PURCELL

Macquarie Point Goods Shed
HERITAGE CONSERVATION MANAGEMENT PLAN

16/09/2026

P06 – S4 Final

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Acknowledgement of Country

We acknowledge the muwinina people, the Traditional Owners of nipaluna, who did not survive colonisation.

We respectfully acknowledge and pay respect to the Palawa people, the custodians, of lutruwita.

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1.0 Overview

1.1 Introduction

This Report is to be incorporated into the Construction Environmental Management Plan associated with the works to the Macquarie Point Goods Shed as part of the proposal, subject of the Macquarie Point Precinct Order 2025 (the Order). This Report discharges, in part, Schedule 4, Clause 8, in respect of historic cultural heritage. [1]

1.2 State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49

The Order regarding the Macquarie Point Precinct is the primary piece of Tasmanian legislation that grants statutory approval for the construction of the Macquarie Point Multipurpose Stadium in Hobart. The Order, which was issued 21 October 2025 is the overriding statutory control relevant to the project.

The Order includes the following condition, relevant to this Report constituting authority requirements for works associated with the Goods Shed:

> **8. Heritage conditions**
>
> The Project may proceed on the conditions set out in Schedule 4 as if those conditions were imposed, in accordance with the Historic Cultural Heritage Act 1995, on a permit issued under the Land Use Planning and Approvals Act 1993 in respect of the Project.

Schedule 4 – Historic Cultural Heritage Conditions requires the following:

H1. Before the relocation of the Goods Shed, a management plan must be prepared by the Proponent, to the satisfaction of Heritage Tasmania, for the purpose of management of historical cultural heritage matters relating to the Project.

H2. The Heritage Conservation Management Plan must –

- a) be prepared before works commence to dismantle the Goods Shed; and
- b) include the methodology proposed to be used to dismantle, store and re-erect the Goods Shed including, but not limited to, alteration, adaptation and interpretation of the Goods Shed; and
- c) be prepared while having regard to The Goods Shed Initial Conservation Management Plan prepared by Purcell Architecture (ABN 43 636 400 327) on 16 May 2025; and
- d) be prepared by a suitably qualified and experienced person in heritage matters.

H3. The Heritage Conservation Management Plan must be prepared on the basis of a structural assessment, and extant recording, of the Goods Shed undertaken by a suitably qualified and experienced structural engineer to ensure that the building –

- a) is relocated with minimal loss of heritage fabric; and
- b) is conserved with a high degree of integrity and authenticity.

H4. The relocation of the Goods Shed must be carried out in accordance with the methodology specified in the Heritage Conservation Management Plan.

H5. The Heritage Conservation Management Plan must be made publicly available by the Proponent before the relevant works commence.

H6. Any substantial variation from the methodology specified in the Heritage Conservation Management Plan must be endorsed by Heritage Tasmania before any works are performed under the variation.

H7. A revised Heritage Conservation Management Plan must be prepared by a person who is suitably qualified and experienced in heritage, and made publicly available, by the Proponent –

- a) after the Goods Shed has been relocated on Project land; and

1 Macquarie Point Precinct Order 2025, Schedule 1, Clause 31. C2(b).

b) before the Goods Shed is occupied for use.

H8. The Construction Environmental Management Plan must –

a) make provision for the protection of nearby heritage sites from damaging impacts including, but not limited to –

(i) direct, and indirect, impacts from vehicles; and

(ii) excess vibrations; and

(iii) changes in levels and flow of ground water; and

b) be developed in consultation with a suitably qualified and experienced structural engineer.

H9. The Heritage Conservation Management Plan must include a Statement of Historical Archaeological Potential prepared in accordance with Part 2 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process.

H10. In addition to the Statement of Historical Archaeological Potential required under condition H9, a Statement of Historical Archaeological Potential must be prepared –

a) in respect of the Royal Engineers Building and Kings Yard –

(i) identified in Certificate of Title Volume 20452, Folio 2, and Certificate of Title Volume 179192, Folio 3, in the Register kept under section 33 of the Land Titles Act 1980; and

(ii) recognised as a place, or precinct, of archaeological potential in the planning scheme, within the meaning of the Land Use Planning and Approvals Act 1993, that applies to the Project land; and

b) in accordance with Part 2 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process.

H11. If the Statement of Historical Archaeological Potential required under condition H9 or H10 indicates that culturally significant archaeological values may be affected by the works and avoidance of that effect in all, or part, is not possible, then an Archaeological Method Statement for managing the archaeological values –

a) must be prepared in accordance with Parts 3 to 8 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process; and

b) must be submitted to Heritage Tasmania before the relevant works commence.

H12. If an Archaeological Method Statement is prepared in accordance with condition H11 and recommends an archaeological process to be undertaken, the archaeological process must be completed in accordance with the Archaeological Method Statement before excavation work on Project land commences.

H13. The Heritage Conservation Management Plan must include policies for the management of artefacts and in situ archaeological deposits, including recovering, recording, cataloguing, protecting, conserving, temporary storage and long-term management.

H14. Any design changes in relation to the Project that are likely to result in greater impacts on the historic cultural heritage of any place listed on the Heritage Register, within the meaning of the Historic Cultural Heritage Act 1995, within the area specified in section 5.3.3 of the Stadium Guidelines must be subject to, and have regard to, further assessment and advice –

a) given for the purpose of removing or minimising those impacts; and
b) given by a person who is qualified and experienced in heritage after having regard to comments from Heritage Tasmania.

H15. (1) Before any demolition occurs on Project land as part of heritage works, an archival record of the buildings referred to in subclause (2) must be prepared by the Proponent that –

a) is in accordance with Practice Note No.3, approved by the Heritage Council on 19 November 2014, and entitled Procedure for Recording a Heritage Place; and
b) once so prepared, is made publicly available.

(2) An archival record is required under this condition of the following buildings:
(a) the Goods Shed;
(b) the building known as the Red Shed;
(c) the Hydro Electric Commission Building.

H16. In accordance with conditions B3 and B4, the interpretation of the heritage of the Project land –

a) must be accessible, on Project land, to the public; and

b) may include the preparation of oral histories to capture the social history of the land and its former uses to inform and enrich the interpretation; and

c) must be prepared in conjunction with a person who is qualified and experienced in heritage interpretation.

H17. The Public Domain and Landscaping Plan required under condition B3 must –

a) include landscaping surrounding the Goods Shed in its new location on Project land that is informed by the revised Heritage Conservation Management Plan required under condition H7; and

b) ensure that public realm treatments, such as signage and lighting, minimise light spill and visual impact on heritage; and

c) ensure that the following outcomes are delivered substantially in respect of the following locations:

i. 41 Hunter Street (being the UTAS Centre for the Arts and formally part of H. Jones & Co) as recorded in entry 2397 of the Heritage Register – to avoid illuminated or other signage that substantially impacts on the prominence of –
(A) the IXL sign; or
(B) the articulated roof form when viewed from the southern corner of Constitution Dock where it meets Franklin Wharf;

ii. Henry Jones & Co., IXL Jam Factory as recorded in entry 11961 of the Heritage Register – to avoid illuminated or other signage that detracts from the prominence of the articulated roof form when viewed from the southern corner of Constitution Dock where it meets Franklin Wharf;

iii. the Cenotaph, Anzac Parade and Queen's Battery as recorded in entry 7137 of the Heritage Register – to ensure that illuminated and other signage is kept outside of key view lines and view cones to the Cenotaph, Anzac Parade and Queen's Battery;

iv. the Royal Engineers Building as recorded in entry 2280 of the Heritage Register – to ensure that landscaping and public realm works are designed to respond positively to the historic cultural heritage values of the Royal Engineers Building, and that illuminated and other signage that has a potential to intrude on the setting of that Building, including views from the Tasman Highway, is minimised including through the use of reduced illumination at times when the Stadium is not in public access mode;

v. Victoria Dock and Constitution Dock as recorded in Entry 12022 of the Heritage Register – to interpret connections with the railway site, on Project land, by retaining and interpreting any remnant rail tracks.

1.3 Authorship - Suitably qualified persons

Schedule 1, Condition 2.A1 requires that any document requiring approval as specified within the Order, be:

(a) prepared by a suitably qualified person;

This Report has been prepared by the following authors and contributors from Purcell Architecture Australia.[2] Purcell are an international Architecture and Heritage Consultancy Practice established in 1947 and ranked as No.1 Heritage Architect in the World Architecture 100.

Table 1: List of Authors and their qualifications

Name	Qualifications	Years of experience	Role
Lucy Burke-Smith	B.Sc Arch; B.Arch (Hons1); Grad Cert Hert. Cons. Registered Architect (Tas): 898/CC6606	23 years	Project Partner, Lead
Alistair Ravenscroft	BDesSt (Arch); BArch (Hons1); MUCH Registered Architect (ARBV): 18116	20 years	Associate Partner
Linda Mott	B.App.Sc; B.Des (Int. Des. Hons 1); M.Herit.Cons. M.ICOMOS	7 years	Senior Heritage Consultant
Hugh Jones	B.Env.Des, M.Arch	7 years	Graduate of Architecture

Curriculum Vitae are included at Appendix L.

Demonstration of the qualifications and experience of authors of third-party reports are also included at Appendix L. The qualifications and experience of authorship is not verified by Purcell.

1.4 Scope of this Report

This report outlines methodologies intended to discharge Conditions H2, of The Order. Schedule 4 Conditions are intended to be discharged by this report, together with third party reports referenced in Table 2.

Table 2: Scope of Report.

Condition	Note
H1. Before the relocation of the Goods Shed, a management plan must be prepared by the Proponent, to the satisfaction of Heritage Tasmania, for the purpose of management of historical cultural heritage matters relating to the Project.	Noted. This management plan is taken to be the Heritage Conservation Management Plan, referred to in Condition H2, below.
H2. The Heritage Conservation Management Plan must – a) be prepared before works commence to dismantle the Goods Shed; and b) include the methodology proposed to be used to dismantle, store and re-erect the Goods Shed including, but not limited to, alteration, adaptation and interpretation of the Goods Shed; and c) be prepared while having regard to The Goods Shed Initial Conservation Management Plan prepared by Purcell Architecture (ABN 43 636 400 327) on 16 May 2025; and d) be prepared by a suitably qualified and experienced person in heritage matters.	a) Noted. b) Methodologies outlined as follows: i. Methodology for dismantling – See Section 3.0 and 4.0. ii. Methodology for storage – See Section 6.0. iii. Methodology for re-erection – Omitted from Stage 2 package, subject to Stage 3. iv. Methodology for interpretation – Omitted from Stage 2 package. The Goods Shed will be

2 Within Tasmania Purcell are a Registered Architect Firm: F157.

		interpreted through reconstruction and use of salvaged material. Its former use and operation will be legible in the pattern of fenestration and activation. c) Noted. d) Qualifications and experience of authors outlined in Table 1: List of Authors and their qualifications and Appendix F.
H3.	The Heritage Conservation Management Plan must be prepared on the basis of a structural assessment, and extant recording, of the Goods Shed undertaken by a suitably qualified and experienced structural engineer to ensure that the building – a) is relocated with minimal loss of heritage fabric; and b) is conserved with a high degree of integrity and authenticity.	For Structural Assessment refer to Appendix F: Goods Shed Relocation: Strengthening & Repair Requirements and Methodology, Ver 1, prepared by JMG, dated July 2026, and associated drawings S01 through S14, inclusive, RevP1 prepared by JMG, dated 31.07.26. For evidence of H3. a) and b) Refer to Appendix E Heritage Impact Assessment, prepared by Purcell Architecture 17 August 2026.
H4.	The relocation of the Goods Shed must be carried out in accordance with the methodology specified in the Heritage Conservation Management Plan.	Noted. Relocation to be carried out by the Project Manager and their nominated sub-contractors.
H5.	The Heritage Conservation Management Plan must be made publicly available by the Proponent before the relevant works commence.	Noted. By Proponent. [3]
H6.	Any substantial variation from the methodology specified in the Heritage Conservation Management Plan must be endorsed by Heritage Tasmania before any works are performed under the variation.	Noted.
H7.	A revised Heritage Conservation Management Plan must be prepared by a person who is suitably qualified and experienced in heritage, and made publicly available, by the Proponent – a) after the Goods Shed has been relocated on Project land; and b) before the Goods Shed is occupied for use.	Noted. A revision to The Goods Shed Initial Conservation Management Plan prepared by Purcell Architecture (ABN 43 636 400 327) on 16 May 2025 will be undertaken after the relocation of the Goods Shed. This revision is beyond the scope of this Report.
H8.	The Construction Environmental Management Plan must – a) make provision for the protection of nearby heritage sites from damaging impacts including, but not limited to –	Refer to 7182_ACVIB_R_Hunter Mason - Mac Point Stadium Goods Shed Demolition CNVMP, Rev0,

3 The Corporation within the meaning of the Macquarie Point Development Corporation Act 2012;

	i. direct, and indirect, impacts from vehicles; and ii. excess vibrations; and iii. changes in levels and flow of ground water; and b) be developed in consultation with a suitably qualified and experienced structural engineer.	prepared by Tarkarri Engineering, 03/08/2026 Appendix G.
H9.	The Heritage Conservation Management Plan must include a Statement of Historical Archaeological Potential prepared in accordance with Part 2 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process.	Refer to MPMS-SOU-RP-ES-00-02 Appendix H (Goods Shed SoAP).
H10.	In addition to the Statement of Historical Archaeological Potential required under condition H9, a Statement of Historical Archaeological Potential must be prepared – a) in respect of the Royal Engineers Building and Kings Yard – iv. identified in Certificate of Title Volume 20452, Folio 2, and Certificate of Title Volume 179192, Folio 3, in the Register kept under section 33 of the Land Titles Act 1980; and v. recognised as a place, or precinct, of archaeological potential in the planning scheme, within the meaning of the Land Use Planning and Approvals Act 1993, that applies to the Project land; and b) in accordance with Part 2 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process.	Not relevant to this HCMP.
H11.	If the Statement of Historical Archaeological Potential required under condition H9 or H10 indicates that culturally significant archaeological values may be affected by the works and avoidance of that effect in all, or part, is not possible, then an Archaeological Method Statement for managing the archaeological values – a) must be prepared in accordance with Parts 3 to 8 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process; and b) must be submitted to Heritage Tasmania before the relevant works commence.	The Statement of Historical Archaeological Potential indicates that culturally significant archaeological values will not be affected by the works, and an Archaeological Method Statement has not been prepared. Refer to MPMS-MPDC-PC-ES-05-03 Appendix I (Anticipated Discovery of Rubbish Deposits). Refer to MPMS-MPDC-PC-ES-05-02 Appendix J (Unanticipated Discovery of European Heritage).
H12.	If an Archaeological Method Statement is prepared in accordance with condition H11 and recommends an archaeological process to be undertaken, the archaeological process must be completed in accordance with the Archaeological Method Statement before excavation work on Project land commences.	Not relevant to this HCMP.
H13.	The Heritage Conservation Management Plan must include policies for the management of artefacts and in situ archaeological deposits, including recovering, recording, cataloguing, protecting, conserving, temporary storage and long-term management.	Refer to MPMS-MPDC-PY-ES-05-01 Appendix K (Policies for the Management of Artefacts)
H14.	Any design changes in relation to the Project that are likely to result in greater impacts on the historic cultural heritage of any place listed on the Heritage	See Hold Point HP13 Section 4.1 Inspection.

Register, within the meaning of the Historic Cultural Heritage Act 1995, within the area specified in section 5.3.3 of the Stadium Guidelines must be subject to, and have regard to, further assessment and advice – a) given for the purpose of removing or minimising those impacts; and b) given by a person who is qualified and experienced in heritage after having regard to comments from Heritage Tasmania.	
H15. (1) Before any demolition occurs on Project land as part of heritage works, an archival record of the buildings referred to in subclause (2) must be prepared by the Proponent that – a) is in accordance with Practice Note No.3, approved by the Heritage Council on 19 November 2014, and entitled Procedure for Recording a Heritage Place; and b) once so prepared, is made publicly available. (2) An archival record is required under this condition of the following buildings: a) the Goods Shed; b) the building known as the Red Shed; c) the Hydro Electric Commission Building.	1) Noted. a) Noted. b) By the Proponent. 2) Refer to: a) The Goods Shed Photographic Archival Recording, Final Draft, 19/02/2026, prepared by Purcell. See Appendix D b) The Red Shed Photographic Archival Recording, Final Draft, 19/02/2026, prepared by Purcell (see MPMS-PUR-RP-ES-00-02) c) The Hydro Electric Commission Substation No.770 Photographic Archival Recording, Final Draft, 06/03/2026, prepared by Purcell (see MPMS-PUR-RP-ES-00-03)
H16. In accordance with conditions B3 and B4, the interpretation of the heritage of the Project land – a) must be accessible, on Project land, to the public; and b) may include the preparation of oral histories to capture the social history of the land and its former uses to inform and enrich the interpretation; and c) must be prepared in conjunction with a person who is qualified and experienced in heritage interpretation.	Discharge of this condition is beyond the scope of this Report. It is understood that this condition will be discharged by MPDC through Stage 3.
H17. The Public Domain and Landscaping Plan required under condition B3 must – a) include landscaping surrounding the Goods Shed in its new location on Project land that is informed by the revised Heritage Conservation Management Plan required under condition H7; and b) ensure that public realm treatments, such as signage and lighting, minimise light spill and visual impact on heritage; and c) ensure that the following outcomes are delivered substantially in respect of the following locations: i. 41 Hunter Street (being the UTAS Centre for the Arts and formally part of H. Jones & Co) as recorded in entry 2397 of the Heritage Register – to avoid illuminated or other signage that substantially impacts on the prominence of – (A) the IXL sign; or	Discharge of this condition is beyond the scope of this Report. It is understood that this condition will be discharged by MPDC through Stage 3.

(B) the articulated roof form –

when viewed from the southern corner of Constitution Dock where it meets Franklin Wharf;

ii. Henry Jones & Co., IXL Jam Factory as recorded in entry 11961 of the Heritage Register – to avoid illuminated or other signage that detracts from the prominence of the articulated roof form when viewed from the southern corner of Constitution Dock where it meets Franklin Wharf;

iii. the Cenotaph, Anzac Parade and Queen's Battery as recorded in entry 7137 of the Heritage Register – to ensure that illuminated and other signage is kept outside of key view lines and view cones to the Cenotaph, Anzac Parade and Queen's Battery;

iv. the Royal Engineers Building as recorded in entry 2280 of the Heritage Register – to ensure that landscaping and public realm works are designed to respond positively to the historic cultural heritage values of the Royal Engineers Building, and that illuminated and other signage that has a potential to intrude on the setting of that Building, including views from the Tasman Highway, is minimised including through the use of reduced illumination at times when the Stadium is not in public access mode;

v. Victoria Dock and Constitution Dock as recorded in Entry 12022 of the Heritage Register – to interpret connections with the railway site, on Project land, by retaining and interpreting any remnant rail tracks.

1.4.1 Limitations

This report does not address Clause 7. Aboriginal Heritage Conditions and deliverables associated with compliance of this Clause.

This report is limited to those requirements of Clause 8. Heritage Conditions of the Order, with the following exceptions, which are, where relevant, accounted for by third party reporting as identified in Table 2:

- any works associated with Schedule 4 Clause 9. H8 Construction Environment Management Plan protection of nearby heritage sites.
- any works associated with Schedule 4 Clause 10. H9 AND Clause 11. H10 Statements of Historical Archaeological Potential.
- any works associated with Schedule 4 Clause 12. H11 Archaeological Method Statement.
- any works associated with Schedule 4 Clause 13. H12 Archaeological processes.
- any works associated with Schedule 4 Clause 14. H13 Management of artefacts and insitu archaeological deposits.
- any works associated with Schedule 4 Clause 15. H14 Assessment and advice regarding design changes.
- any works associated with Schedule 4 Clause 17. H16 Interpretation.
- any works associated with Schedule 4 Clause 18. H17 Landscaping and public realm.

In referencing third party reporting Purcell has not contributed to, reviewed nor endorsed reporting that we are not otherwise identified as authoring. Third party report referencing is provided for coordination only and is done so on behalf of the Project Manager (Hunter Mason) and Proponent (Macquarie Point Development Corporation).

1.4.2 Assumptions

This Report, and by extension, discharge of the Conditions of Schedule 4 assumes that following:

- The following is deemed to discharge Schedule 4. Clause 16. H15 Archival Records:
    - *The Goods Shed Photographic Archival Recording, Final Draft, 19/02/2026*, prepared by Purcell

1.4.3 Disclaimers

- Modelled elements in the survey BIM file *(Model - Drawing - Veris - Goods Shed 3D model - 305945_MPDC Goods Shed_R2019_RevB.rvt)* may differ from real world conditions. Purcell has not undertaken verification of the BIM model and does not accept responsibility for errors, omissions, or inconsistencies contained within it. Prior to commencement of any dismantling works, all critical items such as; dimensions, element identifications, structural connections, and material conditions referenced from the BIM model must be verified by physical site inspection. Where discrepancies are identified between the model and actual site conditions, the physical/observed condition shall take precedence, and the relevant parties should be notified.
- Photographs and drawings included in this report are indicative only and were current as at the date of inspection. They may not reflect subsequent changes to the site or structure.

1.5 Terminology

1.5.1 Abbreviations

Table 3: Table of abbreviations

Abbreviation	Term
AHD	Australian Heritage Database
BIM	Building Information Model
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
DNRE	Department of Natural Resources and Environment Tasmania
HCHA 1995	Historic Cultural Heritage Act 1995
HIA	Heritage Impact Assessment
HIPS 2015	Hobart Interim Planning Scheme 2015
HT	Heritage Tasmania
MPDC	Macquarie Point Development Corporation
N/A or n/a	Not applicable
N.D. or n.d.	Not dated
NHL	National Heritage List
PID	Property Identification Number
RNE	Register of the National Estate
TA	Tasmanian Archives
THC	Tasmanian Heritage Council
THR	Tasmanian Heritage Register
WHL	World Heritage List

1.6 References

- AS1720.1 - 2010 Timber structures, Part 1: Design methods
- AECOM Australia Pty Ltd, ‘Structural Compliance Assessment Report: Hobart Railway Goods Shed’, 7th May 2025
- NSW Environment and Heritage, ‘Minimum standards of maintenance and repair for heritage items’, NSW Government
- Purcell, ‘The Goods Shed Initial Conservation Management Plan’, for Macquarie Point Development Company, Rev 02,16 May 2025,

- ReCollections – Caring for collections across Australia, Commonwealth Department of Communications, Information Technology and the Arts, Heritage Collections Council, 1998, Transportation,
- Tasmanian Heritage Council, Tasmanian Heritage Register Datasheet, 'Hobart Railway Goods Shed',
- Transport Services, 'Oversize and overmass (OSOM) vehicles and loads'
- Wood Solutions, Moisture Management of Timber Frame Construction, Technical Design Guide issued by Forest and Wood Products Australia, April 2023

1.6.1 Definitions

Table 4: Table of definitions

Term	Definition
AS followed by a number	is a reference to a standard published, and from time to time amended, by Standards Australia under that number.
AS/NZS followed by a number	is a reference to a standard published, and from time to time amended, by Standards Australia and Standards New Zealand jointly under that number.
Assembly	an aggregation of elements / components which together serve a specific purpose, ie truss or window assembly.
Digital Asset / Element	a 3D model, document, or data set that simulates or replicates a physical asset or built element. A digital asset may enable the delivery of a physical asset or may be generated out of a physical asset.
Element or Component	a portion of a construction entity that, by itself or in combination with other such parts, fulfils a characteristic function, e.g. supporting, enclosing, furnishing or servicing a building space. See Also; Assembly
Goods Shed	means the Hobart Railway Goods Shed that is located within Project land, subject to the 'Order 2025'.
Heritage Conservation Management Plan	means the management plan required under condition H1 of the Order.
Heritage Council	has the same meaning as in the Historic Cultural Heritage Act 1995.
Heritage Register	has the same meaning as in the Historic Cultural Heritage Act 1995.
Heritage Tasmania	means such part of the department, responsible for the administration of the Historic Cultural Heritage Act 1995, that is responsible for that Act.
Hold Point	An activity that cannot proceed without the approval of the relevant party.
Planning authority	means the Hobart City Council.
Project	means the use and development of Project land for – (a) the Stadium; and (b) the relocation of the Goods Shed within Project land; and (c) a concourse and plaza surrounding the Stadium; and (d) associated works including, but not limited to, access, parking, landscaping and signage.
Project land	means the areas of land as specified in the following Folios of the Register kept under section 33 of the Land Titles Act 1980: (a) Volume 13583, Folio 1; (b) Volume 20452, Folio 2; (c) Volume 45404, Folio 1; (d) Volume 129483, Folio 6; (e) Volume 179192, Folio 2; (f) Volume 179192, Folio 3; (g) Volume 179192, Folio 4; (h) Volume 210801, Folio 1.

Project Manager	Hunter Mason.
Proponent	means the Corporation within the meaning of the Macquarie Point Development Corporation Act 2012.
Relevant regulator	in relation to a condition specified in this order, means the agency responsible for enforcing the condition.
Works	has the same meaning as in the Land Use Planning and Approvals Act 1993.

