Figure 171 – General condition of RailCorp boundary wall and fence observed from Railway Corridor

Figure 172 – General condition of RailCorp boundary wall and fence observed from Railway Corridor

Figure 173 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 174 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 175 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 176 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 177 – General condition of RailCorp boundary wall and fence observed from Railway Corridor

Figure 178 – Crack propagation through RailCorp boundary wall observed from Railway Corridor

Figure 179 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 180 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 181 – General condition of RailCorp boundary wall and fence observed from Railway Corridor

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Figure 183 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 184 – General condition of RailCorp boundary wall and fence observed from Railway Corridor

Figure 185 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 186 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 187 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 188 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 189 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 190 – General condition of RailCorp boundary wall and fence observed from Railway Corridor

Figure 191 – Crack propagation through RailCorp boundary wall and fence observed from Railway Corridor

Figure 192 – Crack propagation through RailCorp boundary wall observed from Railway Corridor

Figure 193 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 194 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 195 – General condition of RailCorp boundary wall observed from Railway Corridor

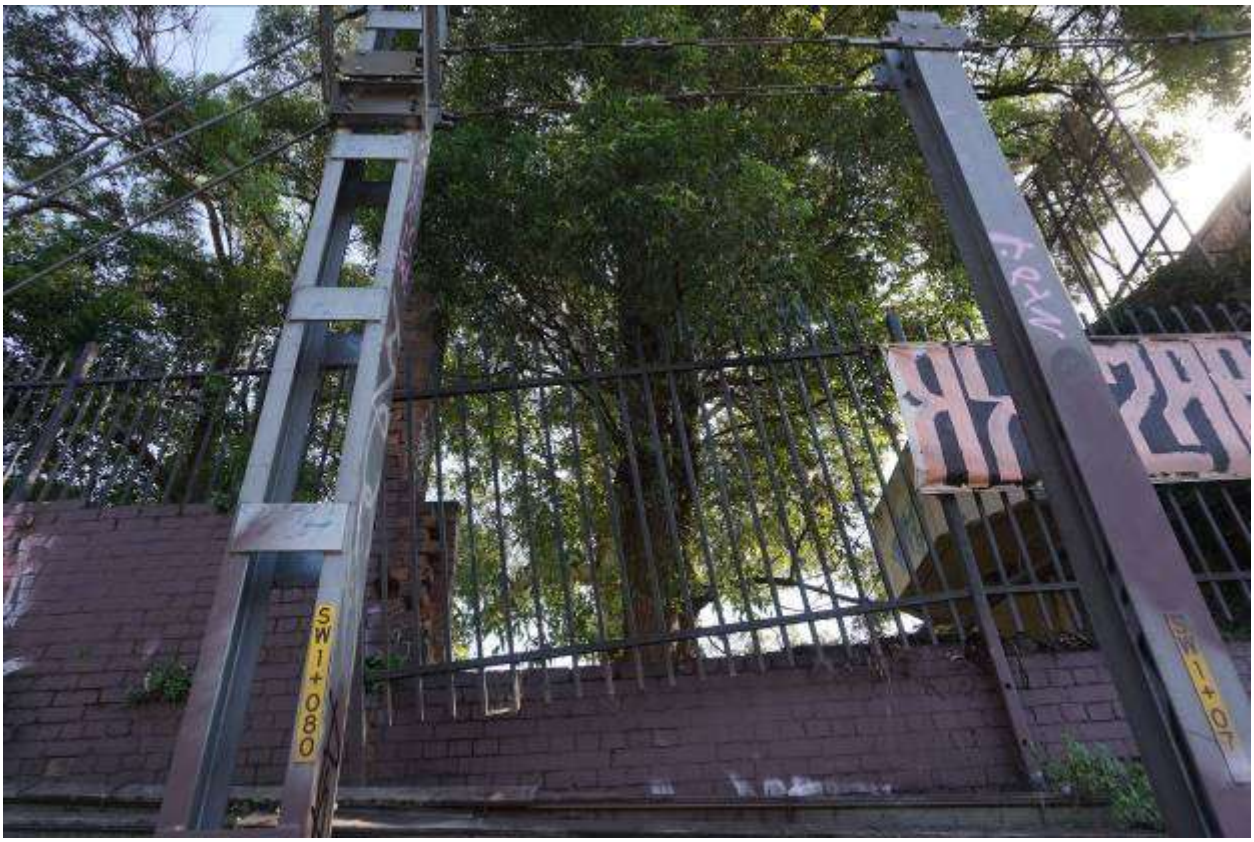

Figure 196 – Physical damage through RailCorp boundary fence observed from Railway Corridor

