899 

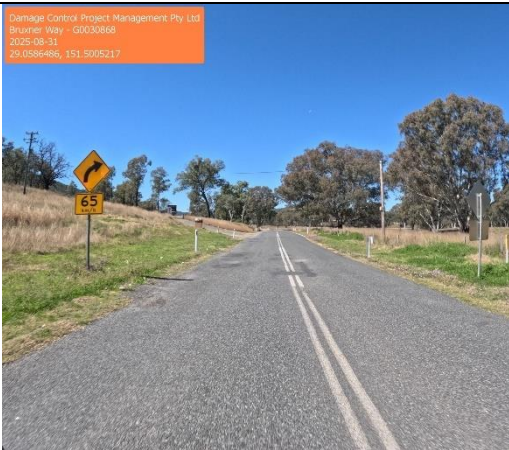
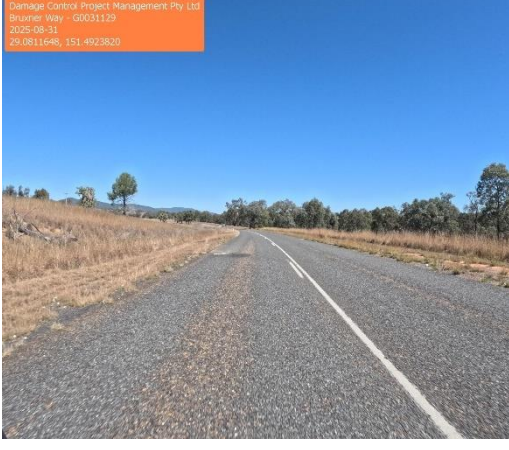
34	38349	38449	Seal – flushing (left)	 Damage Control Project Management Pty Ltd Brunner Way - G0029184 2025-08-31 29.0070880, 151.6566316
35	38599	38609	Cracking (left)	 Damage Control Project Management Pty Ltd Brunner Way - G0029202 2025-08-31 29.0057908, 151.6544863
36	38769	38869	Pavement failure (both)	 Damage Control Project Management Pty Ltd Brunner Way - G0029215 2025-08-31 29.0048901, 151.6530694

37	38849	38899	Cracking – block (right)	 Damage Control Project Management Pty Ltd Brunner Way - G0029221 2025-08-31 29.0041824, 151.6524786
38	39109	39189	Pavement failure (both)	 Damage Control Project Management Pty Ltd Brunner Way - G0029239 2025-08-31 29.0028716, 151.6507233
39	41229	41289	Pavement failure (both)	 Damage Control Project Management Pty Ltd Brunner Way - G0029396 2025-08-31 28.9917919, 151.630712

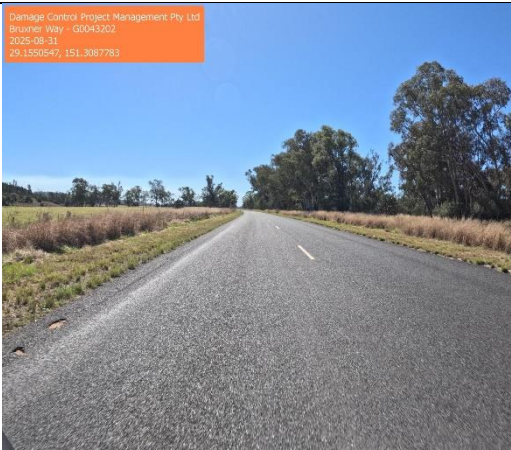
40	41489	41489	Pavement failure (left)	
41	42329	46159	Potholes (left)	
42	44569	44599	Pavement failures (right)	

43	48629	48649	Pavement failure (left) Edge break (left)	
44	51779	51919	Edge break (left)	
45	52869	53189	Pavement failure (right)	

46	53509	56459	Potholes (both) Seal stripping (centre)	 Damage Control Project Management Pty Ltd Bruner Way - G0030305 2025-08-31 29.0034083, 151.5221967
47	58289	58389	Edge break (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0030660 2025-08-31 29.0360068, 151.4975967
48	59389	59439	Potholes (both) Edge break (left) Loose material (both)	 Damage Control Project Management Pty Ltd Bruner Way - G0030725 2025-08-31 29.0434485, 151.4970502

49	61089	61189	Pavement failures (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0030868 2025-08-31 29.058485, 151.505217
50	63009	63789	Potholes (right)	 Damage Control Project Management Pty Ltd Bruner Way - G0031014 2025-08-31 29.0739613, 151.5054096
51	64589	65089	Potholes (left)	 Damage Control Project Management Pty Ltd Bruner Way - G0031129 2025-08-31 29.0811648, 151.4923820