1.7 Departures

Any departure from the process nominated within this HCMP is to be defined by the Project Manager as a Method Statement for approval by the nominated Responsible Person, and Relevant regulator, as required. No works, as a departure of the process nominated within this HCMP are to commence without written authorisation of the Relevant regulator.

2.0 Significance

2.1 Historic Cultural Heritage Significance

2.1.1 Statement of Significance

The THR datasheet contains the following non-statutory summary Statement of Significance:

> The Hobart Railway Goods Shed is a notable example in Tasmania of the development of rail transport from World War I onwards, and was integral to the railway system's cartage of general goods up until the 1970s.
>
> The Goods Shed building's conversion in the 1980s to a transit warehouse for road transport is illustrative of broader changes in Tasmania during the later decades of the 20th century. The Hobart Railway Goods Shed is rare in the Tasmanian context, illustrating a historical function which is no longer practised, and it is an unusually extensive building within its class of place. [4]

2.1.2 Assessment against criterion

The THR datasheet contains the following assessment against the HCHA 1995 section 16(2) criteria [5]:

a) the place is important to the course or pattern of Tasmania's history

> The Hobart Railway Goods Shed is a notable example of the development of rail transport, and of the development of Sullivans Cove and Hobart as a centre for trade, including the export of fruit, from World War I onwards. The Goods Shed's use by the Tasmanian Government Railways was integral to the railway system's cartage of general goods up until the 1970s, which made a strong contribution to the development of the State. In the 1980s, the Goods Shed's conversion into a transit warehouse for road transport is illustrative of broader changes in Tasmania during the 20th century's later decades – particularly the transition of land transport away from railways to road-based networks, and the increasing dominance of shipping containers for freight. Recent use of the Goods Shed for various forms of entertainment reflects the Hobart waterfront's evolution from a working port to a precinct increasingly used for recreation.

b) the place possesses uncommon or rare aspects of Tasmania's history

> As a building associated with the State's former rail transport network, the Hobart Railway Goods Shed is rare in the Tasmanian context. Within its class of place it is an unusually extensive building. The Goods Shed illustrates a historical function which is no longer practised. It is one of very few comparable places across Tasmania that still demonstrates evidence of the operations of the Tasmanian Government Railways during the 20th century.

c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history

> No data recorded.

d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history

> No data recorded.

e) the place is important in demonstrating a high degree of creative or technical achievement

> No data recorded.

f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons

> No data recorded.

g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history

> No data recorded.

4 THC, THR Datasheet, 'Hobart Railway Goods Shed', p 3.
5 THC, THR Datasheet, 'Hobart Railway Goods Shed', pp 3-4.

h) the place is important in exhibiting particular aesthetic characteristics.

No data recorded.

2.2 Significance of components

2.2.1 THR gradings of significance

The THR datasheet includes a description of Features of High, Contributory, and Low-Level and No Historic Cultural Heritage Significance.

FEATURES OF HIGH HISTORIC CULTURAL HERITAGE SIGNIFICANCE

The Goods Shed's roof is a pair of side-by-side gabled volumes, with ridges and a central valley-gutter parallel to the long sides. Open to view from much of the Shed's interior, these roofs are supported by timber trusses, comprising top and bottom chords and intermediate diagonal struts of timber with vertical tension-rods of metal. At the Shed's perimeter walls, and at the mid-line of the building beneath the valley gutter, the ends of the roof-trusses are supported by heavy, square timber posts.

The west, north and east elevations feature continuous 1.2m-high horizontal bands of fixed windows within white-painted timber framing. Beneath this, the walls are clad with painted corrugated steel sheeting. There are two remaining of the original openings formerly occupied by timber sliding goods doors – and above one of these openings, on the Shed's west elevation, is what may be an original externally-mounted head-track. In other locations, the timber wall-framing visible from the Shed's interior clearly demonstrates the former locations of now infilled goods doors.

At the Evans Street-facing end elevation of the Goods Shed, the two gables contain tall and narrow panes of textured glass panels within white-painted timber frames, with fine louvres of timber at the apexes. The wall bases at this end of the Shed, clad in painted horizontal timber planks with small ventilation gaps, are co-located with two structural bays in which the sub-floor structure appears to also be timber. These planks themselves are not significant fabric, but their similarity to the original cladding in this area is of value in alluding to the Goods Shed's initial timber -framed sub-floor structure.

On the northern side of the internal wall that separates the office area from the majority of the Shed's volume , buffer blocks of board-marked concrete protrude above the floor of interlocking pavers.

FEATURES OF CONTRIBUTORY HISTORIC CULTURAL HERITAGE SIGNIFICANCE

The Hobart Railway Goods Shed contains features that are of contributory cultural heritage significance in their own right. Changes to these features may potentially impact the significant fabric of this place.

The Goods Shed contains evidence of additions and alterations made in the post World War II years up until the late 1970s. During these decades the Shed continued to be used and occupied by the Tasmanian Government Railways (TGR). Features added during those years – such as the internal concrete slab floors, and the 0.9 metre-high unpainted concrete surfaces at the bases of most of the Shed's exterior walls – remained in place until the Goods Shed left the TGR's custodianship. The transitions in flooring from concrete slabs to areas of non-significant interlocking pavers demarcate the edges of the Shed's former internal platforms, and assist in understanding how the building operated.

Other features of contributory historic cultural heritage significance at the Hobart Railway Goods Shed include:

- the broken concrete slab-edges and stubs of former sub- floor walls that are visible at the perimeters of the Shed's north-most six structural bays; and
- any framing material within the mezzanine areas which demonstrates the initial construction of habitable space within the roof volumes above the Shed's south-end offices.

FEATURES OF LOW-LEVEL AND NO HISTORIC CULTURAL HERITAGE SIGNIFICANCE

The Hobart Railway Goods Shed contains features that are of low-level or no cultural heritage significance in their own right. Nevertheless, changes to these features may also potentially impact the significant fabric of this place.

All of the elements, features and finishes added during adaptive re-use works in the 1980s and 1990s are of low-level historic cultural heritage significance. Specific features of identified low-level historic cultural heritage significance include the:

- wall cladding of painted corrugated steel sheeting;
- aluminium-framed windows of the Shed's office areas;
- ground-level concrete paving slabs within the Shed's north-most six structural bays; and
- flat-roofed amenities block, with external walls of painted brick, that adjoins the Goods Shed's east elevation.

Historical aerial photographs indicate that the amenities block was constructed in the early 1990s.

Features at the Hobart Railway Goods Shed of no historic cultural heritage significance include elements, features and finishes added during adaptive re-use works in the 21st century, such as the:

- external access ramps and stairs, and other additions and alterations associated with the Shed's 2019-onwards use as an events space and as offices for the Macquarie Point Development Corporation ; and
- new, galvanised corrugated steel sheeting installed across the top of the gable roofs. [6]

From the site visit observations, and subsequent information provided by the MPDS, the corrugated sheeting used to infill spaces left by removal of the corrugated polycarbonate sheet skylights in c.2023-2024 is also of no historic cultural heritage significance.

2.3 Gradings of Historic Cultural Heritage Significance

2.3.1 Definition of gradings

The following definitions of the Historic Cultural Heritage Significance gradings are distilled from 'The Goods Shed Initial Conservation Management Plan' prepared by Purcell Architecture in 2025. [7]

Table 5: Grading of Significance Definitions

Grading	Definition
Exceptional	Fabric of exceptional significance makes the greatest direct contribution to the historic and aesthetic values of the place. It accounts for rare, or outstanding, original fabric, and unaltered original components.
High	Includes components that make an important contribution to the item's significance, even if they may not be in good condition. This may include components from the original construction phase that have been altered, or components created as part of a generally sympathetic alteration to the building. In either case they make a direct contribution to the significance of the place.
Moderate	Includes components that make a moderate contribution to the item's significance, even if they have been altered or are not in good condition. This may include components from the original, or later, construction phases that have been more extensively altered, or relatively new components created as part of a generally sympathetic alteration to the building that are difficult to assess. In either case they make a contribution to the significance of the place.
Little / Neutral	Can include components which were originally of higher significance, but have been compromised by later, less significant modifications. Can include additions made to accommodate changing functional requirements where these components make little or no direct contribution to significance.
Intrusive	Intrusive fabric includes that which is damaging to the place or object's significance. Can include unsympathetic additions or replacement fabric which does not conform with the principles of like-for-like replacement or is of a form or materiality which is incompatible with the predominant characteristics of the place.

6 THC, THR Datasheet, 'Hobart Railway Goods Shed', p 4.
7 Purcell, 'The Goods Shed Initial Conservation Management Plan', for Macquarie Point Development Company, Rev 02,16 May 2025, p 45.

2.3.2 Grading of Significant Elements

The Grading of Significant Elements is depicted within the Drawings nominated in 0.

Table 6: Grading of significant elements [8]

Element	Grading of Significance
Form of 1915 building with the pattern of openings	Exceptional
1915 timber framing including: roof trusses posts wall framing mechanical fixings including bolts, nails, plates etc	Exceptional
1915 joinery including: windows remnant door and window hardware barge boards remnant linings / boards louvres	High
1946-49 timber framing to offices and generally around the building	High
Surviving 1946-49 joinery seen in mezzanine level timber windows in particular	High
Altered 1946-49 joinery	Moderate
1946-49 concrete floors and supporting walls and structure	Moderate
Post-1946-49 concrete additions including:	
new slabs	Little / Neutral
new walls	Little / Neutral
infill slabs	Little / Neutral
internal access ramps	Intrusive
Present roof cladding (noting it is more recent replacement cladding)	Moderate
Present wall cladding (noting it is more recent replacement cladding)	Moderate
c.2023-2024 fascia, rain goods, and over-clad roof	Intrusive
Services mounted on or through the external slopes of the roof	Intrusive
Roller shutter doors and other loading area doors	Little / Neutral
Infilled central former track area	Little / Neutral
Services generally	Little / Neutral
Steel structure replacing removed posts	Little / Neutral
Aluminium framed office windows c.1984	Little / Neutral
Current office fit out	Little / Neutral
Brick toilet block (east side)	Little / Neutral
Internal wire and corrugated iron walls	Intrusive
Pedestrian doors, awnings and stairs and ramps external to the building	Little / Neutral
Externally mounted air conditioning units, lights, signage	Intrusive
Northern Extension (last six bays) including:	
1946-49 extension to the north	Little / Neutral
Remnant 1946-49 concrete elements in northern extension	Little / Neutral

8 Purcell, 'The Goods Shed Initial Conservation Management Plan', p 46.

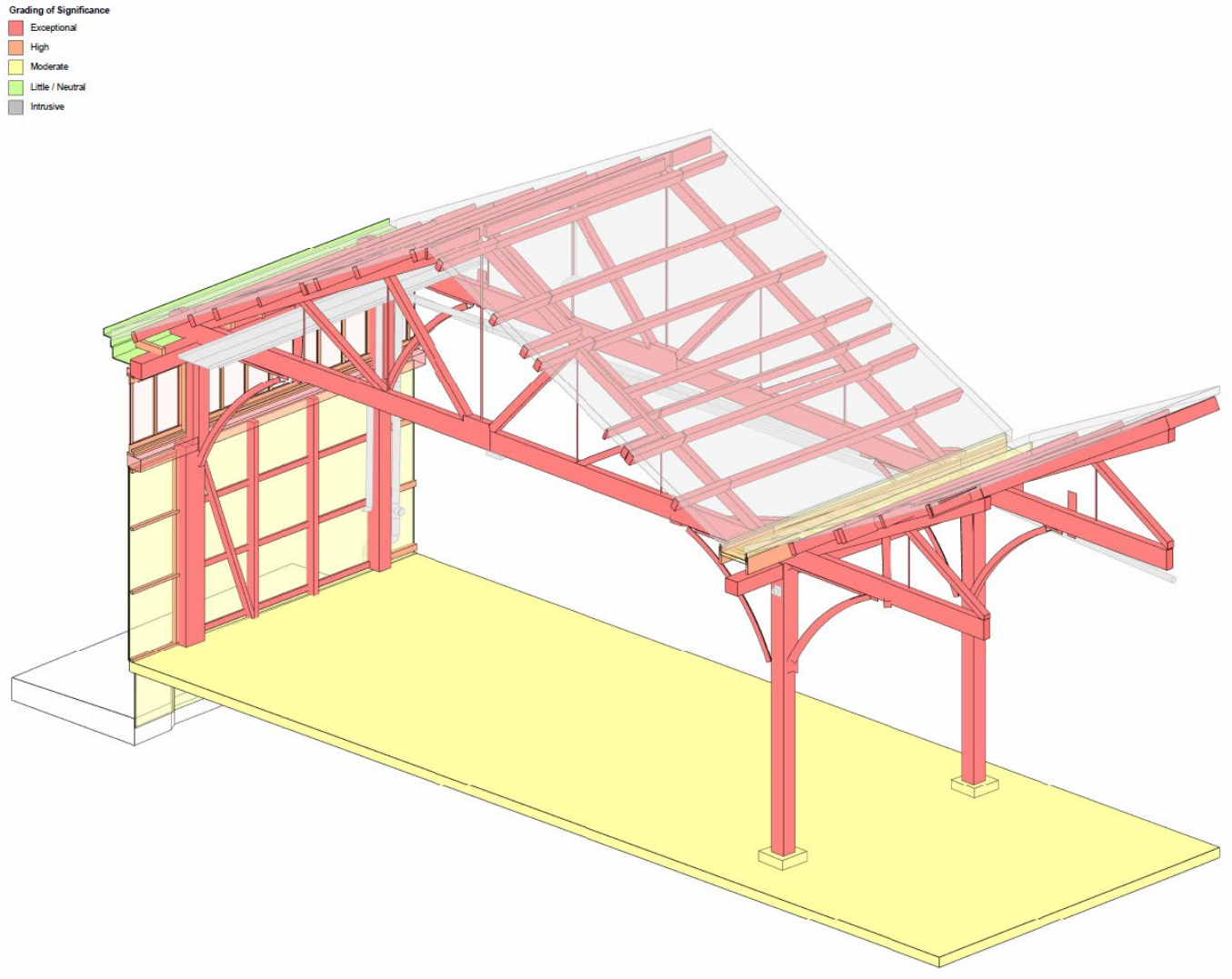


Figure 1 **Typical grading of significance colour coded drawing (Source: Veris as amended by Purcell)**

3.0 Cataloguing Methodology

3.1 Digital tagging protocol

This protocol has been developed for use within the digital asset *(Model - Drawing - Veris - Goods Shed 3D model - 305945_MPDC Goods Shed_R2019_RevB.rvt)* provided to Purcell. [9]

The protocol has adopted in part *Table 34 Asset identification Protocol* of the *Macquarie Point Development Corporation (MPDC), Macquarie Point Multipurpose Stadium BIM Execution Plan, Revision 08 – 27.08.2025*. Table 34 of the BIM Execution Plan is intended for use by Maintenance manage items (MMIs), the scheduled elements for dismantle are not categorised as such, therefore, a variation of the table is provided below to allow for greater locational accuracy in the scheduled elements, using an alphanumeric grid referencing system.

Modelled elements in the provided survey file may differ from real world conditions. All element identification and tagging nominations have been prepared based on the survey file. It is the contractor's responsibility to advise the Heritage Architect and prepare additional tags as required to account for any discrepancy.

3.1.1 Element ID / Naming

Table 7: Adopted Naming Protocol

Field 1	Field 2	Field 3	Field 4
Numeric Grid Reference	Alphabetic Grid Reference	Element Type	Number of instances
G17 -	AB -	TRS -	01

The above example = The first instance of a truss on Grid 17 between grids A-B

All fields are to be separated by a hyphen "-"

3.1.1.1 Grids (Field 1 & 2)

Grid lines were not included in the provided documentation for the exiting Goods Shed, nor did the BIM Execution Plan (BEP) provide reference to the existing grid set out of the Shed in Section 11.4 of the BEP. Therefore, the historic plans for the Goods Shed framing set out has been adopted from Figure 41 of the 'Initial Conservation Management Plan' [10]. All grids, unless noted otherwise, are parallel or perpendicular by 90 degrees.

Where either an alphabetic or numeric grid can't be identified for an element, an X is to be used in the applicable field.

3.1.1.2 Element Types (Field 3)

Table 8: Adopted and edited (additional tags shown bold) Element Naming Protocol from the Aecom Condition Report [11]

Tag		Description
TRS		**Truss (assembly) Includes the following:**
	TR	Truss Tie Rod (size varies)
	TD	Truss Diagonal member
	RB	Truss Bottom Chord
	RR	Roof Rafter
SC		Structural Column
STB		Stub over wall Column
ST		Wall Strut (above window, below window, centre of building)

9 Email correspondence from Sam Glanville of Hunter Mason dated 22nd May 2026.
10 Purcell, 'The Goods Shed Initial Conservation Management Plan', p 29.
11 AECOM Australia Pty Ltd, 'Structural Compliance Assessment Report: Hobart Railway Goods Shed', 7th May 2025

HB	Horizontal Bracing
W	**Window**
WB	Wall Brace
WP	**Wall Plate**
FM	Wall Mullion
BT	**Wall Batten**
RA	Rolled Angle
RI	**Roof Ridge Beam**
RP	Roof Purlin
XX	**Unclassified Item**

3.1.1.3 Number of Instances (Field 4)

Where multiple elements or components occur within a single alphanumeric grid reference, each instance shall be numbered sequentially, with the lowest instance number assigned to the element closest to the preceding grid line, ascending toward the next applicable grid line.

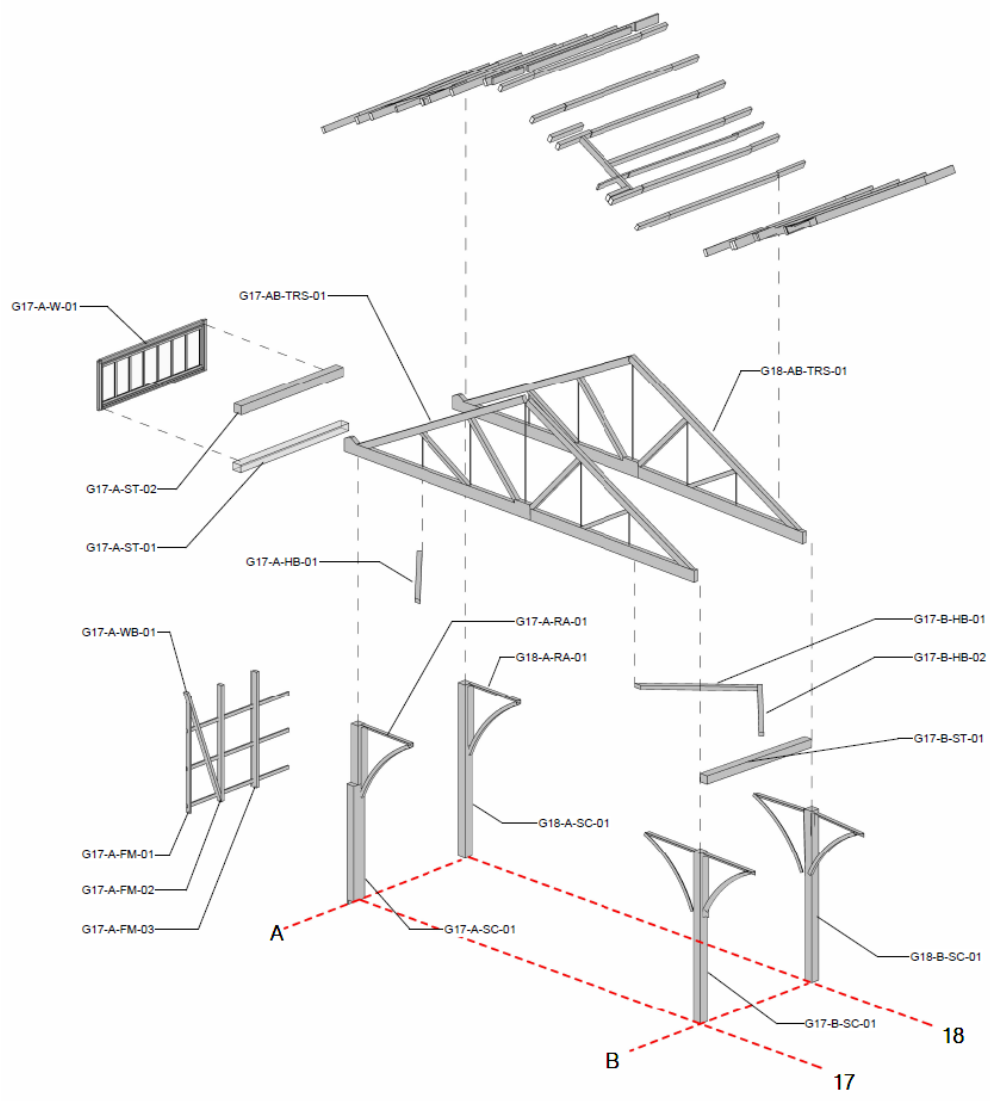


Figure 2 Typical tagging / naming protocol drawing (Source: Veris as amended by Purcell, Drawing MPMS-PUR-DR-HC-03-3001, Rev P02 Purcell)

3.2 Tagging methodology

This Tagging methodology is to be applied to all built heritage items scheduled for dismantling and storage. The tagging protocol is developed to account for the range of element and assembly conditions.

Generally, all tag fixings must be reversible. No fixing method should cause damage to, or undue alteration of significant historic fabric or markings. All tags are to be applied in situ prior to elements or assemblies being removed from their existing location within the Goods Shed.

The fixing methods are to be selected based on material, surface condition, and anticipated storage sequence / placement.

3.2.1 Tag Type Schedule

Table 9: Tag Type Schedule

Tag Type	Material	Size	Text	Fabrication notes
Type 1	Anodized Aluminium (Min. 1mm BMT)	60x20mm	Etched ICOCP 6mm (0.6 spacing)	Allow for 2x 2.5mm holes either end of the tag.
Type 2	White paint pen or oil-based paint marker	NA	Handwritten	Ensure printed capital letters / numbers are used. Never apply to an outwardly visible face, inscribed surface, or surfaces bearing original finishes / markings.