Figure 197 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 198 – Crack propagation and loss of material through RailCorp boundary wall observed from Railway Corridor

Figure 199 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 200 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 201 – General condition of RailCorp boundary wall observed from Railway Corridor

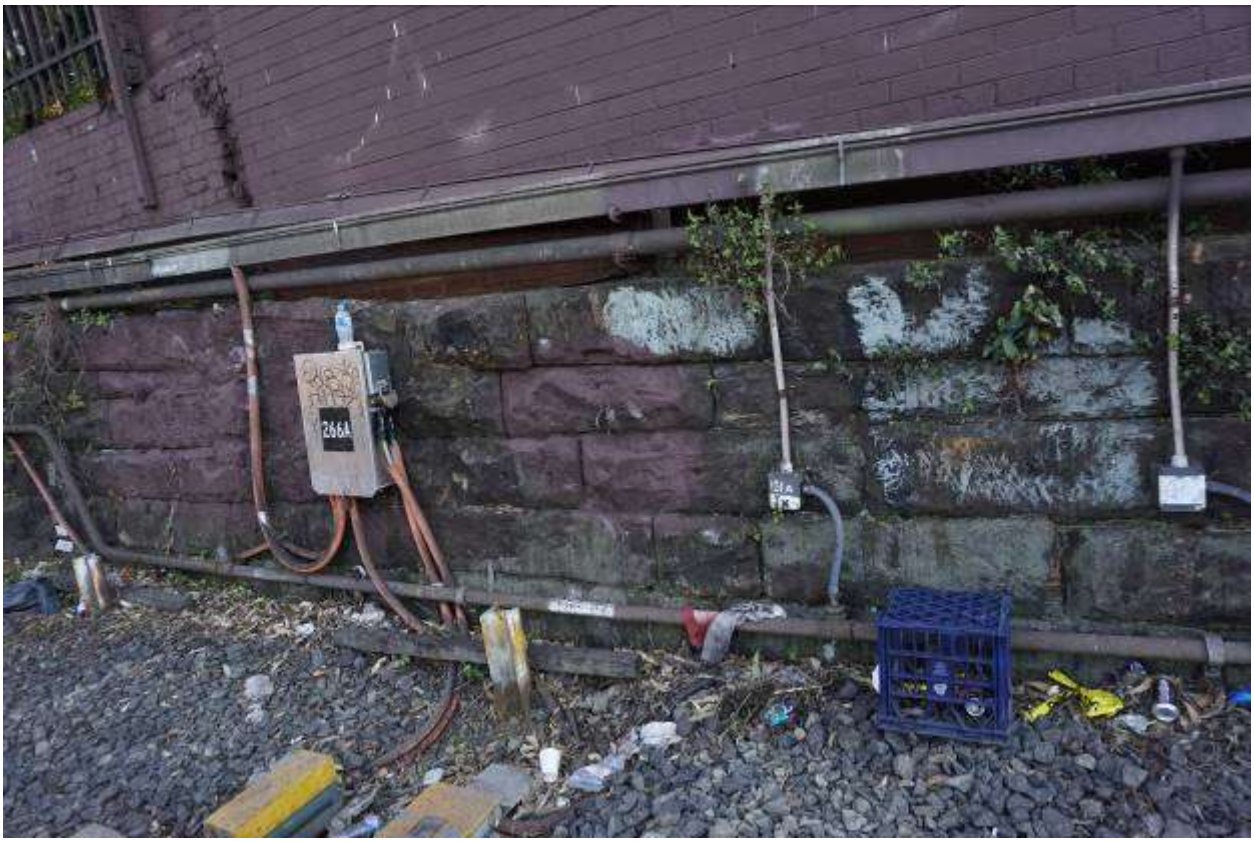

Figure 202 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 203 – General condition of RailCorp boundary wall observed from Railway Corridor