52	65989	66089	Pavement failures (both)	Damage Control Project Management Pty Ltd Braemar Way - G0031238 2025-08-31 29.0915942, 151.4839083
53	80049	80069	Pavement failures (left)	Damage Control Project Management Pty Ltd Braemar Way - G0032276 2025-08-31 29.1795703, 151.3898116
54	85729	85789	Edge break (left, at solar farm access road intersection)	Damage Control Project Management Pty Ltd Braemar Way - G0032704 2025-08-31 29.1898415, 151.3372170

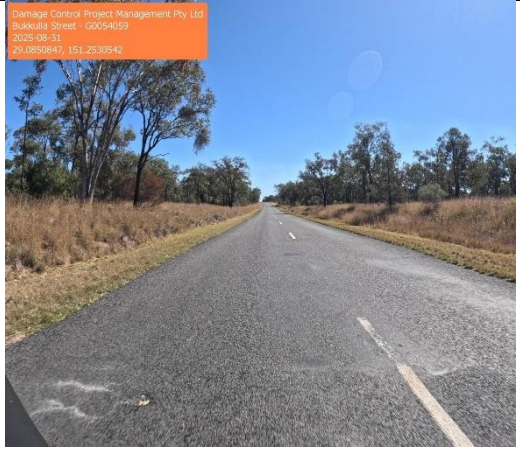
55	87789	87989	Pavement failures (both) Cracking (right)	 Damage Control Project Management Pty Ltd Braemar Way - G0042937 2025-08-31 29.1822724, 151.3186864
56	89489	89589	Seal stripping (left)	 Damage Control Project Management Pty Ltd Braemar Way - G0043067 2025-08-31 29.1711327, 151.3070336
57	91369	91369	Potholes (left)	 Damage Control Project Management Pty Ltd Braemar Way - G0043202 2025-08-31 29.1550547, 151.3087783

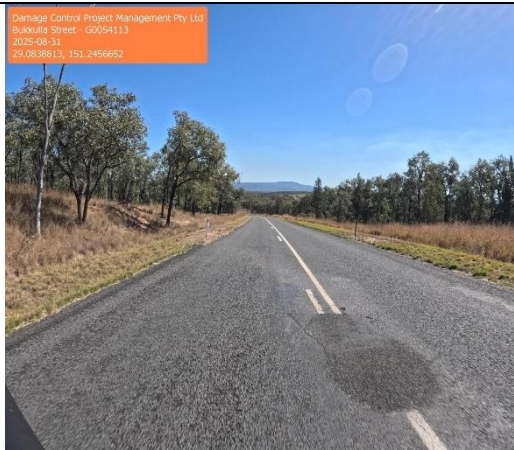
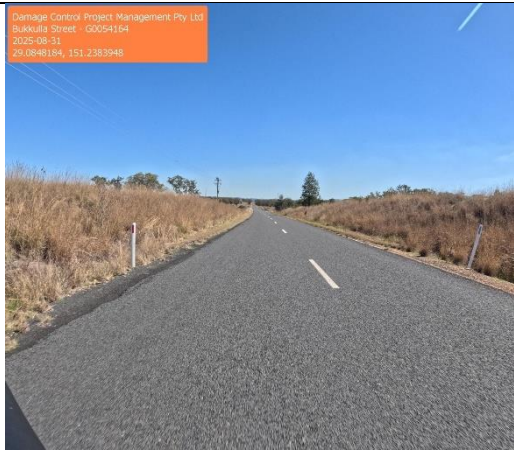
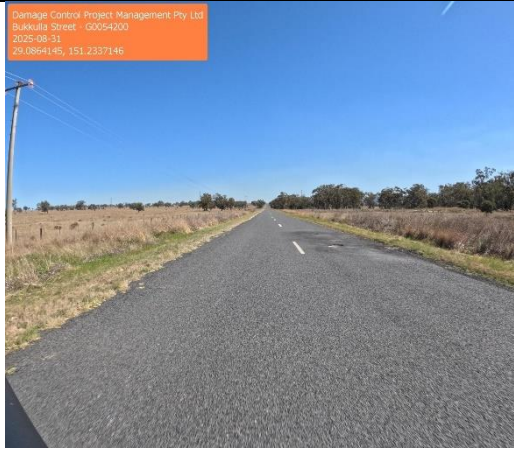
58	94759	94769	Pavement failures (both)	 Damage Control Project Management Pty Ltd Brunner Way - G0043453 2025-08-31 29.1264136, 151.2974576
59	99489	100439	Cracking (both)	 Damage Control Project Management Pty Ltd Brunner Way - G0043823 2025-08-31 29.0906918, 151.2715100