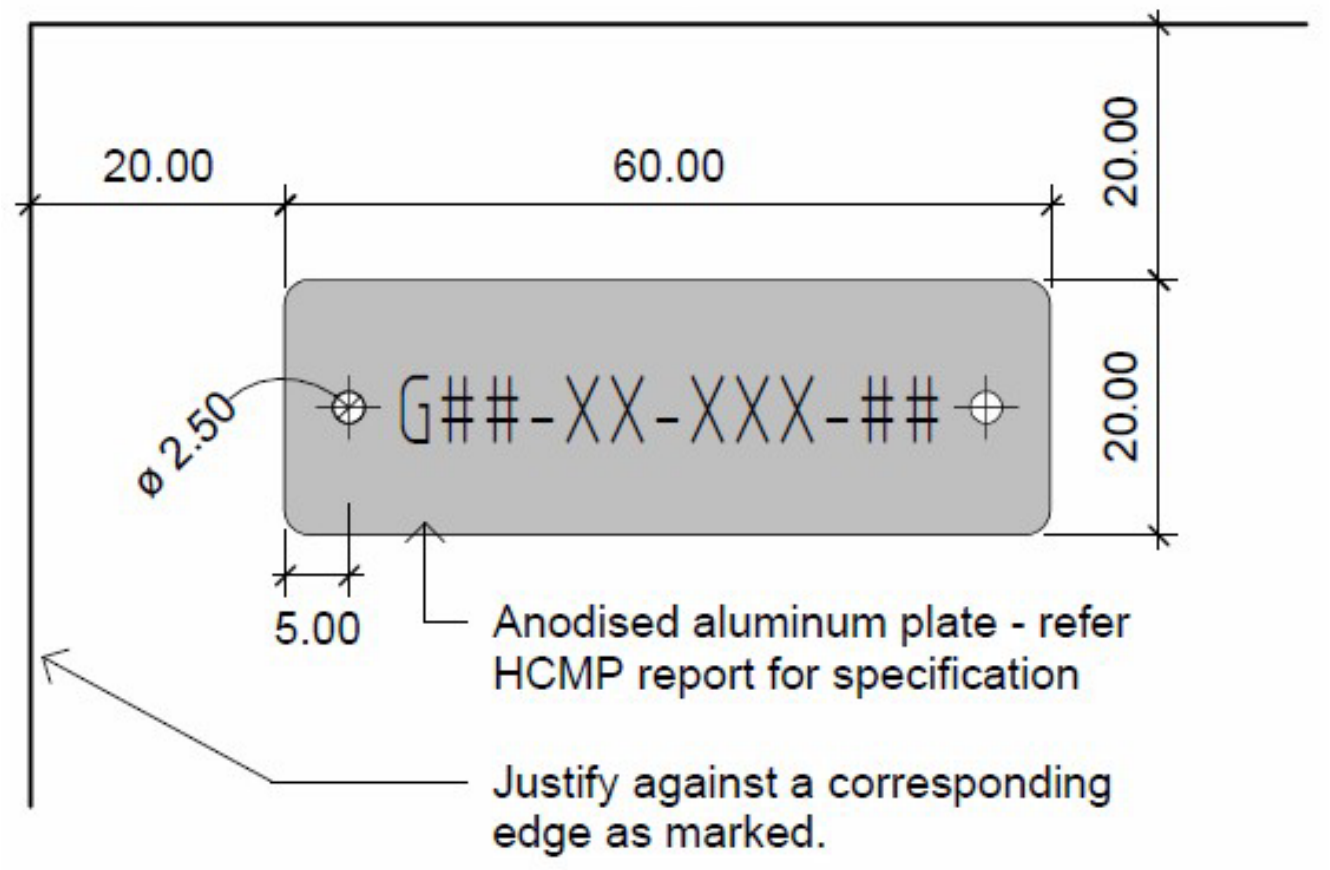


Figure 3 Sample tag design (Source: Drawing MPMS-PUR-DR-HC-03-3001 Rev P02 Purcell)

3.2.2 Tag Application

A minimum of one tag per built element or assembly is to be applied, refer the table below:

Table 10: Tag Selection Protocol

Element Type	Tag Type	Fixing Method	Location
All vertical Timber Elements not included in an assembly (SC, STB, FM, WB)	Type 1	2x Stainless Steel PH Screw 6G 18mm Pre-drill both 2.5mm pilot holes using a tag blank as a template.	Facing the direction of the preceding Grid Number, justified to the top left.
All Horizontal Timber Elements not included in an assembly (ST, HB, BT)	Type 1	2x Stainless Steel PH Screw 6G 18mm Pre-drill both 2.5mm pilot holes using a tag blank as a template.	Top side, justified against the edge that is closest to the corresponding tags Grid Number.
All Truss Assemblies (TRS)	Type 1	2x Stainless Steel PH Screw 6G 18mm Pre-drill both 2.5mm pilot holes using a tag blank as a template.	Top side of bottom chord (RB) on the left side and located between the Rafter (RR) and first Tie Rod (TR)
All Element Assemblies incl. retained rooflight framing, Columns with brackets attached	Type 1 - using the tag that corresponds to the largest element within the assembly (primary element)	2x Stainless Steel PH Screw 6G 18mm Pre-drill both 2.5mm pilot holes using a tag blank as a template.	Use the location protocol of the primary host element.
All Windows (W)	Type 1	2x Stainless Steel PH Screw 6G 18mm Pre-drill both 2.5mm pilot holes using a tag blank as a template.	Internal face, justified to the bottom left.
Steel bracket as individual element removed from parent or host timber (RA)	Type 1	Zip tie using a 2.5mm x 200mm	Attach Zip tie to RA and secure tightly. Ensure it can’t dislodge or fall off.
Roof Purlins (RP)	Type 2	NA	Top side, justified against the edge that is closest to the origin Grid Number.
All elements or assemblies that are not removed as a single entity, broken, or become disassembled (XX)	Type 2	NA	Mark in a discreet location (ie. previously concealed surface or exterior facing surface)

3.2.3 Application sequence

The application sequence for tagging of built heritage items should generally follow the below sequence:

Confirm the element or assembly identification number against the Drawings / BIM model / Schedule. This is to be undertaken while the element is still in its original documented position within the Goods Shed.

Select the appropriate tag type and fixing method for the element or assembly from the above tables.

Apply the tag to the location specified in the above table, if the specified location has a conflict with a historic marking or damaged / compromised surface, Notify the Heritage Architect for coordination.

If a secondary Tag is required, apply the secondary tag to an alternate face or opposite end.

Check that the tag(s) are secure prior to the element being dismantled.

3.2.4 Quality Assurance and Spot Checks

The Heritage Architect is to spot-check in-situ tags during and prior to dismantling, not retrospectively.

Any tag that cannot be secured without risk to the fabric must be escalated to the Heritage Architect for consideration. The contactor is not to improvise; documented agreement on any deviation for an alternative fixing method is to be coordinated with the Heritage Architect.

If a tag is found to be missing or illegible at any point before reinstatement, the component must be re-identified from survey records before a replacement tag is applied, in consultation with the Heritage Architect. Under no circumstance should an element or assembly be re-tagged based on assumption.

4.0 Dismantling Methodology

4.1 Inspection

Give sufficient notice so that inspection may be made for the following hold and witness points:

Table 11: Hold and Witness Points

Hold / Witness Point	Description	Type	Review
HP1	Sample tag for fixing to elements / assemblies.	Pr	HA PM
HP2	Physical tagging to all accessible elements / assemblies prior to the commencement of works.	V	HA SE PM
HP3	Review of storage facility prior to the commencement of works.	V	HA SE PM
HP4	Dilapidation photos of all elements / assemblies nominated for relocation to record condition and integrity.	Ph W	HA SE P PM
HP5	Record moisture content of all timber elements prior to the commencement of works and to enable monitoring during storage.	W	HA SE PM
HP6	Engineering instruction/certification for the commencement of works following structural enabling works.	W	HA SE PM
HP7	Following opening up of rail line to determine the lifting method and potential reclamation of encapsulated timbers	V	HA SE PM
HP8	Following opening up of rail line to determine any reasonable retention/salvage of rail stop.	V	HA SE P PM
HP9	Submit a methodology for any required retention/salvage of rail stop to the satisfaction of the nominated responsible person.	W	HA SE P PM
HP10	Complete materials testing per Aecom report. [12] Actions to be identified and reviewed.	Sc W	HA SE P PM
HP11	Following dismantling and upon detailed inspection: Identification of any shortfall of members reclaimed for replacement/reconstruction and sourcing of suitable replacement timber members.	W	HA SE P PM
HP12	Review of final coordinated Engineering system for reconstruction (Stage 3).	Dr Sc W	HA SE P PM
HP13	Coordination with design team for interfaces and details associated with adaptive re-use and fitout (Stage 3).	Dr Sc W	HA SE P PM
HP14	Revision of the Heritage Impact Assessment (see Appendix E) following HP12 and HP13 or any substantial deviation in accordance with Macquarie Point Precinct Order 2025 (the Order) Schedule 4, Clause 8, H14. [13]	W	HA P PM

Notes

Type
B: Benchmark, Dr: Drawing Review, Ph: Photo, Pr: Prototype, S: Sample, Sc: Scope Review, V: Visit, W: Written

Review
HA: Heritage Architect, SE: Structural Engineer, P: Proponent, PM Project Manager

12 AECOM Australia Pty Ltd, 'Structural Compliance Assessment Report: Hobart Railway Goods Shed', 7th May 2025
13 Macquarie Point Precinct Order 2025, Schedule 4, Clause 15.

4.2 Identification, removal and disposal of non-significant fabric

Dismantling classifications are depicted within the Drawings nominated in 0.

Table 12: Dismantle classifications

Type	Classification
Dismantle	Dismantle without damage and store items for relocation and reconstruction in accordance with Section 6.2.
Salvage	Salvage from the demolition works and stockpile material for reuse in the relocated works. Material is to be stored in proximity to items / elements dismantled for relocation and reconstruction in accordance with Section 6.2.
Recover	Recover without damage items to be retained and delivered to the principal.
Recycle	Demolish and deliver for recycling at a nominated recycling plant.
Dispose	Demolish and remove material from site. Do not burn or bury on site, dispose of in a safe and legal disposal site. Transit: Prevent spillage of demolished materials in transit

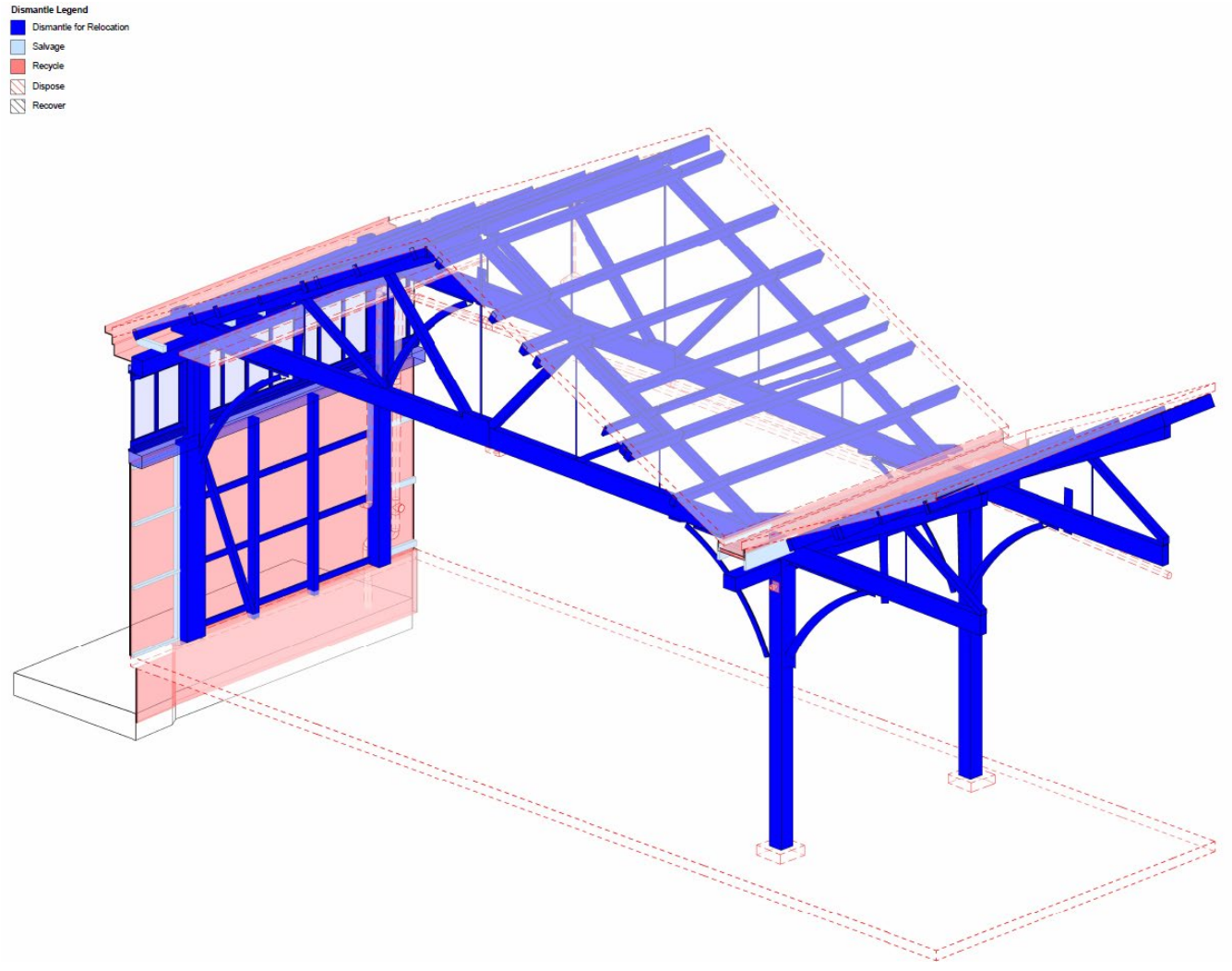


Figure 4 Typical dismantle / removal colour coded drawing (Source: Veris as amended by Purcell)

4.3 Temporary Engineering

The dismantling of the Goods Shed is to be undertaken in accordance with Goods She Relocation: Strengthening & Repair Requirements and Methodology, Ver 1, prepared by JMG, dated 31 July 2026, and associated drawings S01 through S14, inclusive, RevP1 prepared by JMG, dated 31.07.26, see Appendix F.

4.4 Disposal strategy

The disposal of materials is to be undertaken generally in accordance with the CEMP. The following additional considerations are to be accounted for:

- Galvanised iron sheets stamped, and in good condition to be recovered for interpretative purposes.

5.0 Handling and Transport Methodology

This methodology is designed around single-lift and direct loading to flatbed truck. If practical to do so, any intermediate set-down should be avoided to eliminate the need re-lift, therefore reducing the risk of damage the timber elements.

This guidance has been adopted from best practice guidance which notes that *'the number of times an item is handled should be kept to a minimum'* [14]. All pre-lift preparation, dunnage placement, truck positioning, sling protection must therefore be complete before any large timber element is disconnected from the building.

Any lifting plans, Safe Work Method Statements, licensing, vehicle registration and traffic management plans are to be read in conjunction with this methodology.

5.1 Handling Procedure

This procedure is drafted for the handling of dismantled elements/components/assemblies scheduled for cataloguing, dismantling, storage and salvage.

Any departures from this procedure, or additional procedures required for handling and transportation are to be outlined in contractor methodologies in accordance with Section 1.7 Departures.

5.1.1 Glazing Protection

Glazing is to be retained within its complete window assembly (frame, sash, glazing bars, and glass as a single unit) wherever possible. De-glazing (separating glass from its frame) is to be avoided and treated as a last resort, only where an assembly cannot be safely removed intact (e.g. due to structural decay or an oversized fixed light).

All window assemblies are to be, catalogued (see Section 3.0) removed and stored in accordance with Section 6.0, prior to the commencement of structural dismantling, so that no deconstruction, or heavy plant activity takes place while glazed assemblies remain in the structure.

Sequencing

- Apply masking tape in a cross-hatch pattern to both faces of each pane within the assembly, to mitigate against vibration-induced cracking during removal and transport.
- Release the frame from the opening by removing fixings, packers, and surrounding trim (e.g. architraves, beads, lining boards etc.) Ease frames free of the opening using timber wedges/levers against the frame - never against the glass or glazing bars.
- Fully support the assembly's weight (via strap, hoist, or two/three-person team as size dictates) before the last fixing is released, so the frame cannot rack, twist, or drop suddenly.
- Fit a temporary rigid brace or diagonal strut across the back of each assembly (screwed to the frame only, never through glazing bars into the glass rebate) to prevent the frame racking out of square during handling and transport.
- Apply labels in line with Section 3.0 of this report.
- Stand each assembly upright in a padded A-frame or cradle immediately after removal (never laid flat) with soft packing foam/ spacers between assemblies to prevent frame-to-frame or glass-to-frame contact.

Damage Response

- Photograph any crack, chip, or breakage in situ, log it against the assembly ID, and report it to the Principal.
- Where a pane is damaged beyond stabilisation within its assembly, do not discard and do not remove the damaged pane from the assembly unless directed by the heritage consultant.

5.1.2 Lifting Points, Sling Protection & Supports

Flat, wide-web polyester slings shall be used exclusively for direct contact with heritage timber components. Wire, rope, or chain slings are prohibited from direct contact with heritage surfaces.

14 reCollections – Caring for collections across Australia, Commonwealth Department of Communications, Information Technology and the Arts, Heritage Collections Council, 1998, Transportation, p. 17

All slings shall carry a current inspection tag showing date of last inspection, and a current service status. Slings with abrasion damage, cuts, chemical staining, or heat damage shall be rejected and removed from site.

At every sling-to-timber contact point, a three-layer protection assembly shall be applied before the sling is placed to mitigate compression marking and damage to the timbers:

- **Base layer:** Two sheets of clean, undyed washed calico, extending a minimum of 150 mm beyond the sling edges on all sides, folded smooth against the timber surface with no wrinkles. This prevents any residual dirt, oils, or degradation products from the foam above from contacting the heritage surface
- **Padding layer:** Minimum 40 mm thickness of closed-cell polyethylene foam, density 50–70 kg/m³ (e.g. Plastazote LD45 or LD70), cut to extend 100 mm beyond the planned sling edge. reCollections states that closed-cell polyethylene foams "have good densities and are relatively inert materials which won't deteriorate or give off harmful gases" and are the appropriate material for this application. [15] This foam thickness is sufficient to prevent point loading from the sling edges while not being so deep as to allow the sling to roll during the lift
- **Sling** placed over the foam, centred on the padding

This three-layer assembly shall be taped lightly at its outer edges with archival-quality Filmoplast or similar pH-neutral tape — solely to prevent the assembly migrating before the sling takes load. The tape is applied only to the outer edges of the calico, never to the heritage surface.

No through bolts, lifting eye bolts, or other mechanical fasteners are to be fixed to any timber elements without the approval of the Heritage Architect.

All lifting operations, including; dogging, rigging, tag lines, spreaders, lift checks and crane management are to be managed and documented by others.

5.2 Vehicle Loading and Unloading

This procedure is drafted for the general approach to transport via roadway for all items scheduled for storage. The procedure does not apply to all material scheduled for disposal.

5.2.1 Vehicle Selection

The flatbed truck shall be selected on the basis of confirmed truss dimensions and weights, not on an assumed standard. Specific requirements:

The truck bed shall be of sufficient length to accommodate the longest truss or timber element with a minimum 300 mm clear at each end. An overhang beyond this minimum requires state road authority approval for an oversize load and may require pilot vehicles, travel time restrictions, and an oversize load permit under the Road Transport (Mass, Loading and Access) Regulations 2017 (Tas) [16]. Overhang shall be marked with a flag or oversize load marker as required by the Regulations.

The truck bed shall be swept clean, free of loose material, protruding bolt heads, stake-pocket fittings, and standing water before dunnage installation. Any raised fittings that cannot be removed shall be padded to a height that does not project above the dunnage bearer surface.

The driver shall confirm before loading that the combined weight of all trusses / timber elements to be loaded, plus dunnage and packing materials, does not exceed the vehicle's rated payload. For multiple trusses, the load distribution along the truck deck shall be calculated to confirm compliance with the axle mass limits under Tasmanian road transport regulations.

5.2.2 Packing & Load Restraints

Dunnage bearers, fabricated from dressed timber at a minimum MGP10, 90mm clearance to allow for forklift / hoisting equipment to pass beneath the timber element. Dunnage shall be positioned transversely across the truck bed at positions corresponding to the defined structural loading points as directed by the Structural Engineer.

Spacing of dunnage is to be sufficient so that timber elements are not subject to bending moments beyond the capacity of the member sizes. Spacing is to be confirmed in writing by the Structural Engineer.

Where multiple timber elements are to be loaded on a single truck, the dunnage system shall be designed to provide independent support for each member or element with a minimum clear separation gap of 75 mm between adjacent elements under all anticipated dynamic loading conditions (cornering, braking, road-induced vibration). Adjacent timber elements shall not

15 reCollections – Caring for collections across Australia, Commonwealth Department of Communications, Information Technology and the Arts, Heritage Collections Council, 1998, Transportation, p. 22

16 Transport Services, 'Oversize and overmass (OSOM) vehicles and loads' (Tasmanian Government website).

share dunnage bearers. Foam-capped timber spacing battens shall be installed between the elements and secured to the truck bed, such that under normal transport loads elements cannot migrate into contact with each other.

Table 13: Packing and Loading Schedule

Element	Loading Orientation	Notes
Truss (assembly)	Vertically	Place on bottom chord to evenly spaced dunnage, under no circumstances are trusses to be laid down.
Structural Column	Horizontally	Stack on evenly spaced dunnage, if Rolled angle brackets are left attached to columns ensure dunnage to individual brackets are accounted for.
Stub over wall Column	TBC	TBC.
Wall Strut	Horizontally	Stack on evenly spaced dunnage.
Horizontal Bracing	Horizontally	Stack on evenly spaced dunnage.
Window	Vertically	Stand each assembly upright in a padded A-frame or cradle immediately after removal (never laid flat) with soft packing foam/ spacers between assemblies to prevent frame-to-frame or glass-to-frame contact.
Wall Brace	Horizontally	Stack on evenly spaced dunnage.
Wall Plate	Horizontally	Stack on evenly spaced dunnage.
Wall Mullion	Horizontally	Stack on evenly spaced dunnage.
Wall Batten	Horizontally	Stack on evenly spaced dunnage.
Rolled Angle	Horizontally	Stack on evenly spaced dunnage. Ensure orientation of bracket aligns with the corresponding bracket below, or, if required to mirror orientation consistently throughout the stack.
Roof Ridge Beam	Horizontally	Stack on evenly spaced dunnage. Lengths to be confirmed during dismantle, do not cut if overhang exceeds allowance. Seek direction form the Principal.
Roof Purlin	Horizontally	Stack on evenly spaced dunnage. Lengths to be confirmed during dismantle, do not cut if overhang exceeds allowance. Seek direction form the Principal.

6.0 Storage, protection and management

This section establishes the requirements, protocols and monitoring obligations for the secure storage and management of built heritage elements retained from the dismantling works. These requirements are informed by the Minimum Standards of Maintenance and Repair as defined by the *Heritage Act 1977* (NSW) and Heritage Regulation 2012 (NSW). While the Minimum Standards are defined for buildings the Regulation also states that they are to be applied to movable objects. In principle the Minimum Standards are to *ensure the values of the heritage item are protected.* [17] The relevant requirements of the Minimum Standards are to:

- ensure protection against damage or deterioration due to weather
- ensure a reasonable level of protection against damage or destruction by fire, including additional fire protection for unoccupied buildings
- provide security
- arrange regular inspections
- provide inspection reports [18]

All storage arrangements must satisfy the requirements of the Proponent and the Order.

6.1 Requirements of storage facility

The Project Manager shall identify and advise a storage location that is secure, protected from wind and water ingress and of low/stable humidity, suitable for the temporary storage of all elements nominated for ‘dismantle’ or ‘salvage’ (See Section4.2).

The facility must satisfy the following general siting and operational requirements:

- Internal environmental conditions (temperature and humidity) should be consistent and, where practicable, similar to the conditions experienced by the elements in their original location
- Clear access must be maintained around stored elements to facilitate monitoring, inspection and handling
- The site must not be located in an area prone to flood or coastal inundation, bushfire or landslip hazard; and
- The floor surface of the storage area must be flat, even, free of obstructions, and capable of supporting the service weight of the stored elements

The nominated facility must demonstrate compliance with the following relevant requirements of the Minimum Standards, noting that those not relevant to this exercise have been redacted for clarity:

Weather protection

1. The following systems or components, if present, must be maintained and repaired (including by being cleaned and secured) to the standard necessary to ensure a reasonable level of protection for the building, work or relic, and its curtilage or site, against damage or deterioration due to weather—
    1. surface and sub-surface drainage systems,
    2. roof drainage systems, including gutters, rainwater heads, down-pipes and stormwater drainage systems,
    3. roofs, walls, doors and windows (including the glass components of doors and windows) and other components intended to exclude sun, rain, wind, hail, snow or other weather elements, including their security against the effects of high winds,
    4. systems or components which might be at risk of damage or dislodgment by high winds, including damage by falling trees and branches, tidal inundation or wave action,
    5. systems and components such as damp-proof courses, flashings, ventilation systems and other measures intended to prevent the ingress of water or dampness or to reduce its effects,
    6. lightning conductors,

17 Environment and Heritage, ‘Minimum standards of maintenance and repair for heritage items’ (NSW Government Website) , accessed 28/05/2026.
18 Environment and Heritage, ‘Minimum standards of maintenance and repair for heritage items’ (NSW Government Website), accessed 28/05/2026.

7. any other system or component designed to protect the building, work or relic or its curtilage or site against damage or deterioration due to weather.

Fire protection

1. Vegetation, rubbish and any other material that could create a fire hazard for the building, work or relic is to be removed and not permitted to accumulate.
2. The following systems or components, if present, must be maintained and repaired to the standard necessary to ensure a reasonable level of protection for the building, work or relic against damage or destruction by fire:
    1. lightning conductors,
    2. fire detection ~~and control~~ systems, including smoke and heat detectors ~~and fire sprinkler systems~~ and including associated alarm and communication systems,
    3. stores of inflammable materials or rubbish,
    4. building services such as electricity, gas and heating systems,
    5. any other system or component designed to protect the building, work or relic from damage or destruction by fire.

Security

1. Fencing or surveillance systems appropriate to the nature and location of the building, work or relic must be installed to secure it and its site and prevent vandalism.
2. The following systems or components, if present, must be maintained and repaired to the standard necessary to ensure a reasonable level of security for the building, work or relic:
    1. boundary and internal fences and gates, including associated locking mechanisms,
    2. in the case of a building, the walls, roof and other building elements, doors, windows and other closures, including glazing and associated locking and latching mechanisms,
    3. any electronic surveillance or alarm system installed on the site,
    4. any other system or component designed to ensure the security of the building, work or relic.
3. If an opening to a building is designed or intended to have a door, window or other closure in place and does not have the door, window or other closure in place, the opening must be boarded up.

Essential maintenance and repair

1. Essential maintenance and repair of a building, work or relic (being maintenance and repair necessary to prevent serious or irreparable damage or deterioration) must be carried out whenever necessary.
2. Essential maintenance and repair includes:
    1. the taking of measures (including inspection) to control pests such as termites, rodents, birds and other vermin, and
    2. the taking of measures to maintain a stable environment for in-situ archaeological relics. [19]

6.2 Storage protocol

All elements are to be stored according to the structural grouping (grid reference / bay) rather than by element type, to preserve spatial relationships and facilitate accurate, sequential reinstatement.

All elements must be kept clear of the floor, with minimum ground clearance to allow safe hoisting/ forklift access. Solid packers at even spacings must be used to ensure uniform distribution of load is allowed for the elements, and to ensure they are not subject to undue stresses / deformation and to the agreement of the Proponent.