Figure 204 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 205 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 206 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 207 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 208 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 209 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 210 – General condition of RailCorp boundary wall observed from Railway Corridor

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Figure 212 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 213 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 214 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 215 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 216 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 217 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 218 – General condition of RailCorp boundary wall observed from Railway Corridor

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Figure 220 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 221 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 222 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 223 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 224 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 225 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 226 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 227 – General condition of RailCorp boundary wall observed from Railway Corridor


Figure 228 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 229 – General condition of RailCorp boundary wall observed from Railway Corridor


Figure 230 – General condition of RailCorp boundary wall observed from Railway Corridor

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Figure 232 – General condition of steel portal haunch Identification No. SW1+047 observed from Railway Corridor

Figure 233 – General condition of steel portal haunch Identification No. SW1+047 and overhead power supply system observed from Railway Corridor

Figure 234 – General condition of steel portal haunch Identification No. SW1+047 and overhead power supply system observed from Railway Corridor

Figure 235 – General condition of steel portal haunch Identification No. SW1+047 and overhead power supply system observed from Railway Corridor

Figure 236 – General condition of concrete footing observed from Railway Corridor

Figure 237 – General condition of concrete footing observed from Railway Corridor

Figure 238 – General condition of RailCorp traffic signal observed from Railway Corridor

Figure 239 – General condition of RailCorp traffic signal observed from Railway Corridor

Figure 240 – General condition of RailCorp traffic signal observed from Railway Corridor

Figure 241 – General condition of Survey Track Control Mark observed from Railway Corridor


Figure 242 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 243 – General condition of Survey Track Control Mark observed from Railway Corridor

Figure 244 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 245 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 246 – General condition of railway corridor observed from Railway Corridor

Figure 247 – General condition of Survey Track Control Mark observed from Railway Corridor


Figure 248 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 249 – General condition of RailCorp tracks observed from Railway Corridor

Figure 250 – General condition of RailCorp points rodding observed from Railway Corridor