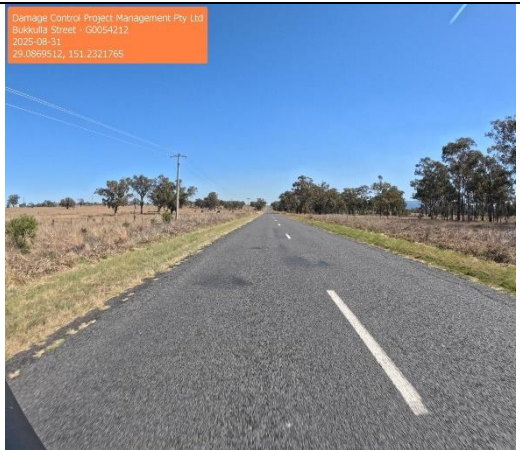
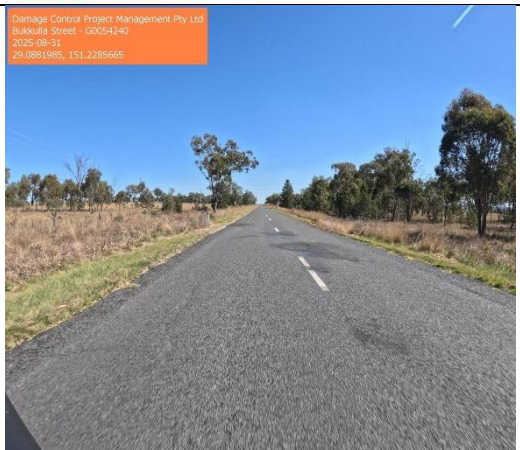
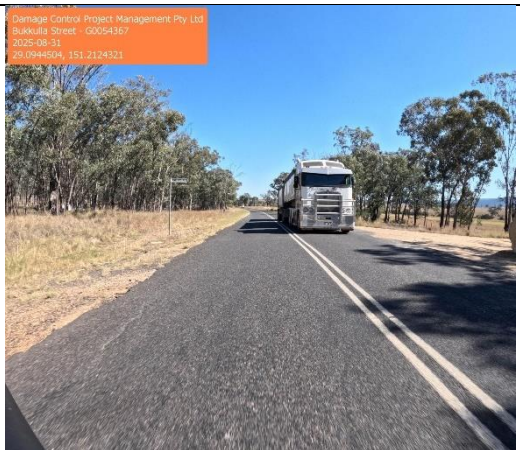
Bonshaw Road

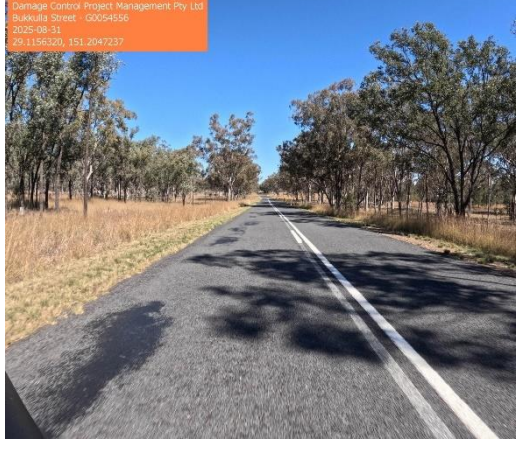
Assessment was conducted between chainage 0 – 35830, where CH 00 is the intersection with Bruxner Way. Bonshaw Road is a sealed road predominantly 7m seal width on 8-9m formation, however the road varies between 6m – 8m seal width. The observed defects are listed in Table 3 below.

Table 3 – Bonshaw Road identified defects

Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	00000	00020	Edge break (left)	
2	1590	1590	Potholes (left) Cracking (both)	
3	1590	1680	Pavement failure (left) Edge break (left)	