Step 1 — Record and Catalogue (in-situ, prior to transport)

Photographs taken prior to removal provide a documentary record of the quantity and condition of elements to be stored for future reinstatement. Using the naming hierarchy adopted in this Report, each element must be recorded, catalogued and grouped as follows:

19 Environment and Heritage, 'Minimum standards of maintenance and repair for heritage items' (NSW Government Website), accessed 28/05/2026.

- Agree a naming format and classification system to identify and record each instance of retained elements (Refer to Section 3.0 of this report).
- Identify and record selected elements proposed for retention and storage, cross-referenced to the relevant plans and storage references.
- Cross-reference Purcell photography or provide additional photography to record the visible face of each item, and compile as a photographic database (recording name, instance, condition and photograph reference).
- Prepare a visual and written catalogue of retained elements, coordinated to the above reference system, including current storage location, and
- Apply a label with typed content to the outer face (i.e. the face likely to be concealed upon reinstatement) of each item.

Step 2 — Sorting

During the dismantling process, each load of elements must be maintained in sequential order and identified by location according to grid reference, so that spatial relationships between elements are preserved.

Step 3 — Labelling

- Prepare labels in accordance with the protocols of this report (Refer to Section 3.0 of this report).
- Apply a label to a previously concealed face of each element (e.g. column end grain, rafter top face, outer face to be later concealed by cladding), and
- Apply inventory labels to any grouping or pallet so that grouped elements can be identified without unpacking.

Step 4 — Placement

- Orient items to best distribute load or maintain original load orientation and bearing points. Elements prone to warping or distortion must not be stacked. All Trusses are to be stored vertically. This is a mandatory requirement, and
- Labels must be visible from the top or side of the stored arrangement and require minimal handling to locate or read.

Stored items may need to be accessed, removed or temporarily re-oriented for inspection or testing purposes. Storage layout should anticipate this requirement and allow for safe and efficient access without disturbing the broader arrangement of stored items/ elements.

Step 5 — Record Inventory

A consolidated inventory of all items in storage must be compiled and submitted to the Proponent once all elements are relocated to storage.

6.3 Monitoring protocol and requirements

Regular monitoring of stored heritage elements and the storage facility is required to identify and address deterioration at the earliest opportunity. The monitoring regime covers the condition of the facility, the physical state of stored elements, and the integrity of security and fire safety systems.

6.3.1 Scope of Monitoring

Each inspection must be recorded against the Monitoring Protocol (See Appendix C) and is intended to assess the following:

- Facility internal climatic conditions — temperature and humidity. Suitable equipment to capture data is to be installed in the facility to provide continuous environmental records. This may be by way of temperature and humidity data dots. This data is to be collected at each inspection and deviation from nominated parameters (Refer to section 6.3.3 Moisture Content Monitoring Guidance) is to be identified and actioned in accordance with the protocol.
- Facility external conditions – Signs of vandalism, water ingress, damaged building envelope.
- Pest activity — evidence of termites, rodents, birds or other vermin.
- Moisture content of retained timber elements is to be assessed using a calibrated resistance-type moisture meter. Readings are to be taken across the grain, at the lowest possible level in multiple locations (min. 4x per element), and in a consistent manner. Baseline readings must be established prior to stripping of the building envelope and dismantling. Refer to section 6.3.3 Moisture Content Monitoring Guidance.
- Visual signs of corrosion or deterioration of ferrous metal components and fixings.
- Visual deterioration of timber elements, including warping, cupping and distortion, and

- Evidence of fungal decay, bored/dry rot, and biological attack.

6.3.2 Frequency of Monitoring

The following monitoring program is to be maintained:

- Prior to commencement of works — baseline building condition data to be recorded.
- At completion of dismantling.
- Every three months during the first 12 months of storage; and
- Every six months thereafter.

6.3.3 Moisture Content Monitoring Guidance

Variation in moisture content: ±2 or ±3% (Structural Damage)

Baseline moisture-content readings should be established before dismantling and increased exposure commence. Best practice guidance [20] recommends maintaining timber within approximately ±2% or 3% of its equilibrium moisture content. Significant change from the timber's existing condition may cause swelling, shrinkage, checking, and distortion.

Hold point: A change greater than ±2 percentage points

Recommended action:

- Review the cause of the moisture change, refer to internal climate temperature and humidity recordings.
- Inspect the affected timber for damage.
- Improve weather protection, ventilation, or storage conditions as required.
- Continue monitoring until the moisture content has stabilised within the accepted range.
- Obtain structural engineer approval no damage has occurred before works affecting the member continue.

Seasoned timber limit: 15% (Strength Requirements)

AS 1720.1 [21] identifies a nominal moisture-content range of 10–15% for seasoned timber. The structural assessment has been completed on the basis that the existing timber remains seasoned. An absolute upper limit of 15% from a strength perspective should be adopted for the project.

Hold point: Moisture content greater than 15%

Recommended action:

- Engineer to review the temporary works and temporary loading applied to the affected member, allowing for the potential reduction in timber strength and stiffness.
- Reduce further moisture exposure and allow the timber to dry under controlled and well-ventilated conditions.
- Reassess the affected member and associated connections where required.
- Do not proceed with permanent installation or enclosure until the moisture content has returned to 15% or below and the member has been accepted by the structural engineer.

Potential decay and condition deterioration: 20% (Structural Condition and Damage)

Best practice guidance identifies prolonged moisture content of approximately 20% or greater as being conducive to fungal decay. At this level, the timber may also develop new condition issues that were not present or identified during the previous AECOM assessment [22].

Critical hold point: Moisture content of 20% or greater.

Recommended action:

- Immediately prevent further moisture exposure.
- Isolate the affected member and commence controlled drying.

[20] Wood Solutions, Moisture Management of Timber Frame Construction, Technical Design Guide issued by Forest and Wood Products Australia, April 2023
[21] AS1720.1 - 2010 Timber structures, Part 1: Design methods
[22] AECOM Australia Pty Ltd, 'Structural Compliance Assessment Report: Hobart Railway Goods Shed', 7th May 2025

- Inspect for mould, staining, decay, new checking or splitting, distortion and deterioration around joints and connections.
- Have the affected timber reassessed by the structural engineer and, where appropriate, the heritage consultant or timber specialist.
- Do not reuse or reinstall the member until its moisture content has returned to an acceptable level and its condition and structural adequacy have been confirmed.

The exceedance of 15% or 20% does not automatically mean that permanent damage has occurred. However, it triggers a hold point requiring drying, inspection and engineering acceptance before the affected member can proceed to the next stage of the works.

6.3.4 Responsibilities

Monitoring is to be carried out by the Contractor during the construction phase and by a nominated responsible person for the duration of storage.

6.3.5 Monitoring Checklist

Each inspection shall be recorded using the protocol at Appendix C. Completed checklists must be submitted to the Proponent.

6.3.6 Triggers for Unscheduled Inspection

An unscheduled responsive inspection must be carried out immediately upon the occurrence of any of the following:

- Any breach of security or fire safety systems.
- Moisture content readings that exceed agreed threshold levels.
- Any remedial works required to address deterioration of the building fabric or environmental conditions; and
- Any other event identified by the Proponent or responsible person as warranting urgent review.

Threshold moisture content levels and remedial action protocols are to be agreed with the Heritage Architect and Structural Engineer prior to the commencement of storage.

7.0 Re-erection, alteration and adaptation

The methodology for re-erection of the Goods Shed including, but not limited to, alteration and adaptation is to be further developed through Stage 3 of the project.

The design principles for these works are assessed in the Heritage Impact Assessment, prepared by Purcell 17/08/2026 (See Appendix E). The HIA notes that, given the status of the design development and coordination, continued consultation should be undertaken to ensure that the design responds to the conditions of the Order and policies of The Goods Shed, Initial Conservation Management Plan, Final Issue 02, prepared by Purcell May 2025 (the Initial CMP). This should include, but not be limited to responsiveness of the re-erection, alteration and adaptation to the following policies of the Initial CMP:

- Policy 04 Use the CMP and the change management process (Section 5.3) to guide change.
- Policy 07 Retain and enhance the cultural heritage significance and values of the Goods Shed through any program of change. Manage change sensitively and ensure the use of high-quality design and construction, and materials appropriate to its heritage context.
- Policy 08 Prioritise the exposure of the timber structure and open plan configuration of the Goods Shed.
- Policy 09 Reconstruct the original pattern of fenestration, in the reconstruction of the Goods Shed including cargo doors and skylights.
- Policy 12 Establish policies and technical guides for signage and tenancy fitouts to ensure cohesive and consistent approaches which minimise visual clutter and avoid impact to significant fabric.

The re-erection of the Goods Shed is proposed as a partial reconstruction. It is to generally accord with the following principles:

1. Timber elements should be reconstructed consistent with the tagging protocol, in that elements be reconstructed in the configurations and relationships from which they have been removed, and on a like-for-like basis to reflect the original construction and configuration.
2. In instances where elements are of poor condition, and beyond repair, they are to be replaced by members salvaged from the Goods Shed, beyond the nominated footprint for reconstruction. Otherwise, replacement materials should be selected on a like- for- like basis.
3. Where the structure needs to be upgraded for structural compliance and performance requirements, this is to be done generally in accordance with JMG documentation and in consultation with the heritage architect. The principle being that additional structural capacity is supplementary to the original and significant timber structure.
4. All introduced elements, including those required for reconstruction, base building services and tenancy fitouts should be guided by the Initial CMP, specifically Policy 04 and 07 and consultation with suitably qualified persons as required by the Order.
5. Consistent with the Order any substantial variation from the methodology specified in the Heritage Conservation Management Plan must be endorsed by Heritage Tasmania before any works are performed under the variation.

The design for the re-erection, alteration and adaptation of the Goods Shed is further outlined within the following documentation:

- Appendix F: Goods Shed Relocation: Strengthening & Repair Requirements and Methodology, Ver 1, prepared by JMG, dated July 2026, and associated drawings S01 through S14, inclusive, RevP1 prepared by JMG, dated 31.07.26.
- Design documentation outlining proposed alteration and adaptation as follows:

Cox Architecture, Cumulus	COVER SHEET – DRAWING INDEX	MPS-COX-DR-01-A00-0001	1	28/06/2024
Cox Architecture, Cumulus	EXISTING CONTEXT PLAN	MPS-COX-DR-01-A11-0000	1	28/06/2024
Cox Architecture, Cumulus	SITE PLAN EXISTING CONDITIONS	MPS-COX-DR-01-A11-1000	1	28/06/2024
Cox Architecture, Cumulus	SITE PLAN PROPOSED	MPS-COX-DR-01-A11-2000	4	28/06/2024
Cox Architecture, Cumulus	EXISTING CONDITIONS AND DEMOLITION PLAN - LEVEL GROUND	MPS-COX-DR-01-A15-1000	1	28/06/2024

Cox Architecture, Cumulus	GROUND PLANE - EXTERNAL CONCOURSE PLAN	MPS-COX-DR-01-A20-0000	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 0 FIELD LEVEL PLAN	MPS-COX-DR-01-A20-0001	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 1 CONCOURSE PLAN	MPS-COX-DR-01-A20-0002	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 1M PLAN	MPS-COX-DR-01-A20-0003	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 2 STADIUM CLUB PLAN	MPS-COX-DR-01-A20-0004	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 3 MEDIA PLAN	MPS-COX-DR-01-A20-0005	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - ROOF PLAN	MPS-COX-DR-01-A20-0006	2	28/06/2024
Cox Architecture, Cumulus	BUILDING ELEVATIONS - EAST AND WEST	MPS-COX-DR-01-A30-0001	2	28/06/2024
Cox Architecture, Cumulus	BUILDING ELEVATIONS - NORTH AND SOUTH	MPS-COX-DR-01-A30-0002	2	28/06/2024
Cox Architecture, Cumulus	BUILDING ELEVATIONS - MATERIAL PALETTE	MPS-COX-DR-01-A30-0003	2	28/06/2024
Cox Architecture, Cumulus	SITE SECTIONS	MPS-COX-DR-01-A40-0001	3	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - EAST	MPS-COX-DR-01-A40-0002	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - NORTH	MPS-COX-DR-01-A40-0003	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - SOUTH-WEST	MPS-COX-DR-01-A40-0004	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - WEST	MPS-COX-DR-01-A40-0005	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - SOUTH-EAST	MPS-COX-DR-01-A40-0006	2	28/06/2024
Cox Architecture, Cumulus	SOLAR STUDIES	MPS-COX-DR-01-A80-0001	1	28/06/2024

8.0 Interpretation

The Interpretation of the Goods Shed should be a key component of the wider Macquarie Point Interpretation Strategy and Plan. This would be consistent with the following policy of the Initial CMP:

- Policy 16 Continue to explore ways to increase the public's understanding and appreciation of all values of the Goods Shed, including through an established program of Interpretation.

Interpretation of the Goods Shed should form part of the site wide Heritage Interpretation Strategy and Heritage Interpretation Plan, accounting for the wider context and setting of Macquaire Point and providing insights into the lives of people associated with the place and as a springboard to explore ideas relating to their time and place. This should include, and a central component culturally appropriate material developed by the Palawa community, designers and advisors to include acknowledgement of the Aboriginal people's connection to Country.

Interpretation planning should be prepared in accordance with best practice documentation and agreed industry process, and:

- Identify the significance of the place, establish relevant themes and stories, identify existing and potential audiences, and recommend suitable interpretive media, devices, and locations.
- Provide for the implementation through detailed design and construction of identified and suitable media and devices.

The form and presentation of the Goods Shed, in and of itself, may compromise an element of the Interpretation Plan. The open plan nature of the Goods Shed, expression of the timber structure, its fixings, connections and accretions, such as ad-hoc painted signs and symbols accrued during its operative years, could be included as media, devices and locations for a more structured strategy to represents relevant themes and stories. Fitouts and commercial banding may afford other mediums be through which themes and stories of the Goods Shed can be communicated.

9.0 Appendices

Appendix A: Heritage Architecture Documentation

DOCUMENT ISSUE SHEET

PURCELL

Job Number: 250777 | **Job Name: MPMS - Macquarie Point Goods Shed Dismantling Works** | **Sheet No. 1**

Day	26	02
Month	06	07
Year	26	26

Document No.	Document Title	Size	Prepared	Reviewed	Scale	RVT	EXCL	DOC	PDF		Revision at Time of Issue	
MPMS-PUR-DR-HC-03-0001	Drawing Index and Location Plan	A3L	HJ	LBS	NA				x			P1
MPMS-PUR-DR-HC-03-0002	General Notes	A3L	HJ	LBS	NA				x			P1
MPMS-PUR-DR-HC-03-1001	Existing Significance GA Floor Plan (Part 1 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1002	Existing Significance GA Floor Plan (Part 2 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1011	Existing Significance Roof Framing Plan (Part 1 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1012	Existing Significance Roof Framing Plan (Part 2 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1101	Existing Significance GA East Elevations	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1101	Existing Significance GA North and South Elevations	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1102	Existing Significance GA West Elevations	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1203	Existing Significance Section 01 - 04	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1202	Existing Significance Section 05	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1203	Existing Significance Section 06	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-1301	Existing Significance Isometric 01	A3L	HJ	LBS	NA				x			P1
MPMS-PUR-DR-HC-03-1302	Existing Significance Isometric 02	A3L	HJ	LBS	NA				x			P1
MPMS-PUR-DR-HC-03-2001	Dismantle / Removal GA Floor Plan (1 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2002	Dismantle / Removal GA Floor Plan (2 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2011	Dismantle / Removal Roof Framing Plan (Part 1 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2012	Dismantle / Removal Roof Framing Plan (Part 2 of 2)	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2101	Dismantle / Removal GA East Elevations	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2102	Dismantle / Removal GA North and South Elevations	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2103	Dismantle / Removal GA West Elevations	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2211	Dismantle / Removal Section 01 - 04	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2212	Dismantle / Removal Section 05	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2213	Dismantle / Removal Section 06	A3L	HJ	LBS	1:200				x			P1
MPMS-PUR-DR-HC-03-2301	Dismantle / Removal Isometric 01	A3L	HJ	LBS	NA				x			P1
MPMS-PUR-DR-HC-03-2302	Dismantle / Removal Isometric 02	A3L	HJ	LBS	NA				x			P1
MPMS-PUR-DR-HC-03-3001	Tagged Elements Isometric (Sample) and Details	A3L	HJ	LBS	NA				x		P1	P2
MPMS-PUR-DR-HC-03-9001	Sample Significance Isometric	A3L	HJ	LBS	NA				x		P1	
MPMS-PUR-DR-HC-03-9002	Sample Dismantle / Removal Isometric	A3L	HJ	LBS	NA				x		P1	
MPMS-PUR-SH-HC-03-0001	Element / Assembly Catalogue	A4P	HJ	LBS	NA		x		x			P1

Status of Issue: **S1** Coordination, **S2** Information, **S3** Review & Comment, **S4** Approval, **A5** Construction, **CR** Construction Record, **O** Other

S1	S3	

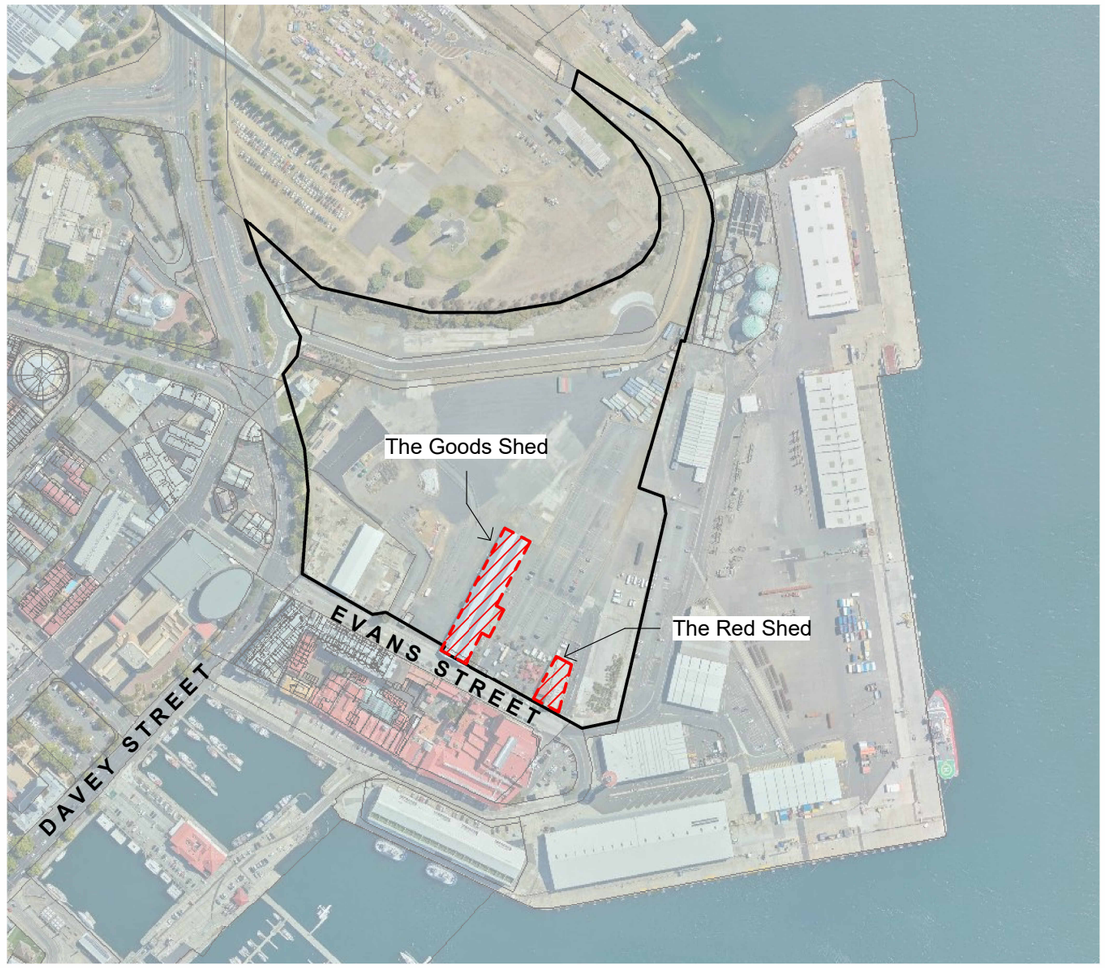
Distribution	Organisation Name	Contact Name	Issued	
Project Lead	Hunter Mason	Kelsey Timms	X	X
Project Lead	Hunter Mason	Sam Glanville	X	X
Structural Engineer	JMG	Andrew Hammond	X	X
Contractor	JVK	Martin Burbidge	X	X
Contractor	Spectran	Rob Jacobs	X	X
		A.I. Number (If applicable):		
		Issued by:	LBS	LBS

MACQUARIE POINT GOODS SHED - DISMANTLING WORKS

ADDRESS: 10 EVANS STREET, HOBART, TAS 7000
PROPERTY ID: 9126826
TITLE REFERENCE: 179192/3
THR ID: 10995
CPR: 11428

DRAWING INDEX

Sheet Number	Sheet Name
MPMS-PUR-DR-HC-03-0001	Cover Sheet and Location Plan
MPMS-PUR-DR-HC-03-0002	General Notes
MPMS-PUR-DR-HC-03-1001	Existing Significance GA Floor Plan (1 of 2) Grid 01-18
MPMS-PUR-DR-HC-03-1002	Existing Significance GA Floor Plan (2 of 2) Grid 18-32
MPMS-PUR-DR-HC-03-1011	Existing Significance Roof Framing Plan (1 of 2) Grid 01-18
MPMS-PUR-DR-HC-03-1012	Existing Significance Roof Framing Plan (2 of 2) Grid 18-32
MPMS-PUR-DR-HC-03-1101	Existing Significance GA East Elevation
MPMS-PUR-DR-HC-03-1102	Existing Significance GA North & South Elevation
MPMS-PUR-DR-HC-03-1103	Existing Significance GA West Elevation
MPMS-PUR-DR-HC-03-1201	Existing Significance Section 01-04
MPMS-PUR-DR-HC-03-1202	Existing Significance Section 05
MPMS-PUR-DR-HC-03-1203	Existing Significance Section 06
MPMS-PUR-DR-HC-03-1301	Existing Significance Isometric 01
MPMS-PUR-DR-HC-03-1302	Existing Significance Isometric 02
MPMS-PUR-DR-HC-03-2001	Dismantle / Removal GA Floor Plan (1 of 2) Grid 01-18
MPMS-PUR-DR-HC-03-2002	Dismantle / Removal GA Floor Plan (2 of 2) Grid 18-32
MPMS-PUR-DR-HC-03-2011	Dismantle / Removal Roof Framing Plan (1 of 2) Grid 01-18
MPMS-PUR-DR-HC-03-2012	Dismantle / Removal Roof Framing Plan (2 of 2) Grid 18-32
MPMS-PUR-DR-HC-03-2101	Dismantle / Removal GA East Elevation
MPMS-PUR-DR-HC-03-2102	Dismantle / Removal GA North & South Elevation
MPMS-PUR-DR-HC-03-2103	Dismantle / Removal GA West Elevation
MPMS-PUR-DR-HC-03-2201	Dismantle / Removal Section 01-04
MPMS-PUR-DR-HC-03-2202	Dismantle / Removal Section 05
MPMS-PUR-DR-HC-03-2203	Dismantle / Removal Section 06
MPMS-PUR-DR-HC-03-2301	Dismantle / Removal Isometric 01
MPMS-PUR-DR-HC-03-2302	Dismantle / Removal Isometric 02
MPMS-PUR-DR-HC-03-3001	Tagged Elements Isometric - Sample Bay and Details



1 LOCATION PLAN
1 : 5000

Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Cover Sheet and Location Plan

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 5000

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-0001

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Nominated Architect: Lucy Burke-Smith TAS:898 CC806 purcellarchitecture.com
nipaluna - 183 Macquarie Street, Hobart, TAS, 7000 ABN 43 636 400 327

GENERAL NOTES:

THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS AND SPECIFICATIONS AND SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF CONSTRUCTION OF THE WORKS.

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHOULD BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO ANY WORKS AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR CORRECTNESS. DO NOT SCALE THE DRAWINGS. FIGURED DIMENSIONS SHOULD BE USED.

MATERIALS AND WORKMANSHIP SHALL COMPLY WITH THE CURRENT EDITION OF THE NATIONAL CONSTRUCTION CODE (NCC), THE APPROPRIATE AUSTRALIAN STANDARDS, THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.

RETAIN AND CONSERVE ELEMENTS OF HIGH SIGNIFICANCE INCLUDING FABRIC AND ORIGINAL FINISHES / MARKINGS.

UNDERTAKE ALL DISMANTLING WORK, REMOVAL OF MODERN ACCRETIONS AND THE LIKE CAREFULLY AND BY HAND WHEREVER POSSIBLE TO AVOID DAMAGE TO SURROUNDING HERITAGE FABRIC.

EXISTING SURFACES TO BE RETAINED ARE TO BE PROTECTED. ANY DAMAGE SUSTAINED DURING THE EXECUTION OF THE WORKS IS TO BE REPLACED OR MADE GOOD TO AN EQUIVALENT STANDARD OR BETTER.