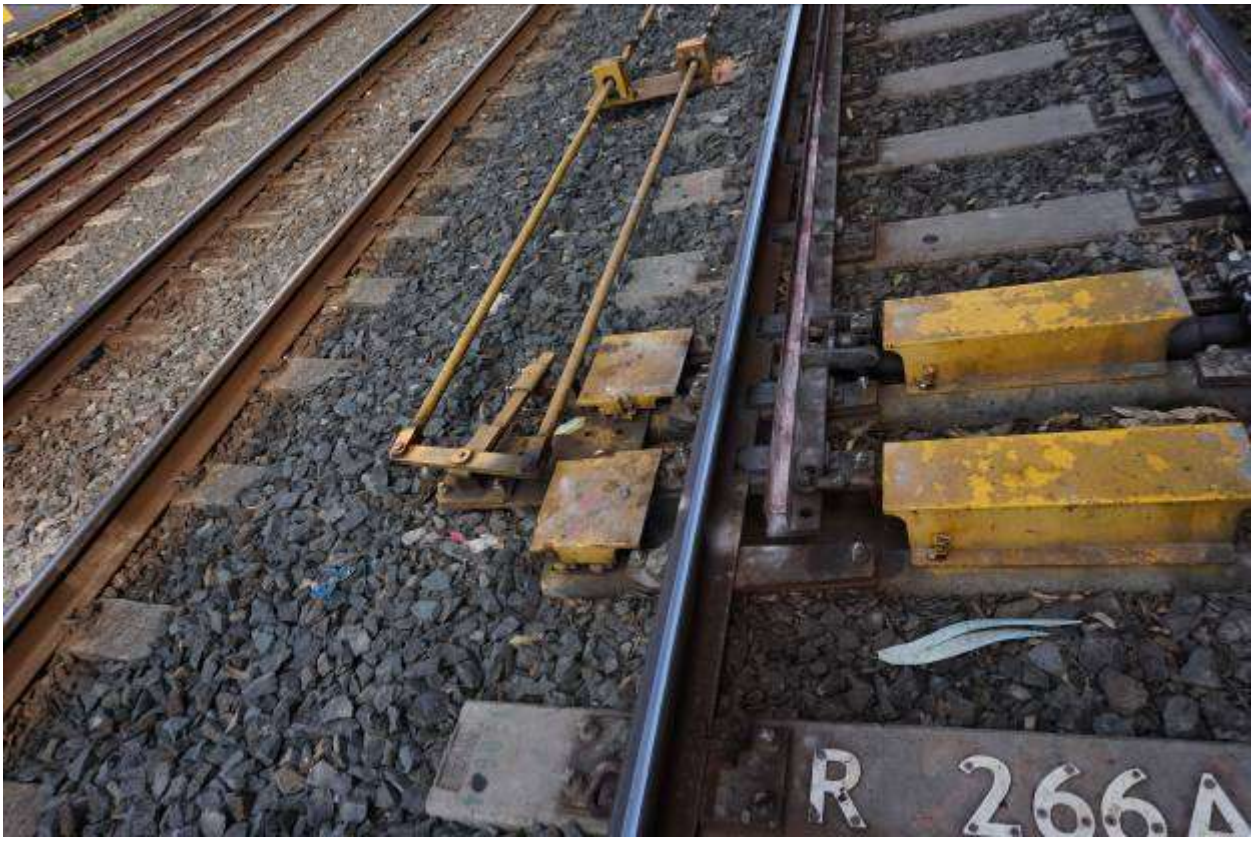

Figure 251 – General condition of RailCorp points rodding observed from Railway Corridor

Figure 252 – General condition of RailCorp electricity box observed from Railway Corridor