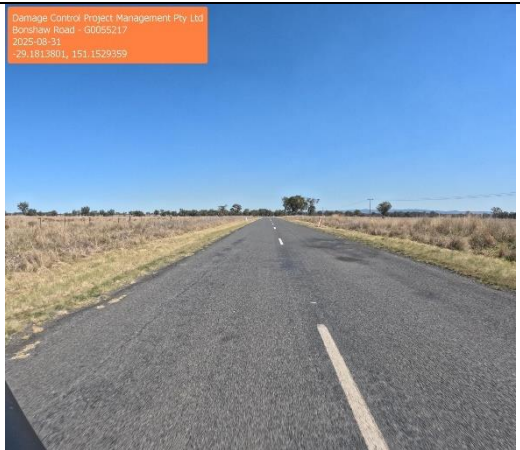
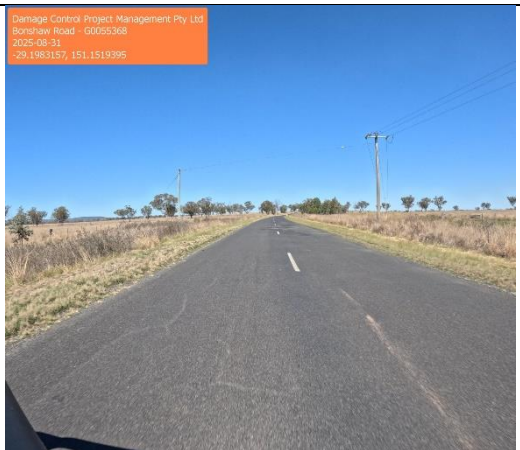
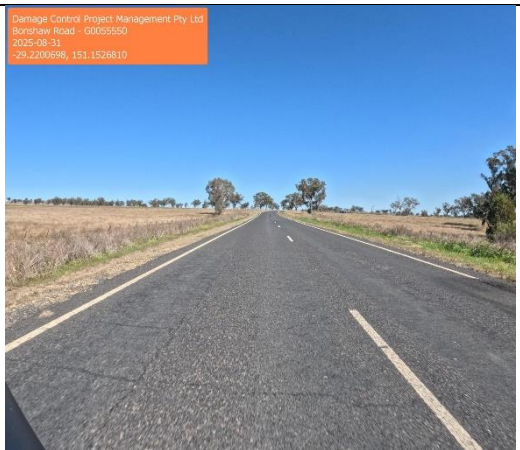
4	2330	2340	Pavement failure (centre)	 Damage Control Project Management Pty Ltd Bukkalla Street - G0054113 2025-08-31 29.0838813, 151.2456652
5	3000	3100	Edge drop (right)	 Damage Control Project Management Pty Ltd Bukkalla Street - G00541164 2025-08-31 29.0848184, 151.2383948
6	3530	3550	Potholes (right) Pavement failures (right)	 Damage Control Project Management Pty Ltd Bukkalla Street - G0054200 2025-08-31 29.0864145, 151.2337146

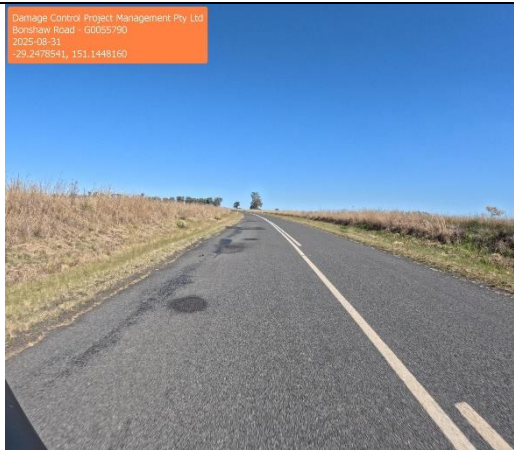
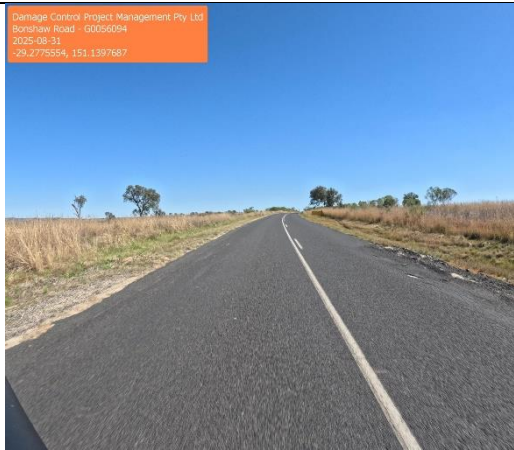
7	3690	3810	Cracking (right) Seal – flushing (left)	 Damage Control Project Management Pty Ltd Bukkalla Street - G0054212 2025-08-31 29.0899512, 151.2321765
8	4070	4100	Seal – flushing (both)	 Damage Control Project Management Pty Ltd Bukkalla Street - G0054140 2025-08-31 29.0881985, 151.2285665
9	5750	5850	Edge break (left)	 Damage Control Project Management Pty Ltd Bukkalla Street - G0054367 2025-08-31 29.0944504, 151.2124321