INSTALL NECESSARY PROTECTION PRIOR TO COMMENCING WORK THAT MAY DAMAGE SURROUNDING HERITAGE FABRIC.

UNEXPECTED OR UNDOCUMENTED DILAPIDATION OF FIXTURES OR MATERIALS DISCOVERED DURING THE DEMOLITION WORKS SHOULD BE BROUGHT TO THE ATTENTION OF THE PROJECT MANAGER AND HERITAGE ARCHITECT/CONSULTANT.

MODELLED ELEMENTS PROVIDED TO PURCELL IN THE VERIS SURVEY FILE MAY DIFFER FROM REAL-WORLD CONDITIONS. ALL ELEMENT IDENTIFICATION HAS BEEN PREPARED BASED ON THE SURVEY FILE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADVISE THE HERITAGE ARCHITECT AND PREPARE ADDITIONAL ID TAGS, AS REQUIRED TO ACCOUNT FOR ANY DISCREPANCIES.

ALL ITEMS TO BE REMOVED FROM SITE FOR REINSTATEMENT AFTER COMPETITION ARE TO BE STORED IN A SECURE DRY LOCATION, REFER HCMP REPORT.

ALL DEMOLISHED FIXTURES AND MATERIALS ARE TO BE REMOVED FROM SITE AND DISPOSED OF SAFELY AND LEGALLY. REFER TO THE HCMP REPORT.

IF AT ANY TIME ARCHAEOLOGICAL FEATURES ARE UNCOVERED REFERENCE IS TO BE MADE TO THE HCMP AND ANY ASSOCIATED ARCHAEOLOGICAL METHOD STATEMENT AND ARCHAEOLOGICAL PROCESS AS DEFINED BY THAT STATEMENT.

SURVEY FILE:

THESE DRAWING IS BASED ON THE SURVEY FILE
Model - Drawing - Veris - Goods Shed 3D model - 305945_MPDC Goods Shed_R2019_RevB.rvt

IDENTIFICATION / TAGGING PROTOCOL

Field 1	Field 2	Field 3	Field 4
Numeric Grid Reference	Alphabetic Grid Reference	Element Type	Number of Instances

ELEMENT TYPES

MARK	DESCRIPTION
TRS	Truss (assembly) Includes the following:
TR	Tie Rod
TD	Truss Diagonal Member
RB	Truss Bottom Chord
RR	Roof Rafter
SC	Structural Column
STB	Stub over Column
ST	Wall Strut
HB	Horizontal Brace
W	Window
WB	Wall Brace
WP	Wall Plate
FM	Wall Mullion
BT	Wall Batten
RA	Rolled Angle
RI	Roof Ridge Beam
RP	Roof Purlin
XX	Unclassified Item

Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
General Notes

NOT FOR CONSTRUCTION

SIZE A3L

SCALE

REV **P01**

SUITABILITY/REASON FOR ISSUE
S1 Issue For Coordination

DRAWING NUMBER
MPMS-PUR-DR-HC-03-0002

PURCELL

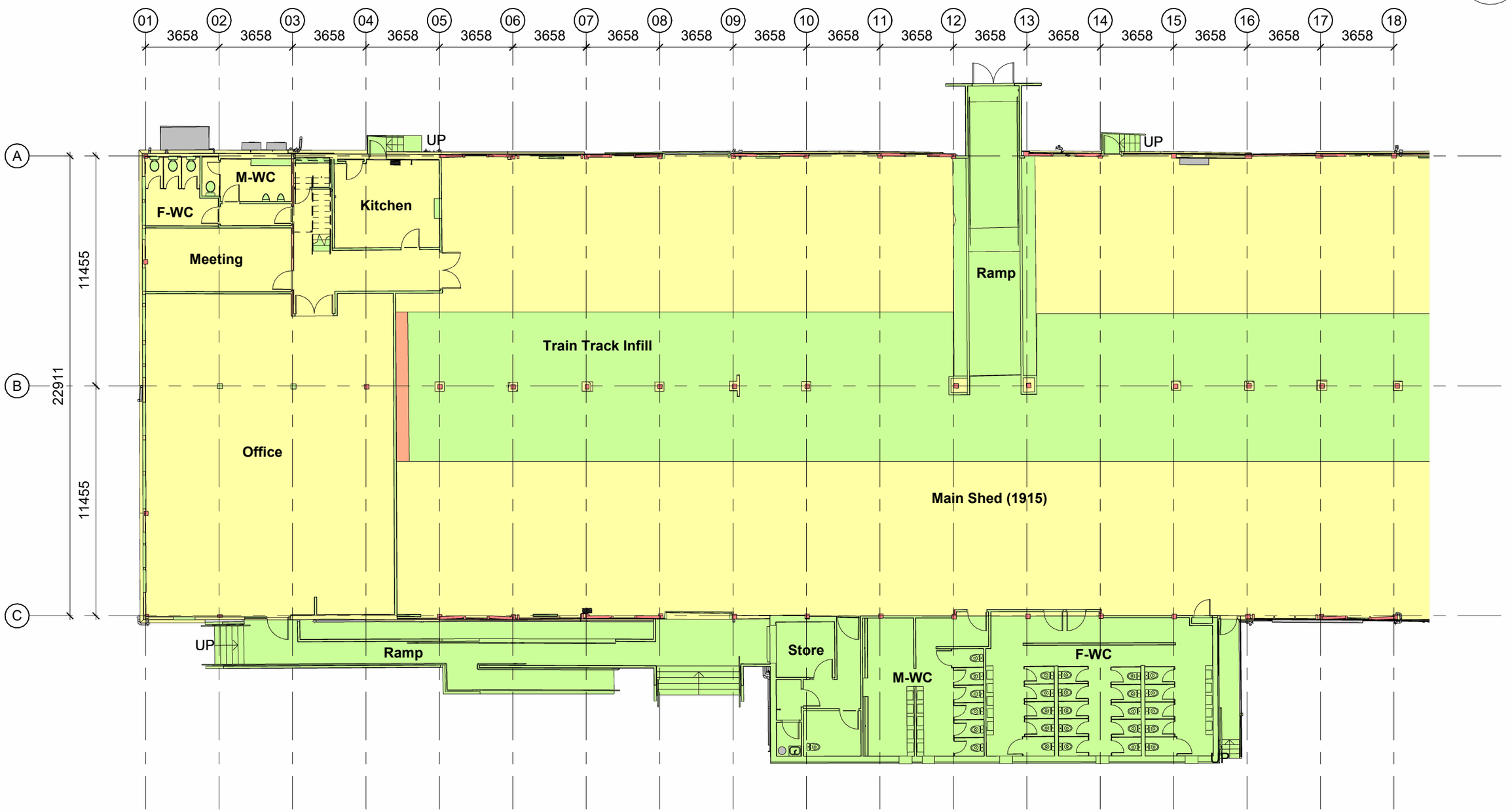
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hobartstudio@purcellap.com
purcellarchitecture.com
ABN 43 636 400 327

Grading of Significance

- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

Scale 1 : 200



Notes:

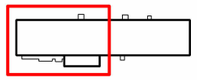
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance GA Floor Plan (1 of 2) Grid 01-18

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1001

PURCELL

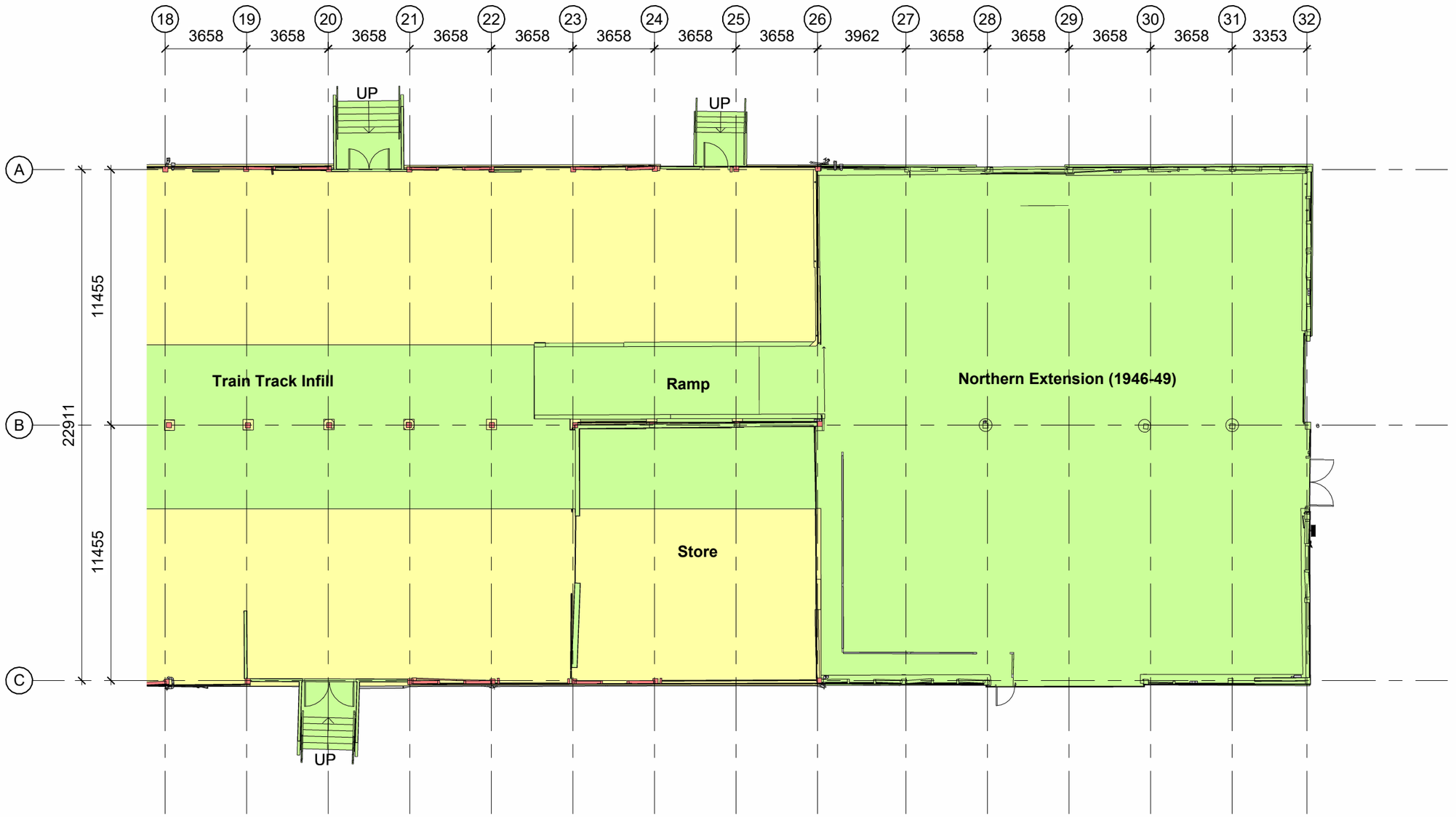
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purcellarchitecture.com
ABN 43 636 400 327

Grading of Significance

- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

Scale 1 : 200



Notes:

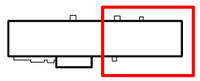
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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance GA Floor Plan (2 of 2) Grid 18-32

NOT FOR CONSTRUCTION

SIZE A3L **SCALE** 1 : 200

REV P01 **SUITABILITY/REASON FOR ISSUE** S1 Issue For Coordination

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1002

PURCELL

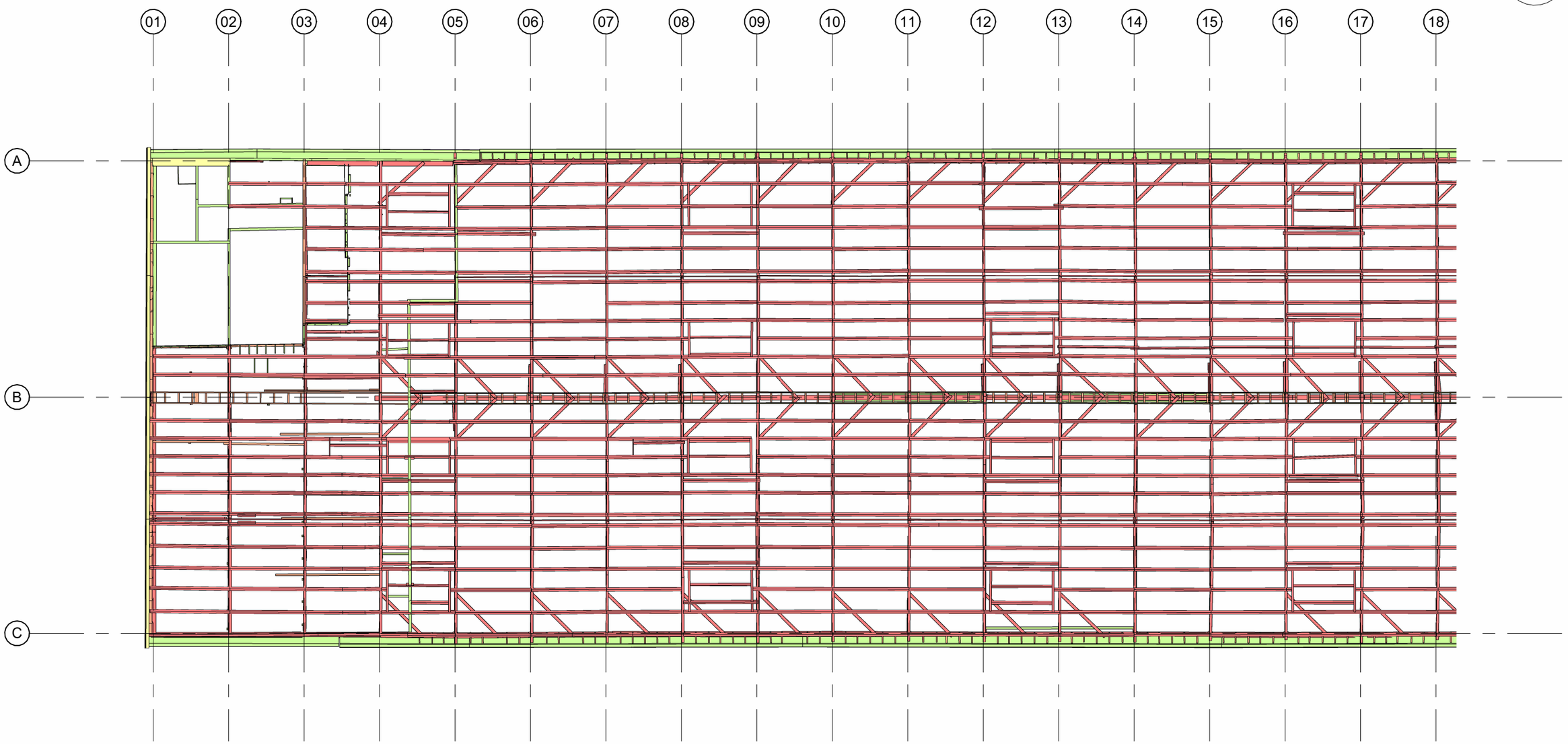
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purcellarchitecture.com
ABN 43 636 400 327

Grading of Significance

- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

Scale 1 : 200



Notes:

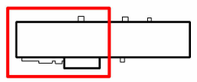
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Roof Framing Plan (1 of 2) Grid 01-18

NOT FOR CONSTRUCTION

SIZE A3L **SCALE** 1 : 200

REV P01 **SUITABILITY/REASON FOR ISSUE** S1 Issue For Coordination

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1011

PURCELL

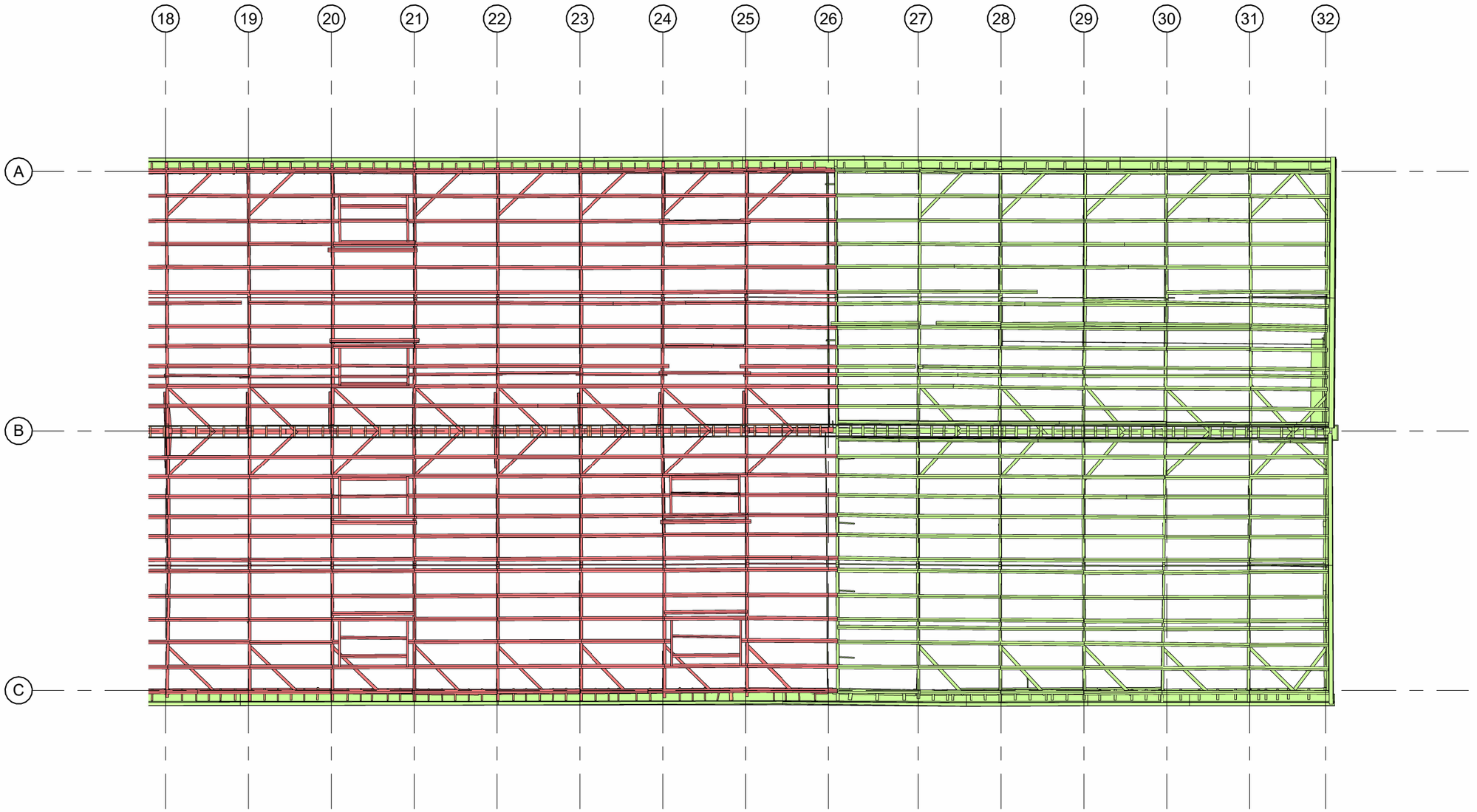
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purcellarchitecture.com
ABN 43 636 400 327

Grading of Significance

- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

Scale 1 : 200



Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Roof Framing Plan (2 of 2) Grid 18-32

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1012

PURCELL

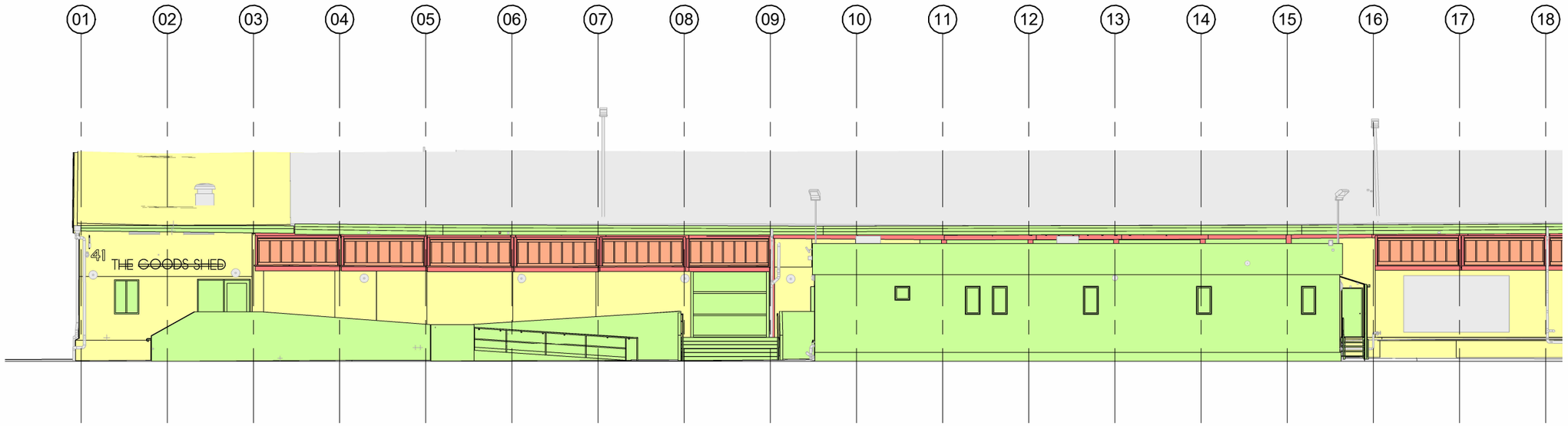
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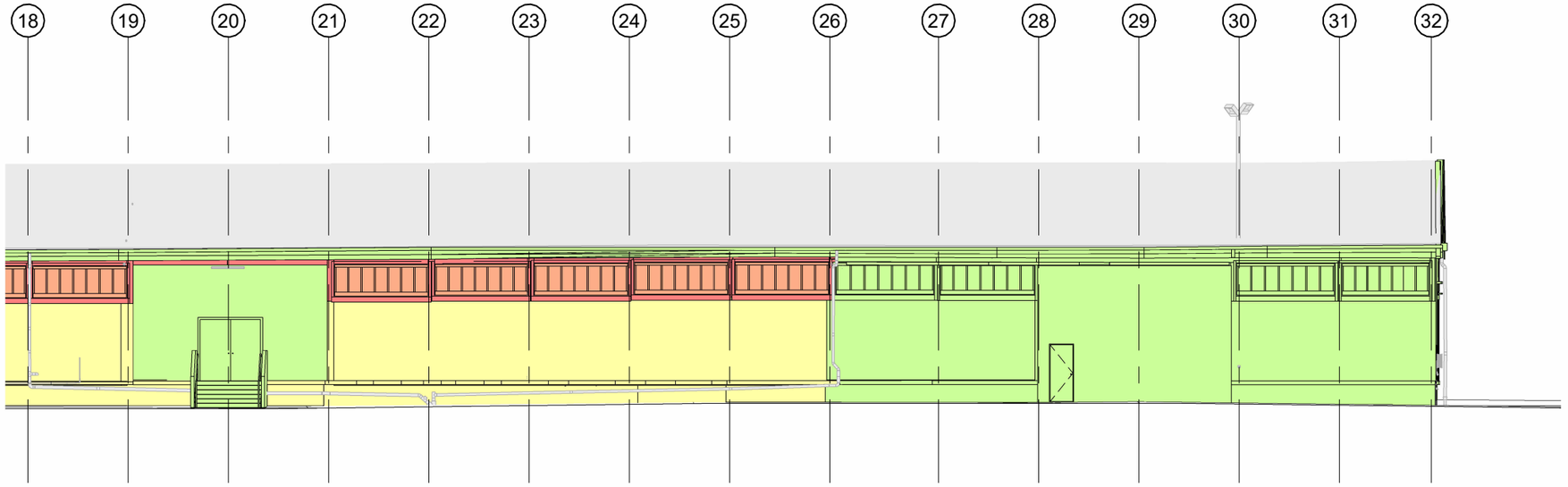
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Scale 1 : 200



1 EXISTING SIGNIFICANCE ELEVATION EAST 1 of 2

1 : 200



2 EXISTING SIGNIFICANCE ELEVATION EAST 2 of 2

1 : 200

Notes:

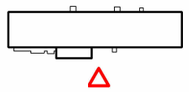
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance GA East Elevation