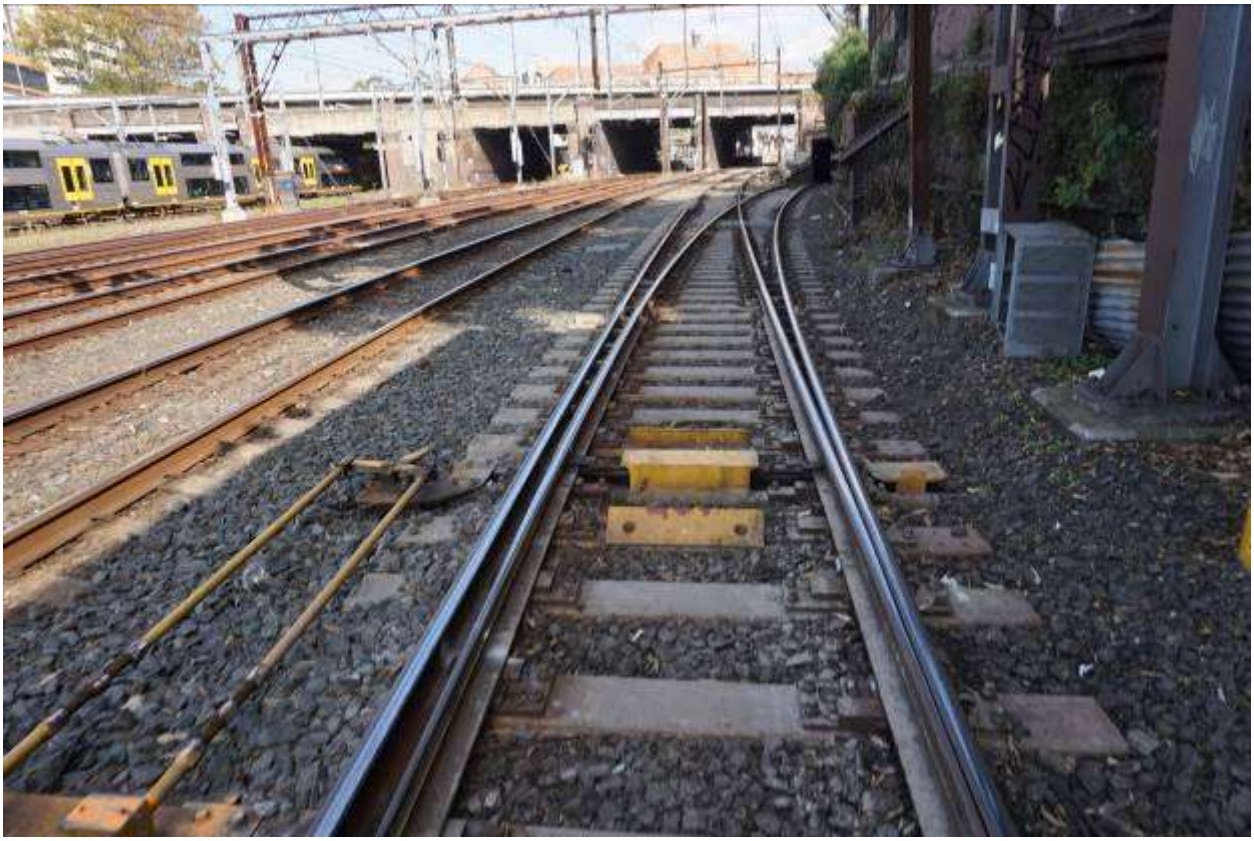

Figure 253 – General condition of RailCorp points rodding observed from Railway Corridor

Figure 254 – General condition of Survey Track Control Mark observed from Railway Corridor

Figure 255 – General condition of steel portal haunch Identification No. SW1+077 observed from Railway Corridor


Figure 256 – General condition of steel portal haunch Identification No. SW1+077 observed from Railway Corridor

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Figure 259 – General condition of steel portal haunch Identification No. SW1+080 and overhead power supply system observed from Railway Corridor

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Figure 262 – General condition of railway drainage observed from Railway Corridor

Figure 263 – General condition of steel portal haunch Identification No. SW1+083 observed from Railway Corridor

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Figure 265 – General condition of railway corridor observed from Railway Corridor

Figure 266 – General condition of RailCorp signal troughing observed from Railway Corridor

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Figure 270 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 271 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 272 – General condition of steel portal haunch and overhead power supply system observed from Railway Corridor

Figure 273 – General condition of steel portal haunch and overhead power supply system observed from Railway Corridor

Figure 274 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 275 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 276 – General condition of Survey Track Control Mark observed from Railway Corridor

Figure 277 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 278 – General condition of steel portal haunch observed from Railway Corridor

Figure 279 – General condition of Survey Track Control Mark observed from Railway Corridor

Figure 280 – General condition of RailCorp signal troughing observed from Railway Corridor