10	5850	6050	Cracking (both)	
11	6140	6240	Edge break (left)	
12	8300	8400	Seal – flushing (left)	

13	9300	9310	Pavement failure (right)	
14	10320	10420	Seal – flushing (left)	
15	12690	12790	Pavement failure (right)	

16	13000	13100	Edge drop (left)	Damage Control Project Management Pty Ltd Bukkalla Street - G0054900 2025-08-31 29.1515105, 151.1806797 
17	14900	14950	Seal – flushing (left)	Damage Control Project Management Pty Ltd Bonshaw Road - G0055040 2025-08-31 29.1644050, 151.1661761 
18	16350	16350	Pavement failure (right) Cracking (right)	Damage Control Project Management Pty Ltd Bonshaw Road - G0055146 2025-08-31 29.1747706, 151.1592565 

19	17290	17350	Pavement failure (right) Cracking (both)	 Damage Control Project Management Pty Ltd Bonshaw Road - G0055217 2025-08-31 -29.1813801, 151.1529359
20	19350	19900	Cracking (both) Pavement failure (both)	 Damage Control Project Management Pty Ltd Bonshaw Road - G0055368 2025-08-31 -29.1983157, 151.1519395
21	21760	21860	Cracking (both)	 Damage Control Project Management Pty Ltd Bonshaw Road - G0055550 2025-08-31 -29.2200658, 151.1526810

22	25080	25150	Pavement failure (left)	 Damage Control Project Management Pty Ltd Bonshaw Road - G0055790 2025-08-31 29.2475541, 151.1448160
23	28600	29300	Pavement failure (right)	 Damage Control Project Management Pty Ltd Bonshaw Road - G0056094 2025-08-31 29.2475541, 151.1397687
24	32900	34520	Seal – flushing (both)	 Damage Control Project Management Pty Ltd Bonshaw Road - G0056433 2025-08-31 29.2383226, 151.1152310

Inverell Street

Assessment was conducted between chainage 00 – 950, where CH 950 is the intersection with Duff Street. Inverell Street is a sealed road running through the township of Ashford. It has an average sealed travelled way width of 8m, with varying shoulder width extending to approximately 20m in kerbed areas, providing a sealed shoulder/parking area (note the sealed shoulder was not assessed).

No defects were identified.

Duff Street

Assessment was conducted between chainage 00 – 495, where CH 495 is the intersection with Bukkalla Street. Duff Street is a sealed road running through the township of Ashford. It has an average sealed travelled way width of 8m, with varying shoulder width extending to approximately 20m in kerbed areas, providing a sealed shoulder/parking area (note the sealed shoulder was not assessed).

No defects were identified.

Bukkalla Street

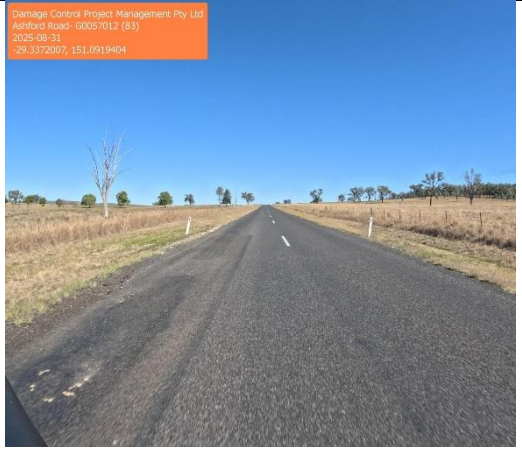
Assessment was conducted between chainage 00 – 617, where CH 617 is the intersection with Ely Street and Ashford Road. Bukkalla Street is a sealed road running through the township of Ashford. It has an average sealed travelled way width of 8m, with varying shoulder width extending to approximately 12m.

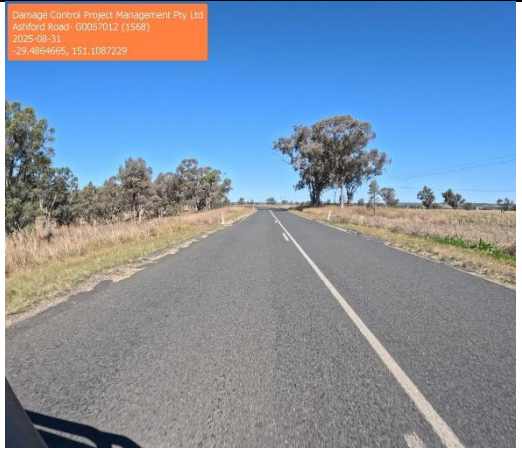
No defects were identified.