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1101

PURCELL

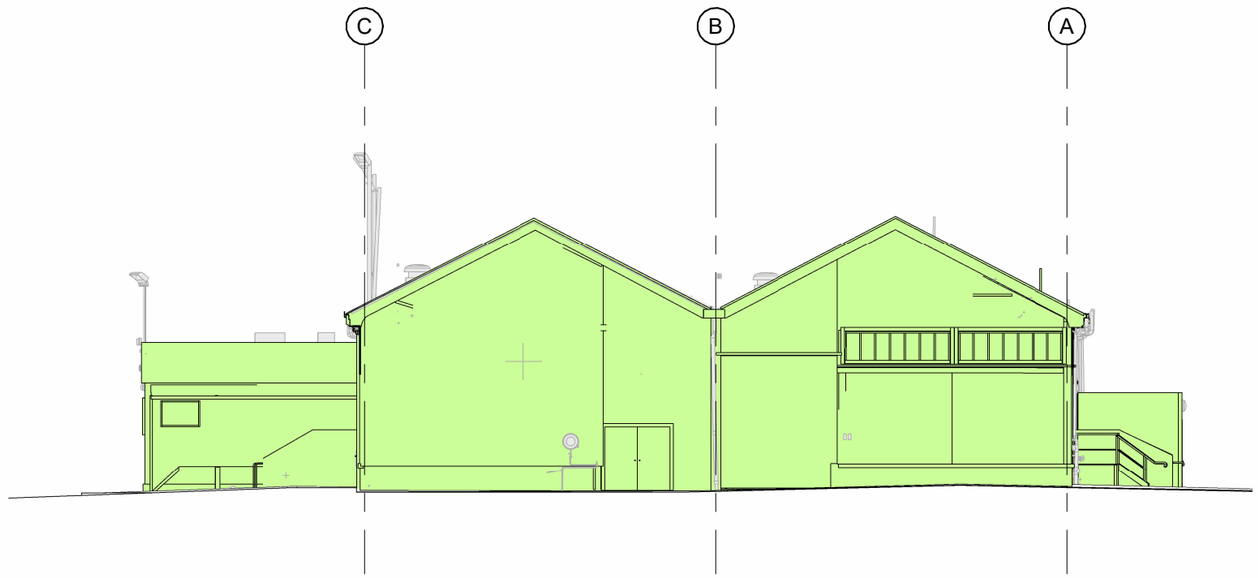
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- Intrusive

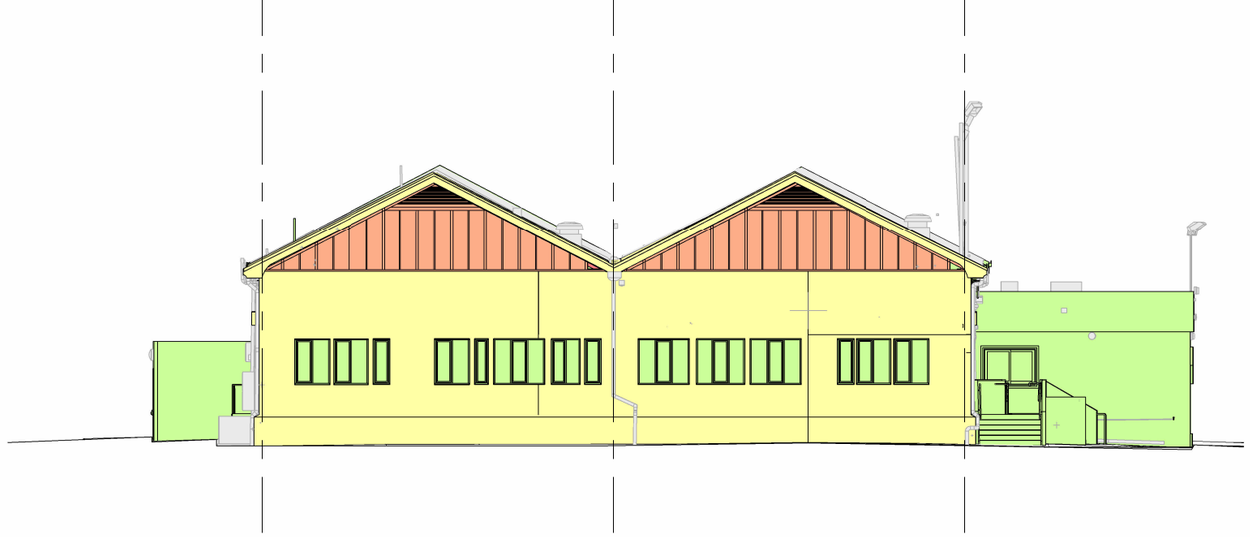
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Scale 1 : 200



1 EXISTING SIGNIFICANCE ELEVATION NORTH

1 : 200



2 EXISTING SIGNIFICANCE ELEVATION SOUTH

1 : 200

Notes:

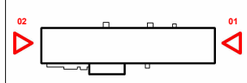
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance GA North & South Elevation

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1102

PURCELL

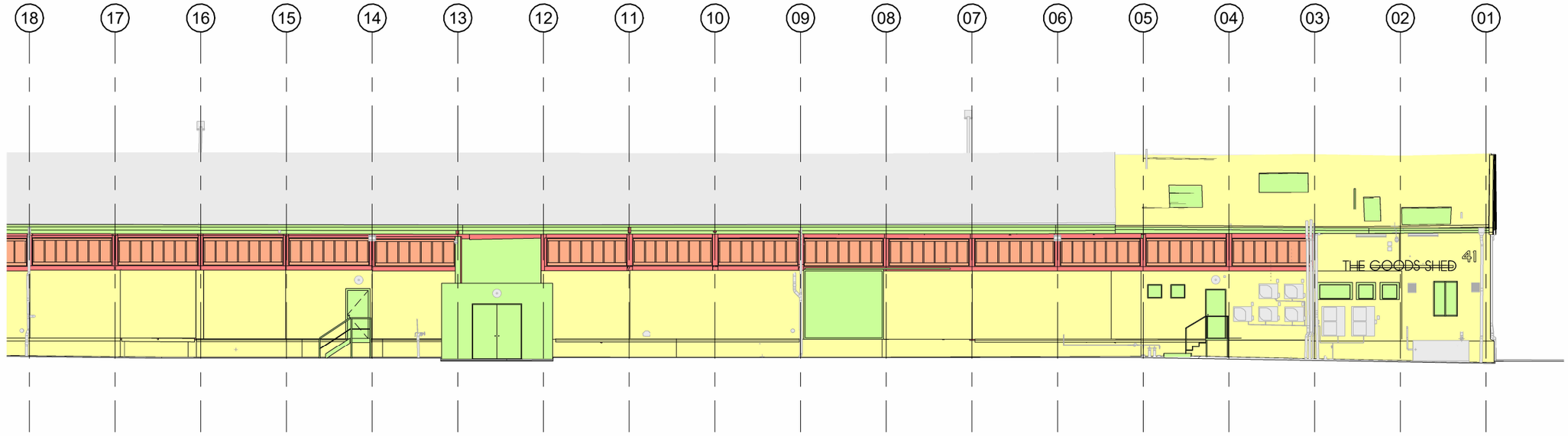
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Grading of Significance

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- Intrusive

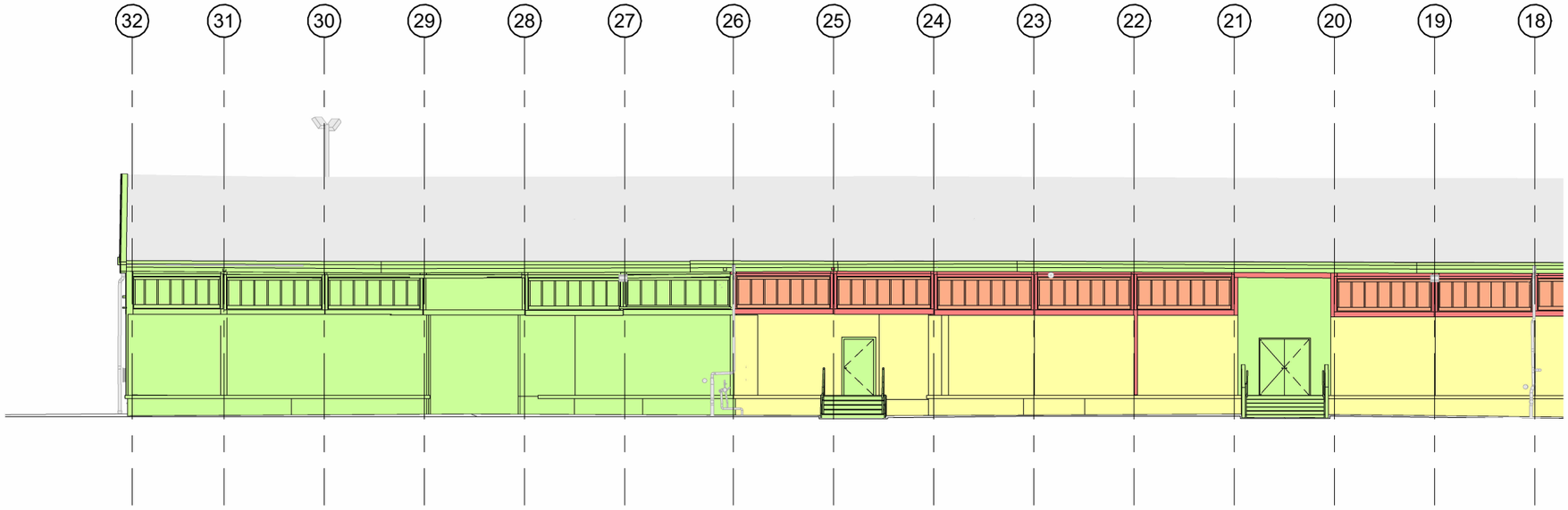
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Scale 1 : 200



1 EXISTING SIGNIFICANCE ELEVATION WEST 1 of 2

1 : 200



2 EXISTING SIGNIFICANCE ELEVATION WEST 2 of 2

1 : 200

Notes:

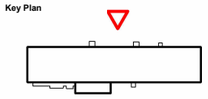
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance GA West Elevation

NOT FOR CONSTRUCTION

SIZE A3L **SCALE** 1 : 200

REV P01 **SUITABILITY/REASON FOR ISSUE** S1 Issue For Coordination

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1103

PURCELL

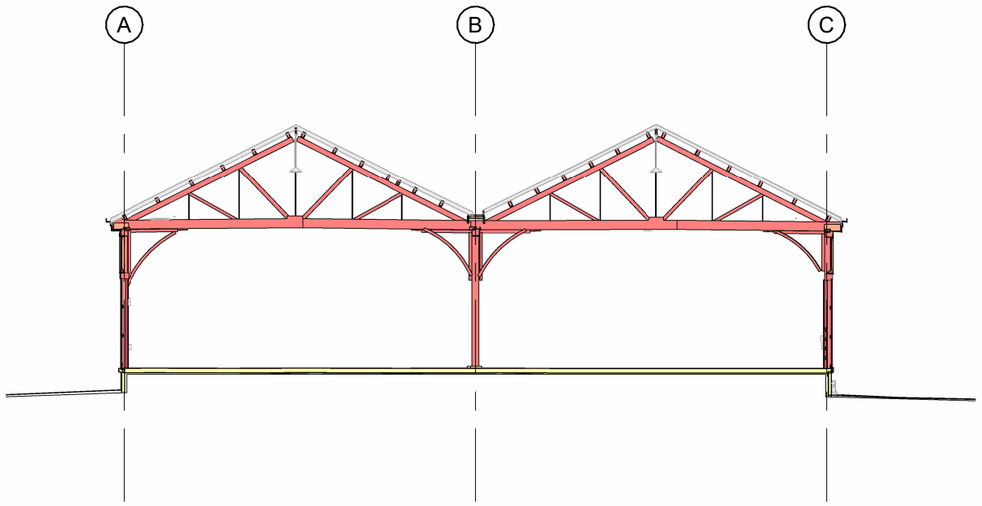
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Grading of Significance

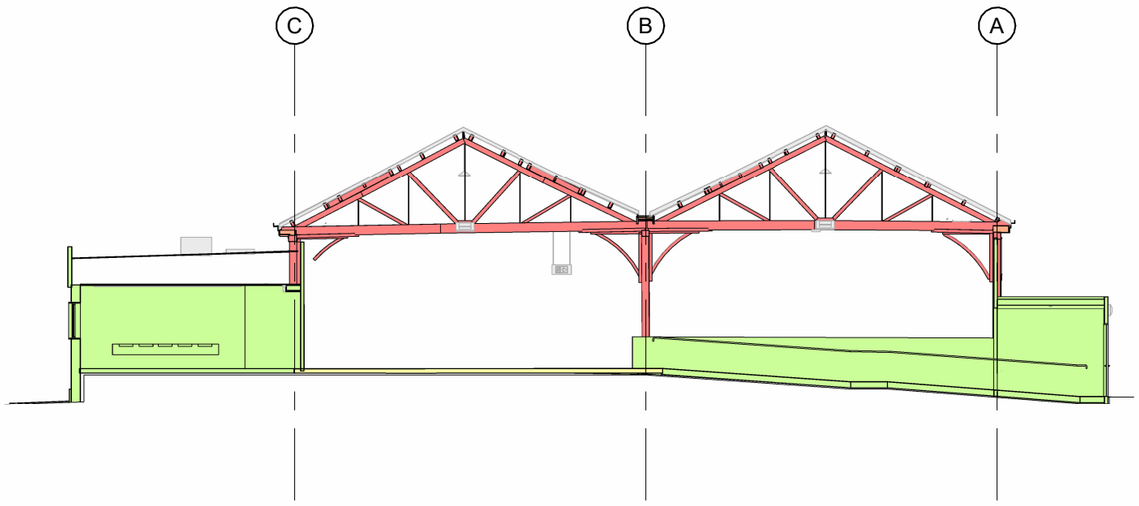
- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

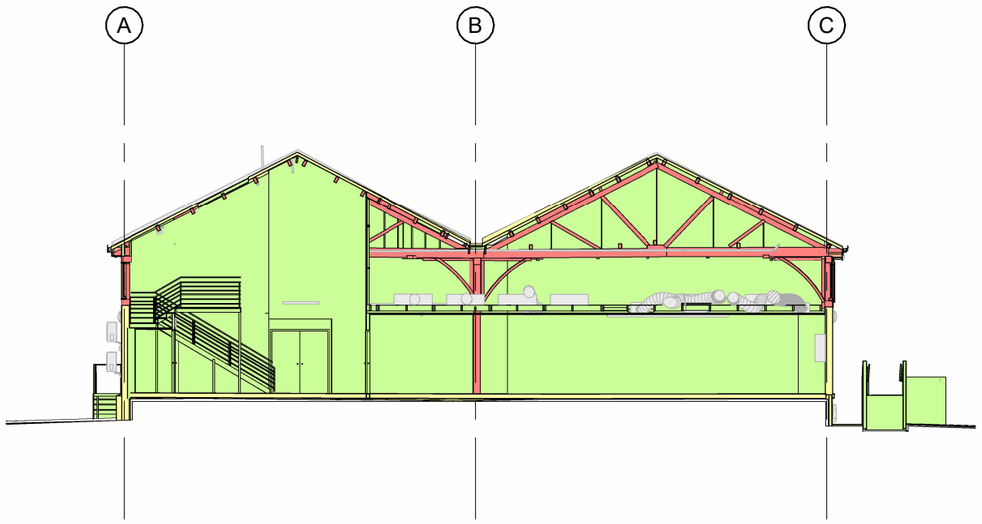
Scale 1 : 200



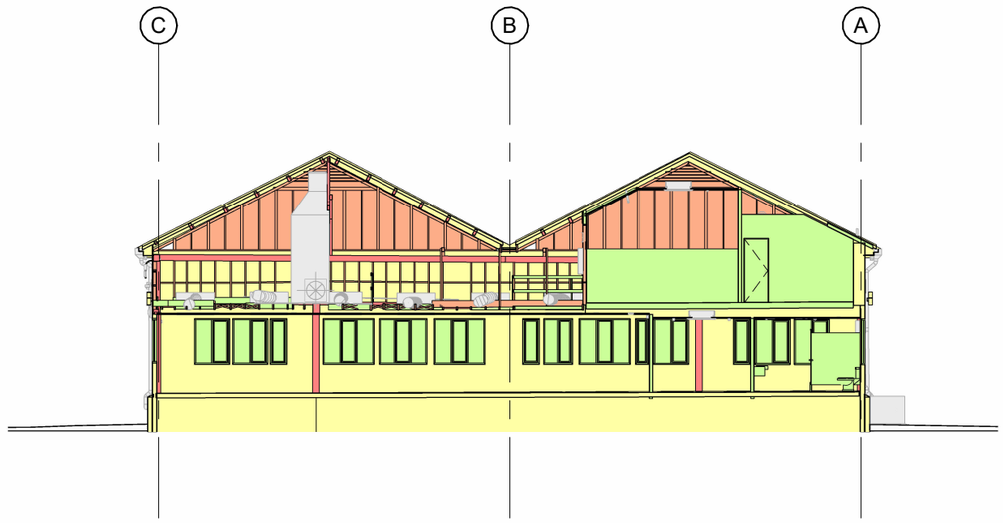
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2 EXISTING SIGNIFICANCE SECTION 02
1 : 200



3 EXISTING SIGNIFICANCE SECTION 03
1 : 200



4 EXISTING SIGNIFICANCE SECTION 04
1 : 200

Notes:

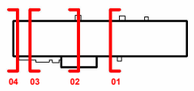
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Section 01-04

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1201

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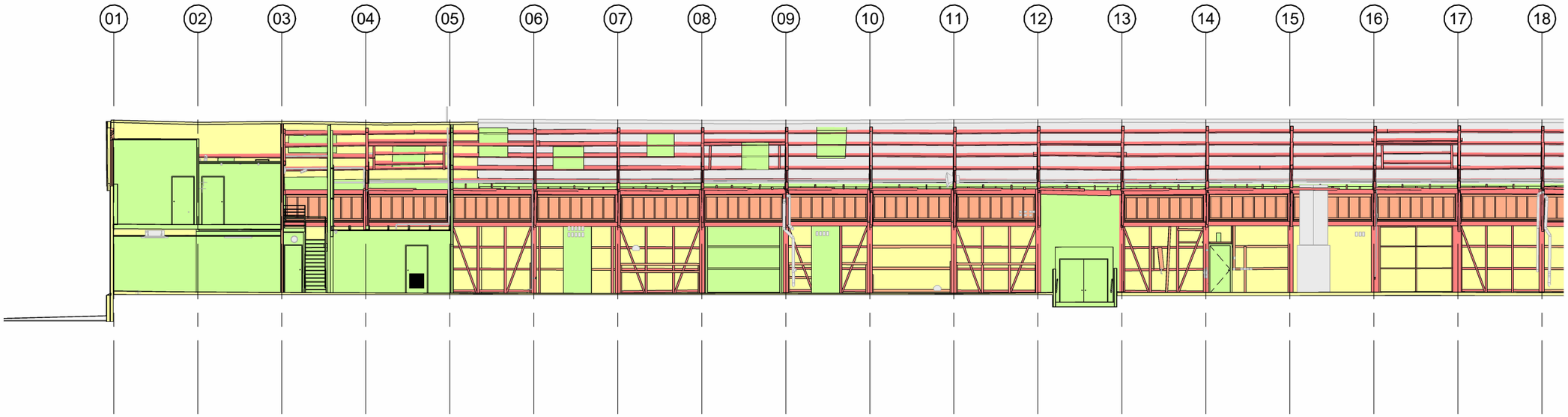
PURCELL ARCHITECTURE
hobartstudio@purcellap.com
purcellarchitecture.com
ABN 43 636 400 327

Grading of Significance

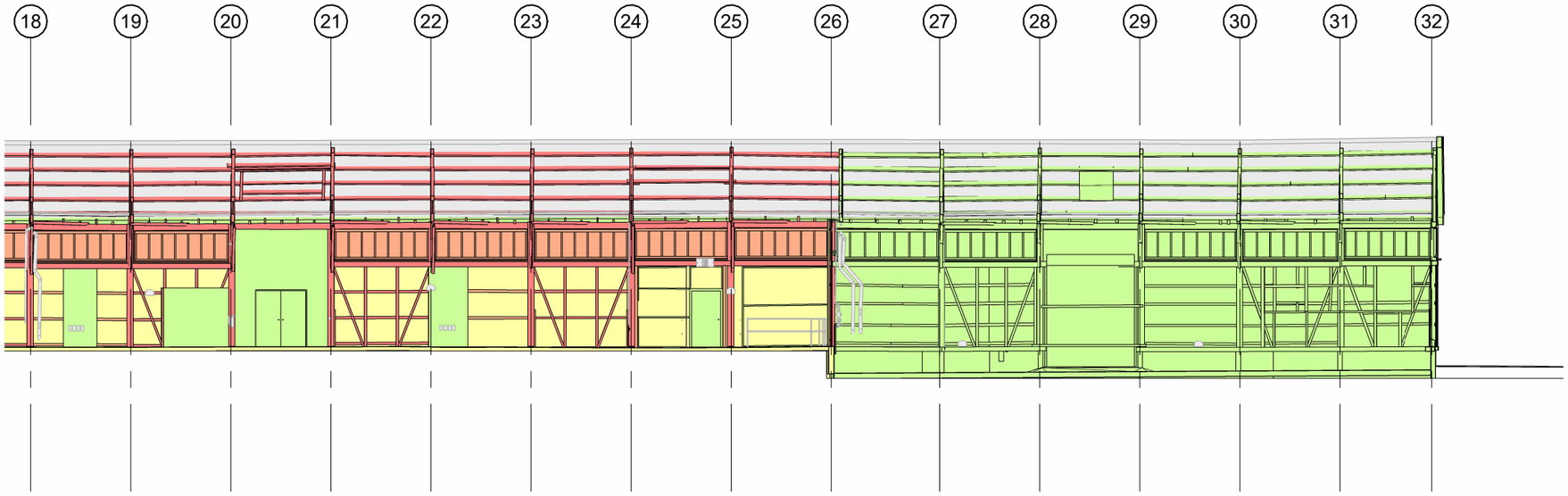
- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

Scale 1 : 200



1 EXISTING SIGNIFICANCE SECTION 05.1
1 : 200



2 EXISTING SIGNIFICANCE SECTION 05.2
1 : 200

Notes:

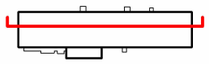
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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

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PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Section 05

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1202

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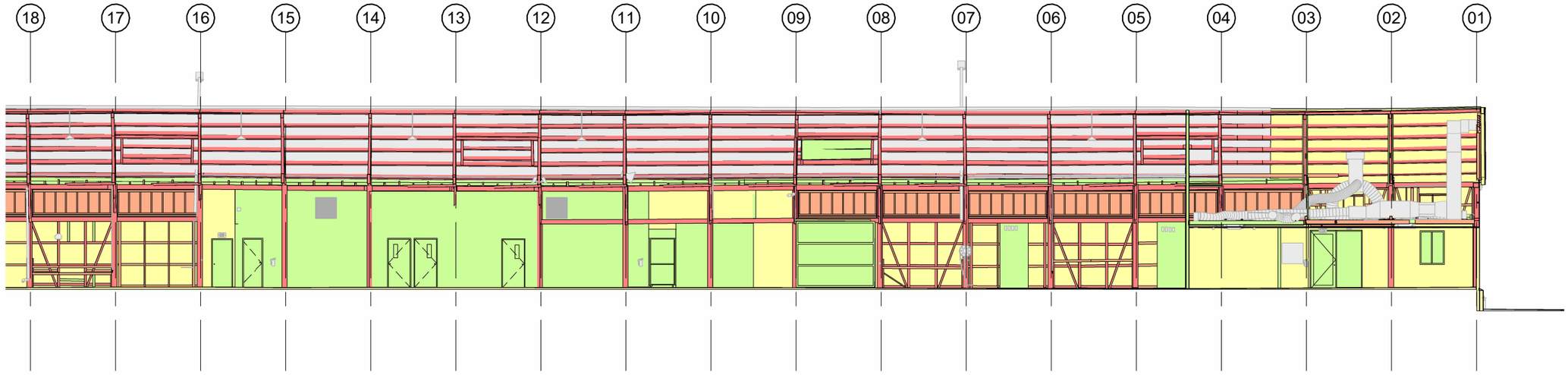
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Nominated Architect: Lucy Burke-Smith TAS:898 CC806 purcellarchitecture.com
nipaluna - 183 Macquarie Street, Hobart, TAS, 7000 ABN 43 636 400 327

Grading of Significance

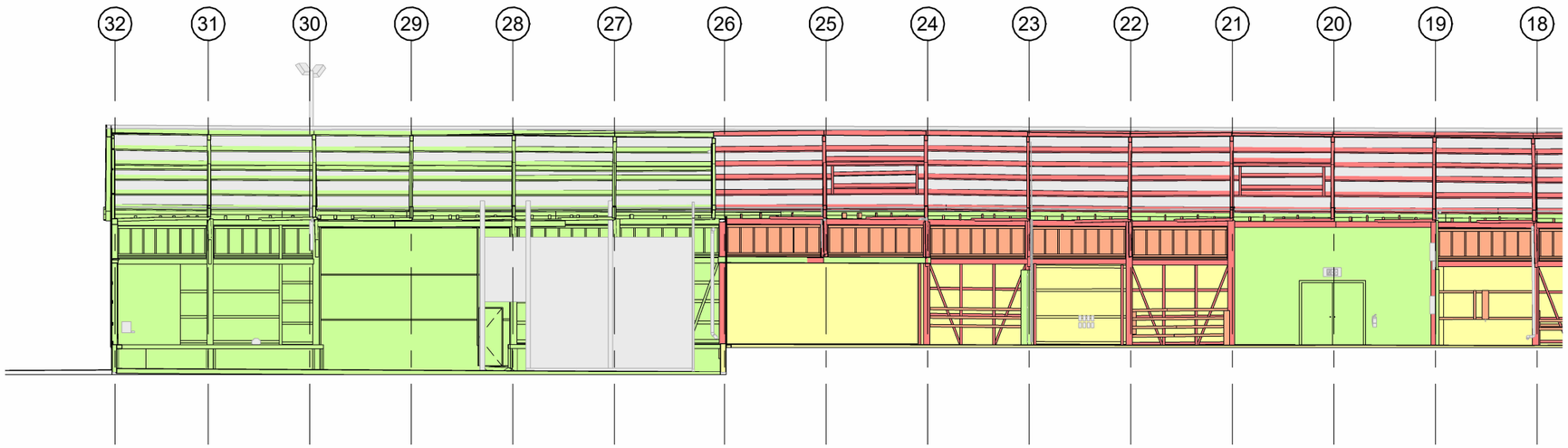
- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