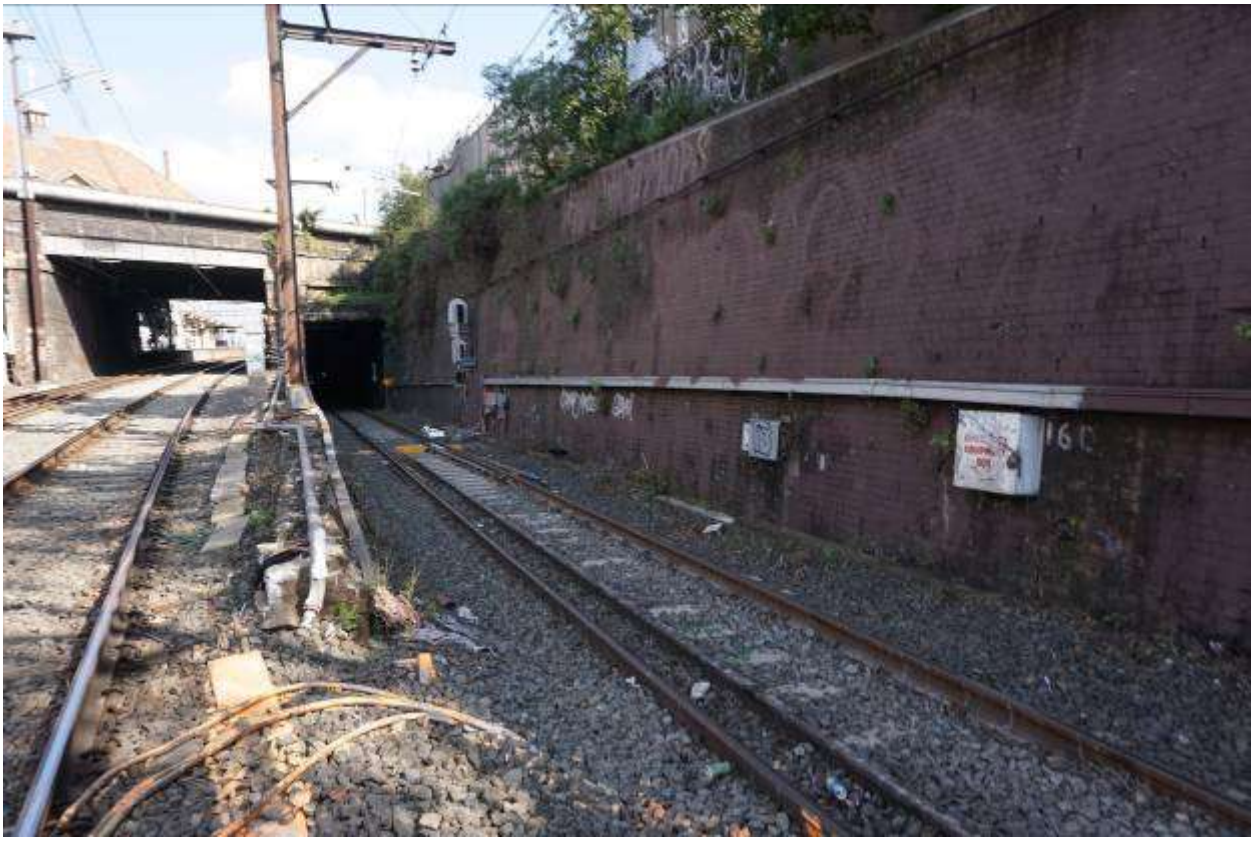

Figure 281 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 282 – General condition of railway corridor observed from Railway Corridor

Figure 283 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 284 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 285 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 286 – Crack propagation through retaining wall adjacent to RailCorp signal troughing observed from Railway Corridor

Figure 287 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 288 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 289 – General condition of railway corridor observed from Railway Corridor

Figure 290 – General condition of RailCorp signal troughing observed from Railway Corridor

Figure 291 – General condition of steel portal haunch and overhead power supply system observed from Railway Corridor