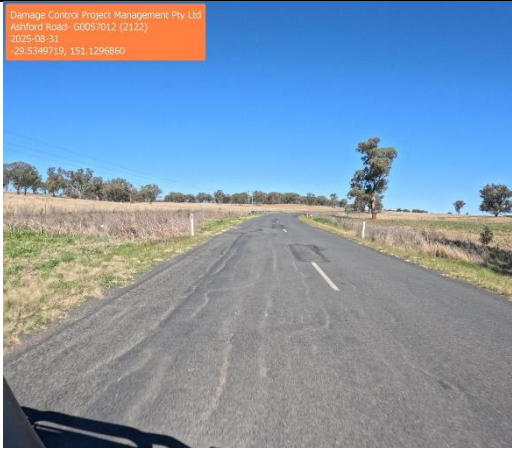
Ashford Road

Assessment was conducted between chainage 0 – 53140, where CH 00 is the intersection with Byron Street. Ashford Road is a sealed road predominantly 7m seal width on 8-9m formation, however the road varies between 6m – 8m seal width. The observed defects are listed in Table 4 below.

Table 4 – Ashford Road identified defects

Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	770	780	Pavement failure (right)	
2	1000	1100	Pavement failure (left)	
3	3000	4000	Edge break (left)	

4	9500	13020	Cracking (both) Edge break (left) Pavement failure (left)	Damage Control Project Management Pty Ltd Ashford Road - G0057012 (747) 2025-08-31 29 4965235, 151 0240785 
5	15280	15500	Pavement failure (both)	Damage Control Project Management Pty Ltd Ashford Road - G0057012 (1177) 2025-08-31 29 4965235, 151 0819569 
6	20500	21500	Edge break (left)	Damage Control Project Management Pty Ltd Ashford Road - G0057012 (1568) 2025-08-31 29 4964665, 151 1087229 

7	23000	23500	Seal – flushing (both)	
8	26000	32000	Cracking (both) Pavement failures (left)	
9	48600	49500	Pavement failures (both) Seal – flushing (both)	

10	51400	51450	Cracking (left) Pavement failures (left)	Damage Control Project Management Pty Ltd Ashford Road - G0061375 2025-08-31 29,7566111, 151,1333174 
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Byron Street

Assessment was conducted between chainage 0 – 1540, where CH 00 is the intersection with Gwydir Highway. Byron Street is a sealed road that changes from two-way traffic to divided carriageway when in Inverell CBD. When two-way traffic it is predominantly 7m seal width on 12m formation. When divided carriageway it changes to approximately 3.6m traffic lanes with sealed parking areas. The observed defects are listed in Table 5 below.

Table 5 – Byron Street identified defects

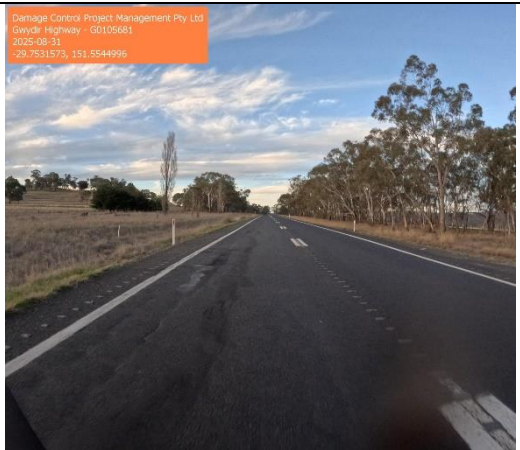
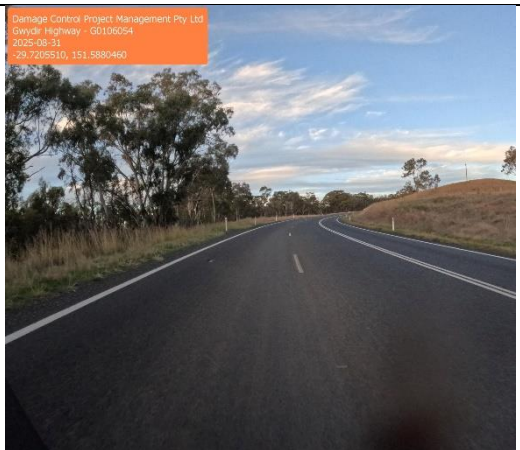
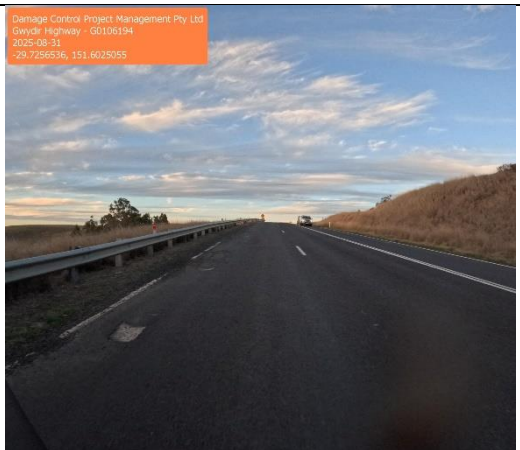
Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	491	500	Pavement failure (left)	