0 2m 4m

Scale 1 : 200



1 EXISTING SIGNIFICANCE SECTION 06.1
1 : 200



2 EXISTING SIGNIFICANCE SECTION 06.2
1 : 200

Notes:

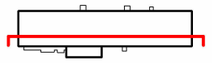
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Section 06

NOT FOR CONSTRUCTION

SIZE A3L **SCALE** 1 : 200

REV P01 **SUITABILITY/REASON FOR ISSUE** S1 Issue For Coordination

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1203

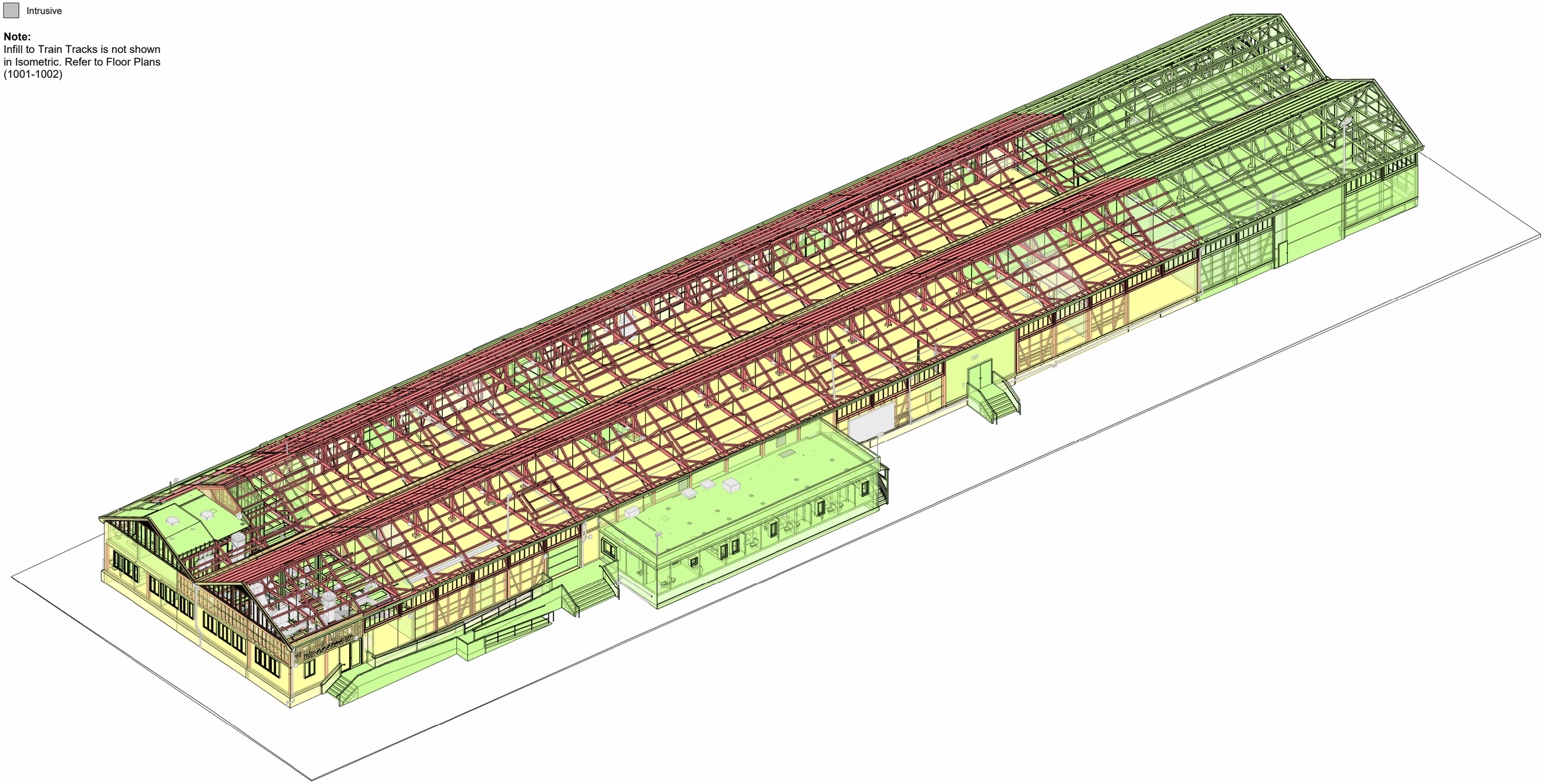
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hobartstudio@purcellap.com
purcellarchitecture.com
ABN 43 636 400 327

Grading of Significance

- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

Note:
Infill to Train Tracks is not shown in Isometric. Refer to Floor Plans (1001-1002)



Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Isometric 01

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
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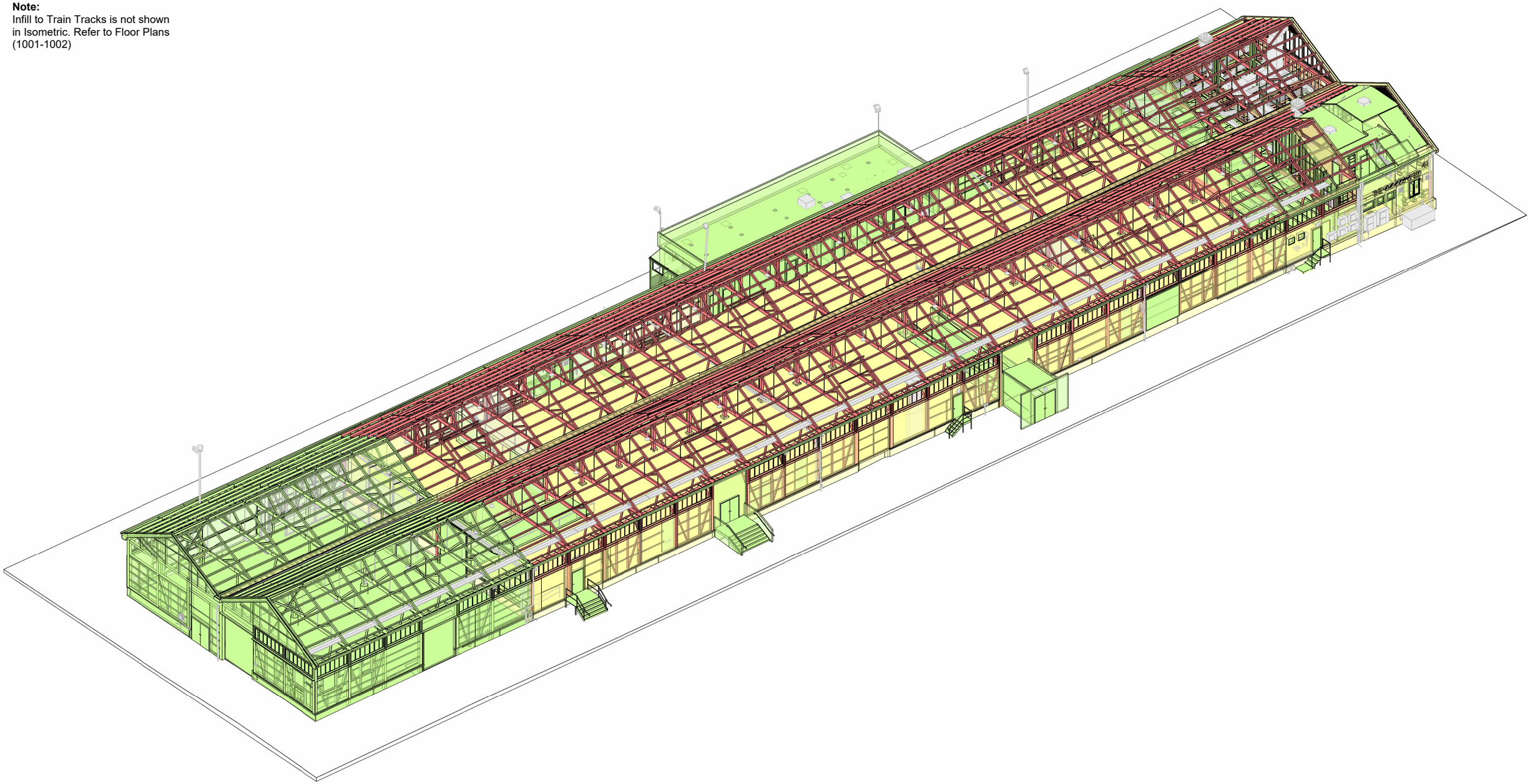
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ABN 43 636 400 327

Grading of Significance

- Exceptional
- High
- Moderate
- Little / Neutral
- Intrusive

Note:
Infill to Train Tracks is not shown in Isometric. Refer to Floor Plans (1001-1002)



Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Existing Significance Isometric 02

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-1302

PURCELL

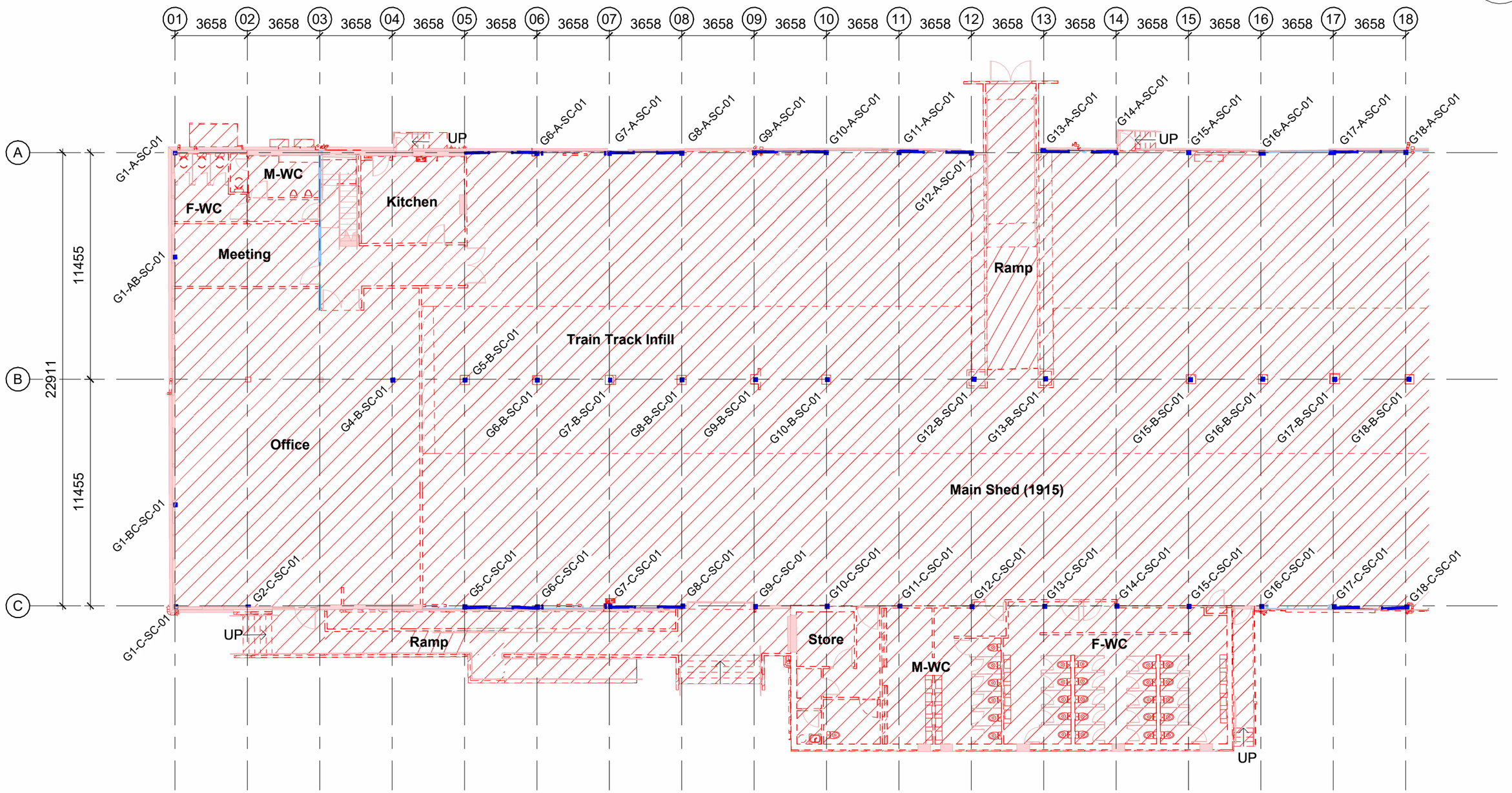
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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

0 2m 4m

Scale 1 : 200



Notes:

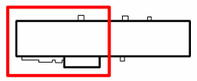
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal GA Floor Plan (1 of 2) Grid 01-18

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2001

PURCELL

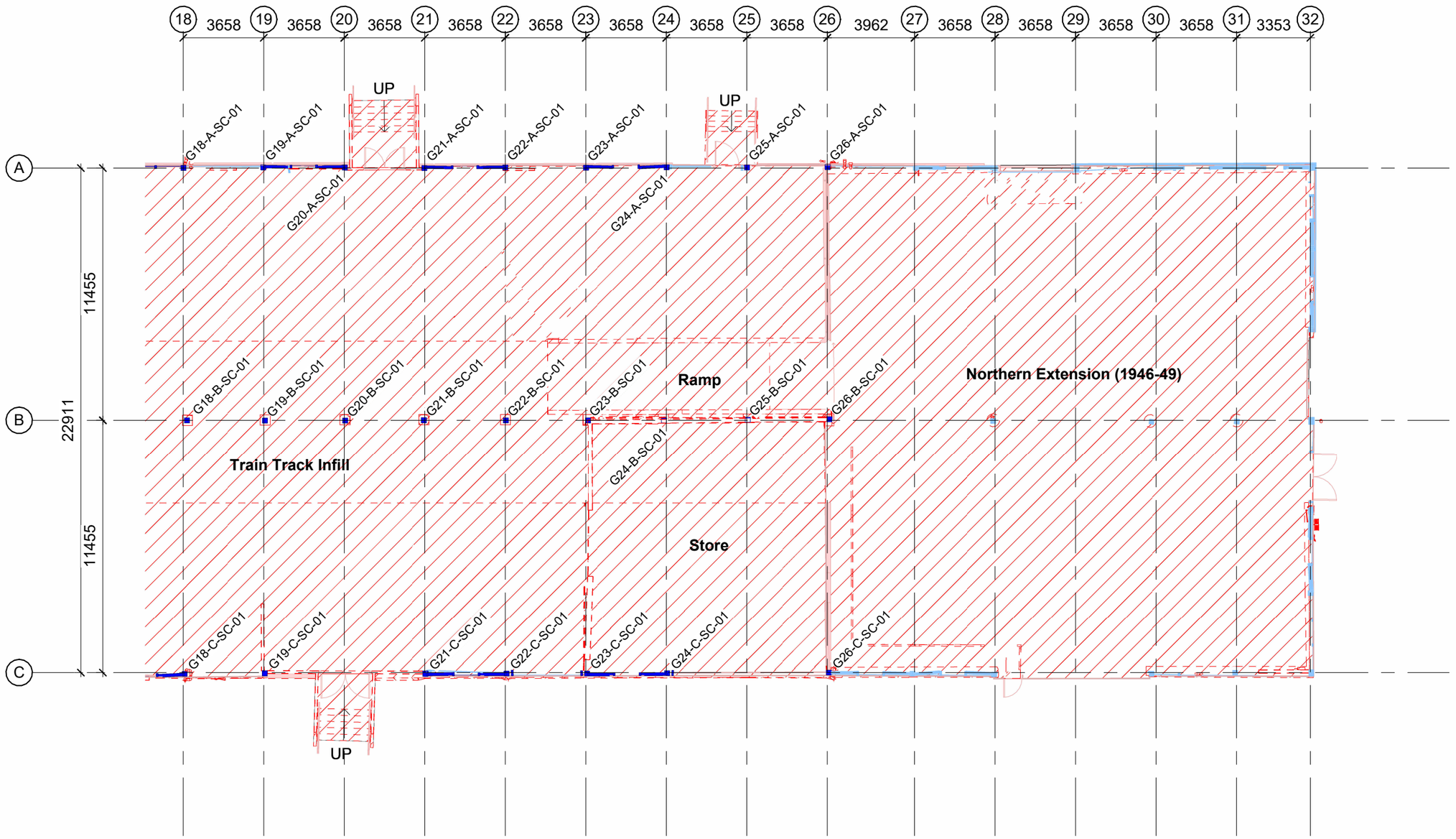
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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

0 2m 4m

Scale 1 : 200



Notes:

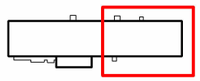
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal GA Floor Plan (2 of 2) Grid 18-32

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2002

PURCELL

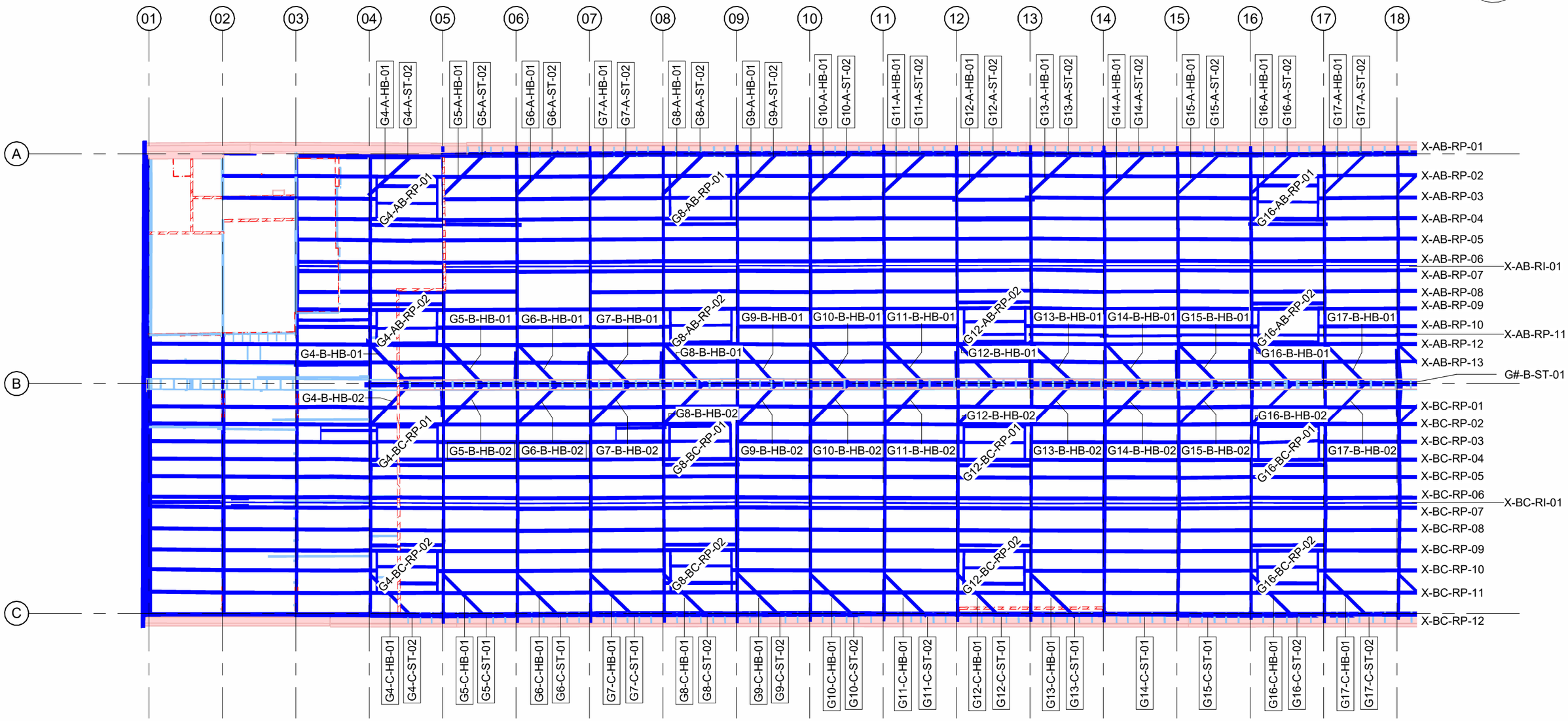
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purcellarchitecture.com
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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

0 2m 4m

Scale 1 : 200



Notes:

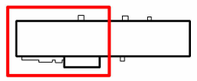
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Roof Framing Plan (1 of 2) Grid 01-18

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2011

PURCELL

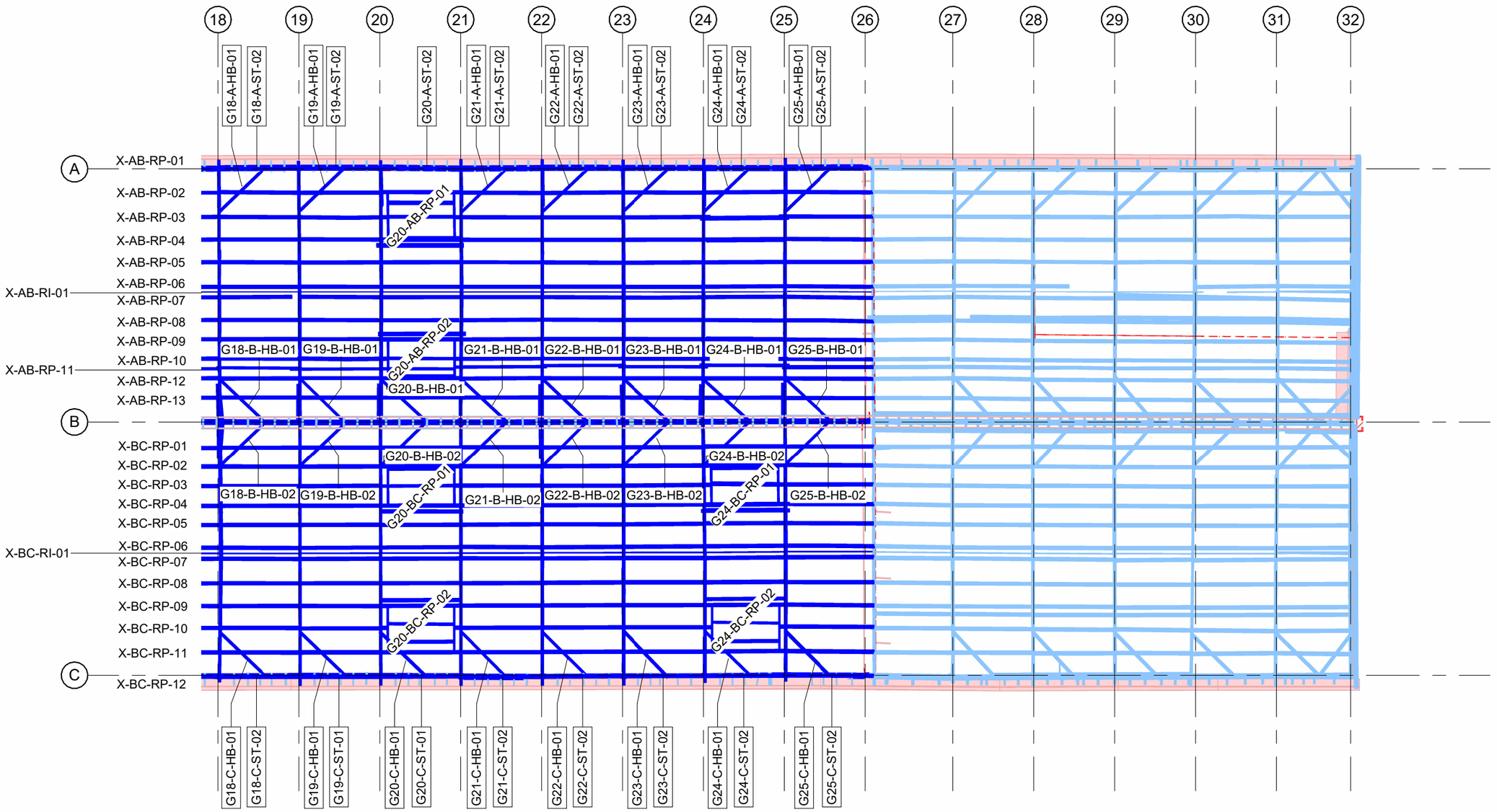
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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