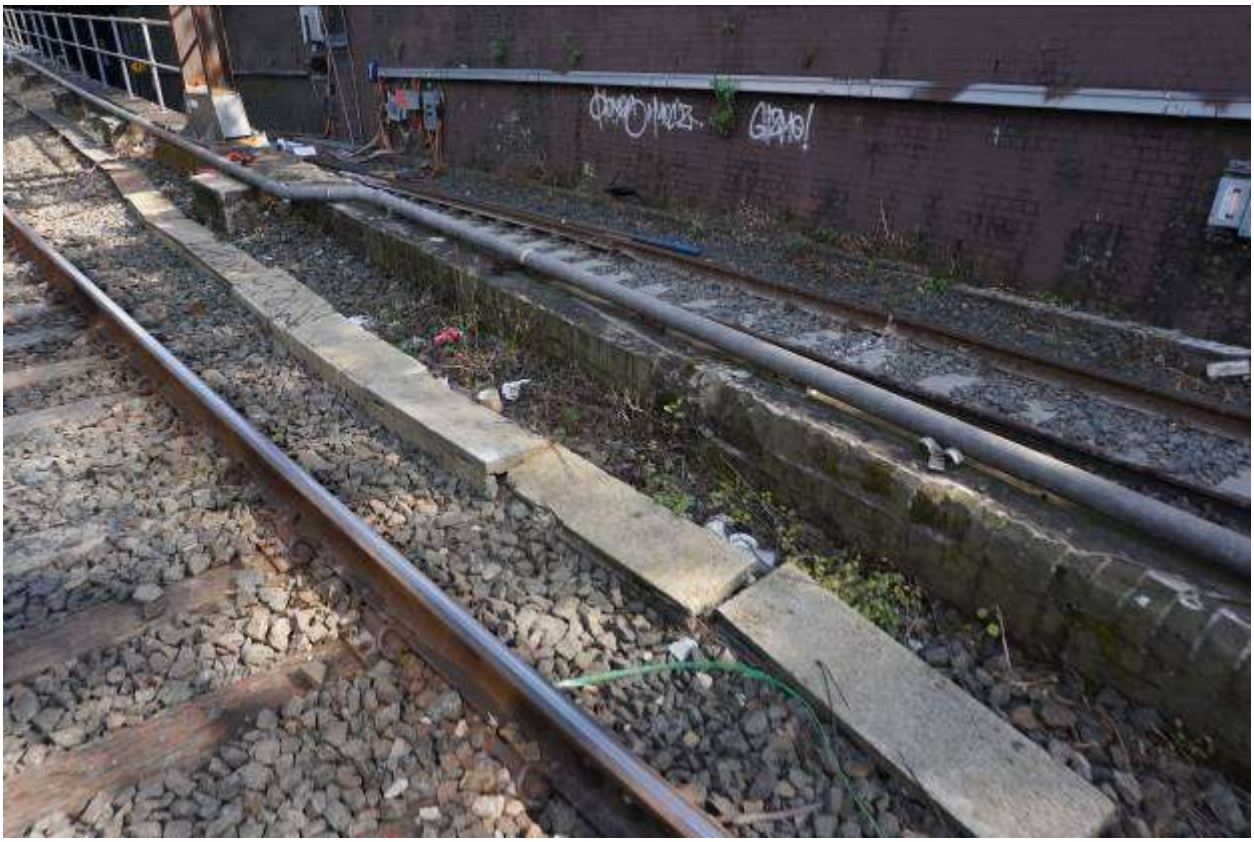

Figure 292 – General condition of railway retaining wall observed from Railway Corridor

Figure 293 – General condition of railway corridor observed from Railway Corridor

Figure 294 – General condition of railway corridor observed from Railway Corridor

Figure 295 – General condition of railway corridor observed from Railway Corridor

Figure 296 – General condition of railway corridor observed from Railway Corridor

Figure 297 – General condition of RailCorp traffic signal observed from Railway Corridor

Figure 298 – General condition of overhead power supply system observed from Railway Corridor

Figure 299 – General condition of overhead power supply system observed from Railway Corridor

Figure 300 – General condition of railway boundary fence observed from Railway Corridor

Figure 301 – General condition of railway corridor observed from Railway Corridor

Figure 302 – General condition of RailCorp furniture observed from Railway Corridor

Figure 303 – General condition of RailCorp furniture observed from Railway Corridor

Figure 304 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 305 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 306 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 307 – General condition of RailCorp boundary wall observed from Railway Corridor

Figure 308 – General condition of RailCorp underpass observed from Railway Corridor

Figure 309 – General condition of RailCorp underpass observed from Railway Corridor


Figure 310 – General condition of RailCorp underpass observed from Railway Corridor

Figure 311 – General condition of RailCorp underpass observed from Railway Corridor

Figure 312 – General condition of RailCorp underpass observed from Railway Corridor

Figure 313 – General condition of RailCorp underpass observed from Railway Corridor


Figure 314 – General condition of railway corridor observed from Railway Corridor

COMMENTS

The section of RailCorp infrastructure of the "Metro Illawarra & South Coast" line which is associated with the subject site was inspected and photographic evidence compiled in order to depict the condition of such elements prior to the commencement of any work at the subject site.

The boundary walls along Lawson Street Overpass Bridge was inspected and it was determined to be in poor condition with various cases of cracking, separation and material loss noted throughout the wall.

The boundary walls along Eveleigh Street was also inspected and it was determined to be in reasonable to poor condition with various cases of cracking, separation and material loss noted throughout the wall. Some cases of physical damage was also observed through the boundary fence along this street.

The section of the RailCorp infrastructure including the Railway corridor, steel portal haunch, overhead supply system, boundary fence and all other elements were inspected and photographed from the Railway Corridor, and were determined to be in a reasonable condition with some cases of cracking and material loss noted through the boundary walls.