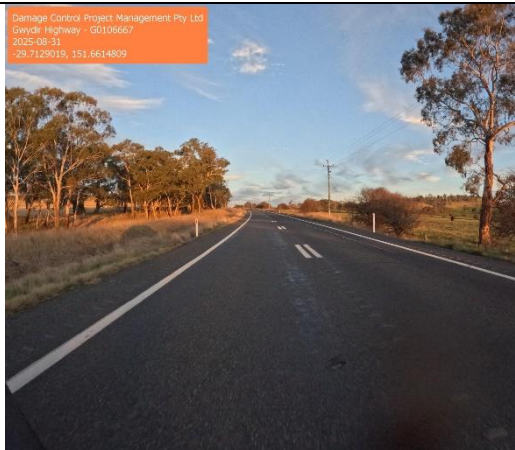
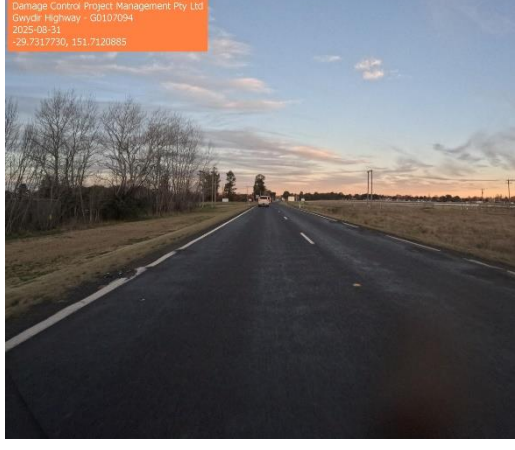
Gwydir Highway

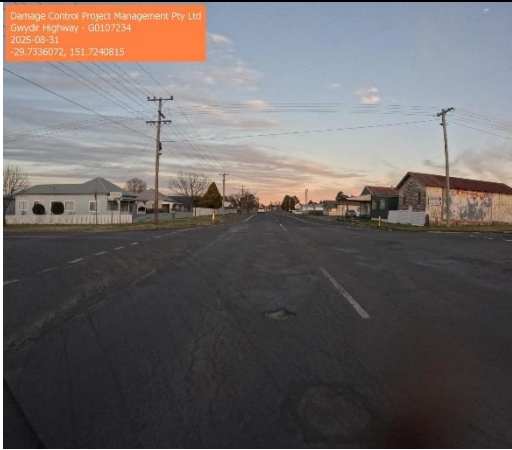
Assessment was conducted between chainage 00 – 67044, where CH 67044 is the intersection with New England Highway. Gwydir Highway is a sealed road varying width at an average seal width of 7m, with narrowing at various bridges and culverts and widening at overtaking lanes. The observed defects are listed in Table 6 below.

Table 6 – Gwydir Highway identified defects

Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	900	910	Pavement failure (left)	
2	14270	14320	Potholes (left) Loose material (left) Edge break (left)	

3	45900	46000	Pavement failures (left)	 Damage Control Project Management Pty Ltd Gwydir Highway - G0105681 2025-08-31 29-7531573, 151-5544995
4	50960	50960	Pothole (left)	 Damage Control Project Management Pty Ltd Gwydir Highway - G0106054 2025-08-31 29-7209510, 151-5890460
5	52700	52800	Potholes (left) Pavement failures (left)	 Damage Control Project Management Pty Ltd Gwydir Highway - G0106194 2025-08-31 29-7256536, 151-6025055

6	59050	59050	Pothole (left)	 Damage Control Project Management Pty Ltd Gwydir Highway - G0106667 2025-08-31 -29.7129019, 151.6614809
7	63300	63350	Potholes (right) Pavement failures (right)	 Damage Control Project Management Pty Ltd Gwydir Highway - G0106997 2025-08-31 -29.7304153, 151.7001114
8	64470	65110	Potholes (both) Pavement failures (both)	 Damage Control Project Management Pty Ltd Gwydir Highway - G0107094 2025-08-31 -29.7317730, 151.7120885

9	65650	65690	Potholes (both) Cracking (both) Pavement failures (both)	Damage Control Project Management Pty Ltd Gwydir Highway - G0107234 2025-08-31 29.7336072, 151.7240815 
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New England Highway

Assessment was conducted between chainage 00 – 102700, where CH 102700 is the intersection with Sunnyside Platform Road. New England Highway is a sealed road varying width at an average seal width of 7m, with narrowing at various bridges and culverts and widening at overtaking lanes. The observed defects are listed in Table 7 below.

Table 7 – New England Highway identified defects

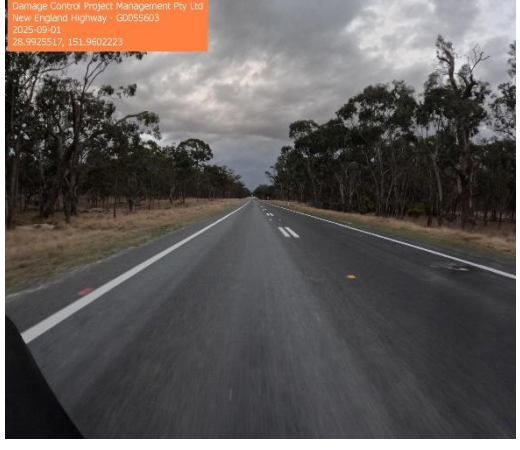
Defect ID	Start CH	End CH	Defect Type (and side of road)	Image
1	990	1030	Cracking (left)	
2	7800	7850	Pavement failure (left) Cracking (left)	

3	10570	10570	Potholes (left)	Damage Control Project Management Pty Ltd New England Highway - G0028318 2025-09-01 29.65639633, 151.7878523 
4	11220	12450	Pavement failures (both) Cracking (both) Potholes (both)	Damage Control Project Management Pty Ltd New England Highway - G0028366 2025-09-01 29.6539633, 151.7939995 
5	16200	16360	Pavement failures (left) Cracking (left)	Damage Control Project Management Pty Ltd New England Highway - G0028737 2025-09-01 29.6354701, 151.8409682 

6	26470	26500	Potholes (left) Pavement failures (left)	Damage Control Project Management Pty Ltd New England Highway - G0039506 2025-09-01 29.5594639, 151.8600952 
7	29660	29670	Potholes (left) Pavement failures (left)	Damage Control Project Management Pty Ltd New England Highway - G0039743 2025-09-01 29.5310192, 151.8600591 
8	30820	31100	Seal – flushing (both)	Damage Control Project Management Pty Ltd New England Highway - G0039831 2025-09-01 29.5208886, 151.8574749 

9	34250	34800	Pavement failures (left) Potholes (left)	Damage Control Project Management Pty Ltd New England Highway - G0040086 2025-09-01 29.4912539, 151.8597113 
10	37600	37600	Potholes (left) Pavement failures left)	Damage Control Project Management Pty Ltd New England Highway - G0040130 2025-09-01 29.4651536, 151.8459391 
11	41250	41280	Pavement failures (right)	Damage Control Project Management Pty Ltd New England Highway - G0050686 2025-09-01 29.4350740, 151.8481194 

12	47230	48230	Cracking (left)	 Damage Control Project Management Pty Ltd New England Highway - G0051183 2025-09-01 29.3897176, 151.8861638
13	88470	88520	Cracking (left) Seal – flushing (left) Pavement failures (right)	 Damage Control Project Management Pty Ltd New England Highway - G0054186 2025-09-01 29.0795786, 152.0072076
14	88660	88660	Potholes (right)	 Damage Control Project Management Pty Ltd New England Highway - G0054205 2025-09-01 29.0785588, 152.0088431

15	94840	94890	Cracking (both)	 Damage Control Project Management Pty Ltd New England Highway - G0055040 2025-09-01 29.0253752, 152.0061144
16	95950	95950	Potholes (left)	 Damage Control Project Management Pty Ltd New England Highway - G0055141 2025-09-01 29.0250913, 152.0026770
17	101690	102240	Potholes (both)	 Damage Control Project Management Pty Ltd New England Highway - G0055603 2025-09-01 28.9925517, 151.9602223

Conclusion

As per the requirements of the Traffic Management Plan, this report has been prepared to present an accurate representation of the existing condition of the roads along the prescribed route, which will be used by construction traffic for the proposed Bonshaw Solar Farm.

The survey was undertaken on 31 August and 1 September 2025 and identified many defects along each road. Refer to *Dilapidation Assessment* section for a list of identified issues. Refer to DCPM RECK timelapse photo survey for full and complete dilapidation survey.