Refer to Appendix (A) for photographic records of the above.

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Re: Dilapidation Report for Property **Job: 170037.0**
No: Pemulwuy Project - Redfern NSW 2016 **Date: MAY 2017**

SUMMARY

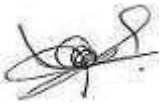
This report serves as a record of the condition of the RailCorp infrastructure assets of the "Metro Illawarra & South Coast" line, which is adjacent to the subject site, prior to the commencement of any works proposed at: **Pemulwuy Project - Redfern NSW 2016.**

DISCLAIMER OF LIABILITY: - No liability shall be accepted on account of failure of the within Report to notify any problems in any area(s) or section(s) of the subject property physically Inaccessible for inspection or to which access for Inspection is denied by or to the Consultant (including but not limited to any area(s) or section(s) so specified by the within Report).

DISCLAIMER OF LIABILITY TO THIRD PARTIES: - This Report is made solely for the use and benefit of Client named on the front of this Report and no liability or responsibility whatsoever is accepted to any third party who may rely on the Report wholly or in part. Any third party acting or relying on this Report whether in whole or in part does so at their own risk.

Please do not hesitate to contact us, should you have any further queries regarding this report.

Per:



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Civil/Structural Engineer
Accredited Certifier
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Re: Dilapidation Report for Property No: Pemulwuy Project - Redfern NSW 2016
Job: 170037.0
Date: MAY 2017

15/05/2017

To Whom It May Concern;

Dear Sir/Madam:

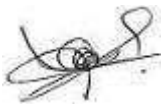
Further to your request to conduct a dilapidation report on the RailCorp Infrastructure assets adjacent to the proposed development at: **Pemulwuy Project - Redfern NSW 2016,** we wish to note that on the 13th of February 2017 an engineer from our office conducted an external inspection on the RailCorp infrastructure of the "Metro Illawarra & South Coast" line which includes the Railway corridor, steel portal haunches, overhead supply system, boundary fence and all other elements that are located adjacent to the subject site.

On the 11th of May 2017, an engineer from our office conducted an internal inspection on the RailCorp infrastructure of the "Metro Illawarra & South Coast" line which includes the Railway corridor, steel portal haunches, overhead supply system, boundary fence and all other elements that are located adjacent to the subject site.

All photographic records can be found attached in appendix (A). Furthermore, if any additional information is required please do not hesitate to contact me.

Yours faithfully,

AustralianConsultingEngineers Pty Ltd
Per:



Dr. Anthony S. Hasham
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Civil/Structural Engineer
Accredited Certifier
Managing Director

DEICORP

Annexure G Waste Management Plan

Barker Ryan Stewart Waste Management Plan for 83-123 Eveleigh St report SY170002 dated 9/6/2017

BARKER RYAN STEWART
TOTAL PROJECT SOLUTIONS

PLANNING
PROJECT MANAGEMENT
ENGINEERING
CERTIFICATION

Deicorp Pty Ltd

Waste Management Plan

Colonel James Student Accommodation (Pemulwuy Precinct 3)

83-123 Everleigh Street, Redfern

June 2017

Project No.	SY170002
Author	RJ
Checked	GB
Approved	GB

Rev No.	Status	Date	Comments
1	Final	09/06/2017	

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1 Applicant and Project Details

APPLICANT DETAILS	
Application No.	
Name	
Address	
Phone number(s)	
Email	

DEVELOPMENT DETAILS	
Project Details	Colonel James Student Accommodation - Mixed Use Development (Pemulwuy Precinct 3)
Address of Development	83-123 Everleigh Street Redfern 2016
Existing Buildings and other structures currently on the site	One two storey concrete car park, asphalted car park and greenery.
Description of proposed development	Student Accommodation – 23 storeys, 522 rooms and associated common areas and student facilities.
This development achieves the waste objectives set out in the DCP. The details on this form are the provisions and intentions for minimising waste relating to this project. All records demonstrating lawful disposal of waste will be retained and kept readily accessible for inspection by regulatory authorities such as council, OEH or WorkCover NSW.	
Contact Name	
Signature	
Date	
Rev	