0 2m 4m

Scale 1 : 200



Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Roof Framing Plan (2 of 2) Grid 18-32

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2012

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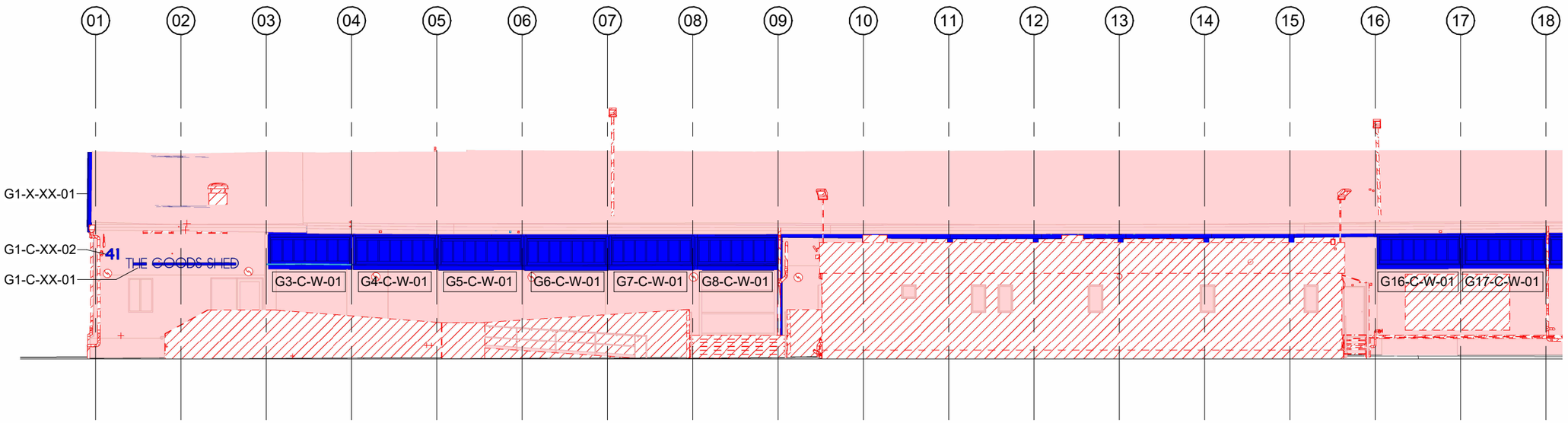
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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

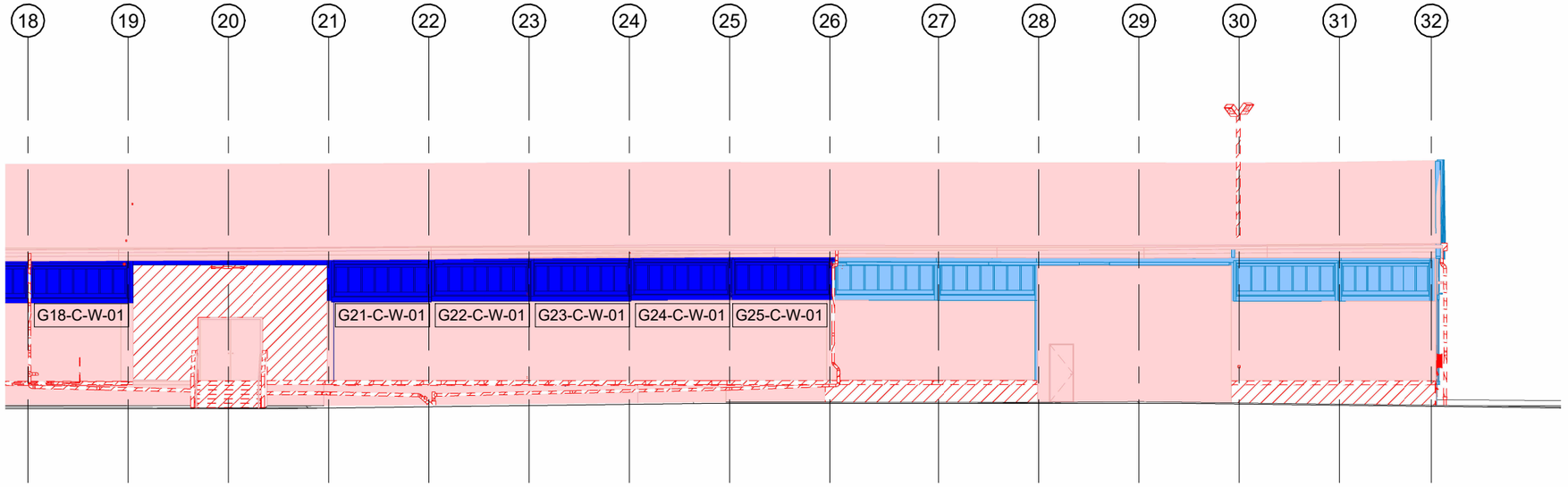
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Scale 1 : 200



1 DISMANTLE / REMOVAL ELEVATION EAST 1 of 2

1 : 200



2 DISMANTLE / REMOVAL ELEVATION EAST 2 of 2

1 : 200

Notes:

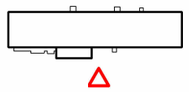
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal GA East Elevation

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2101

PURCELL

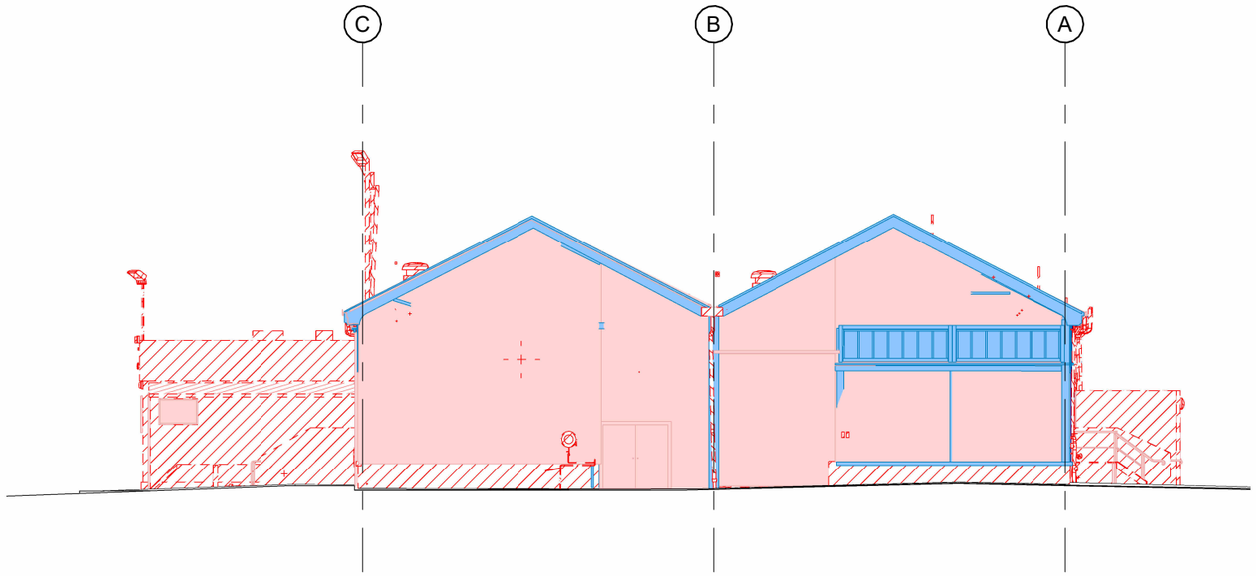
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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

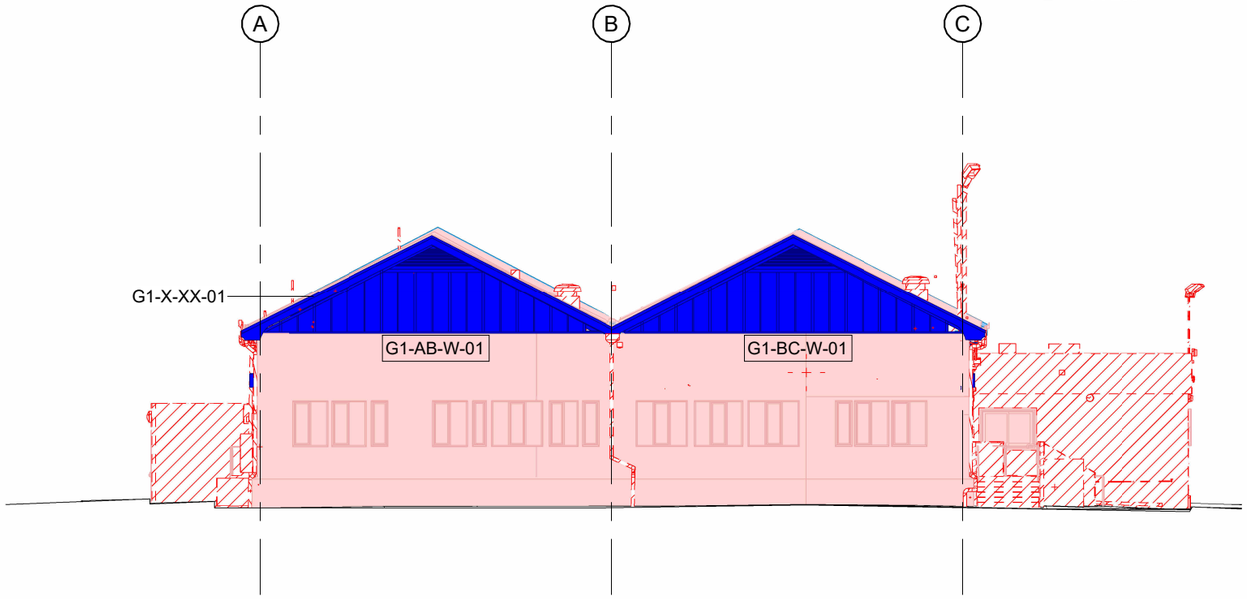
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Scale 1 : 200



1 DISMANTLE / REMOVAL ELEVATION NORTH

1 : 200



2 DISMANTLE / REMOVAL ELEVATION SOUTH

1 : 200

Notes:

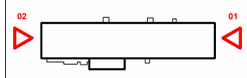
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal GA North & South Elevation

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2102

PURCELL

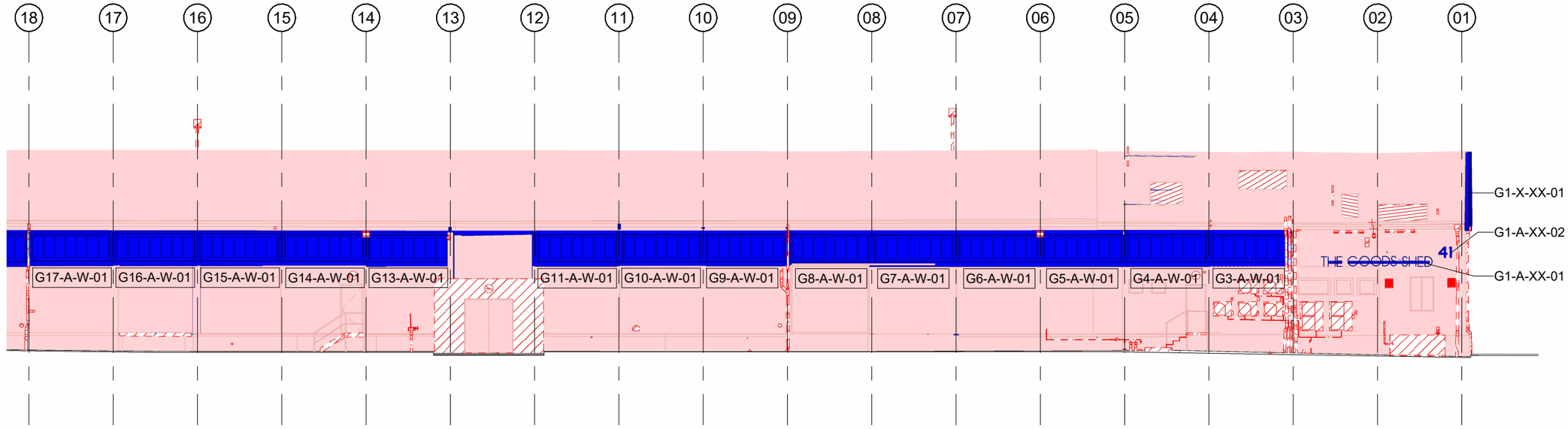
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hobartstudio@purcellap.com
purcellarchitecture.com
ABN 43 636 400 327

Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

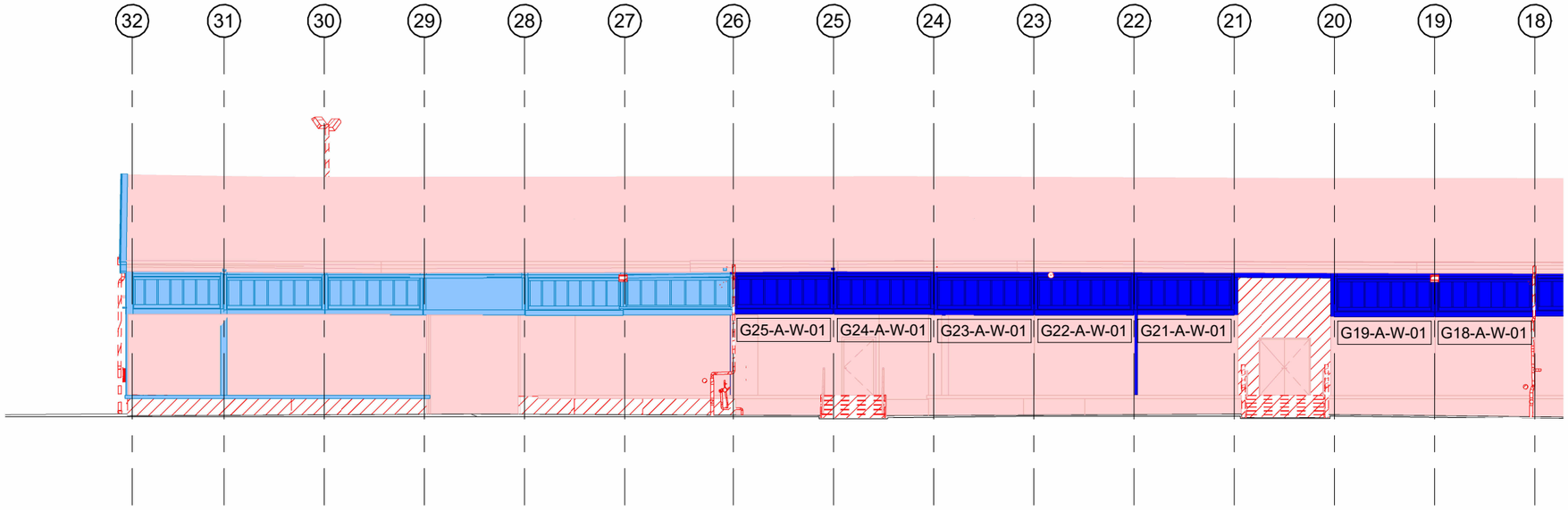
0 2m 4m

Scale 1 : 200



1 DISMANTLE / REMOVAL ELEVATION WEST 1 of 2

1 : 200



2 DISMANTLE / REMOVAL ELEVATION WEST 2 of 2

1 : 200

Notes:

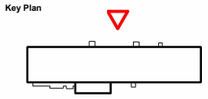
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal GA West Elevation

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2103

PURCELL

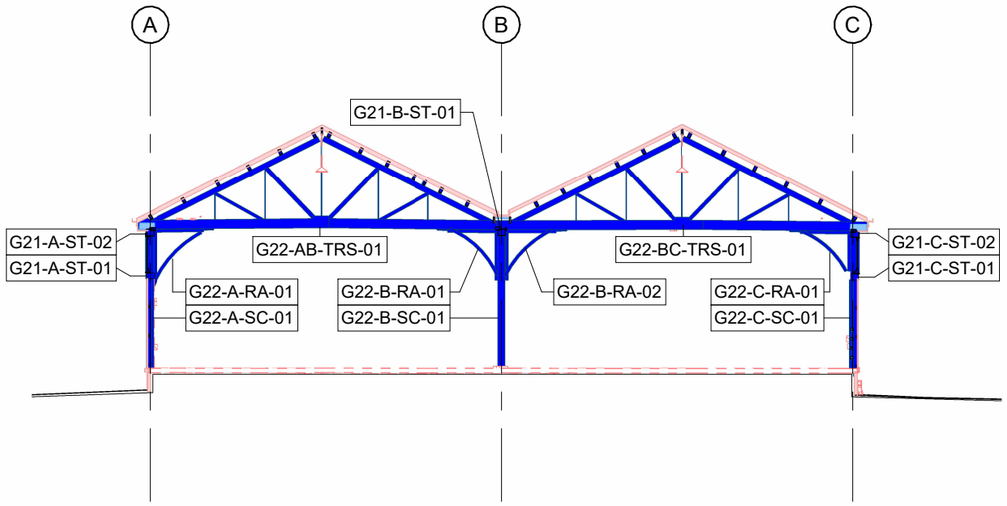
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hobartstudio@purcellap.com
purcellarchitecture.com
ABN 43 636 400 327

Dismantle Legend

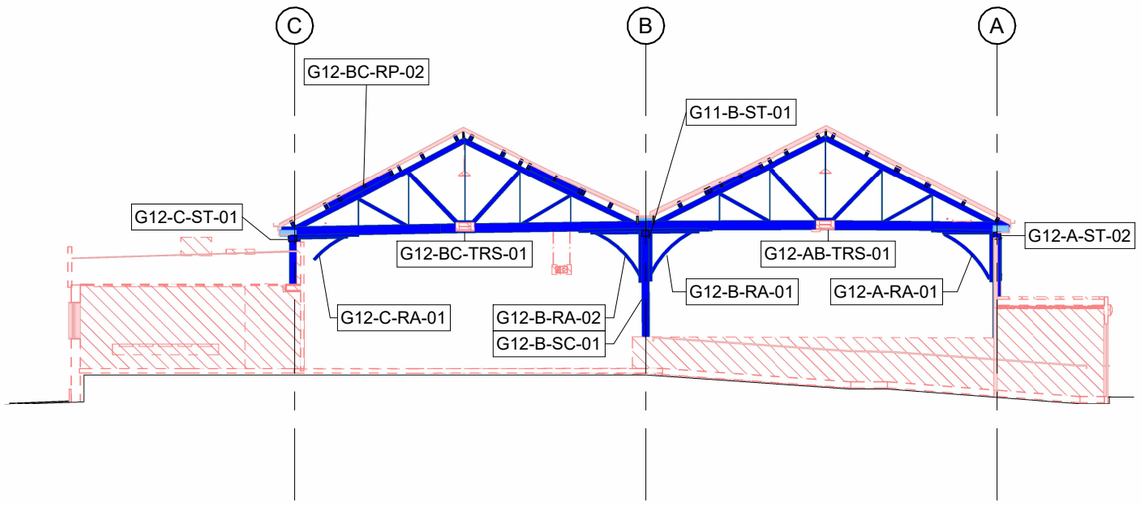
- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

0 2m 4m

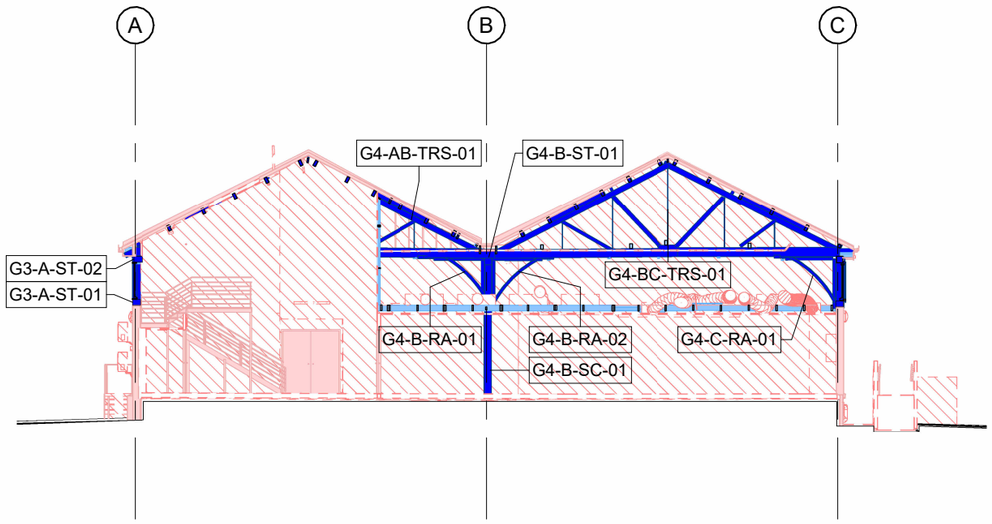
Scale 1 : 200



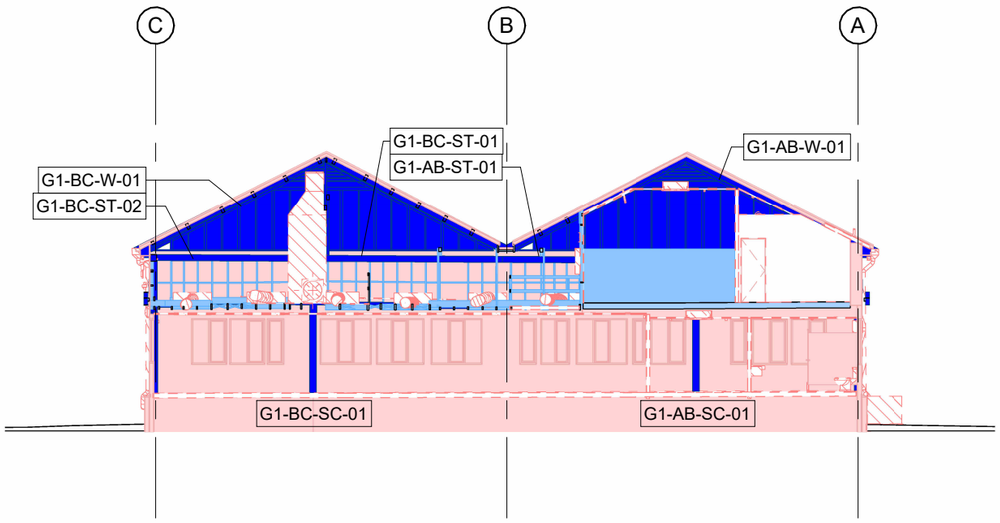
1 DISMANTLE / REMOVAL SECTION 01
1 : 200



2 DISMANTLE / REMOVAL SECTION 02
1 : 200



3 DISMANTLE / REMOVAL SECTION 03
1 : 200



4 DISMANTLE / REMOVAL SECTION 04
1 : 200

Notes:

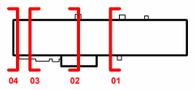
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Section 01-04

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2201

PURCELL

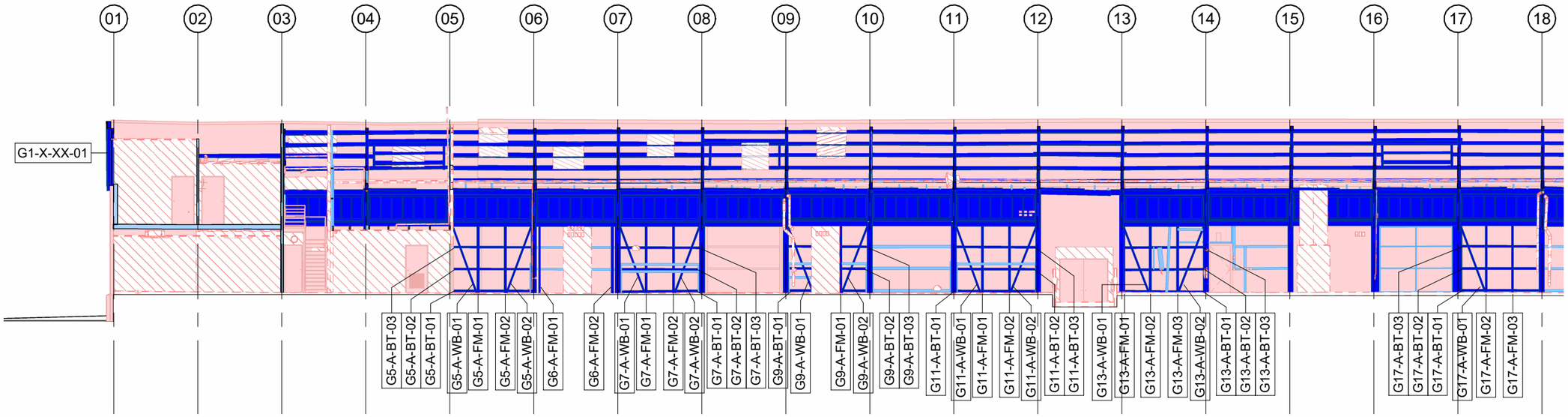
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purcellarchitecture.com
ABN 43 636 400 327

Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

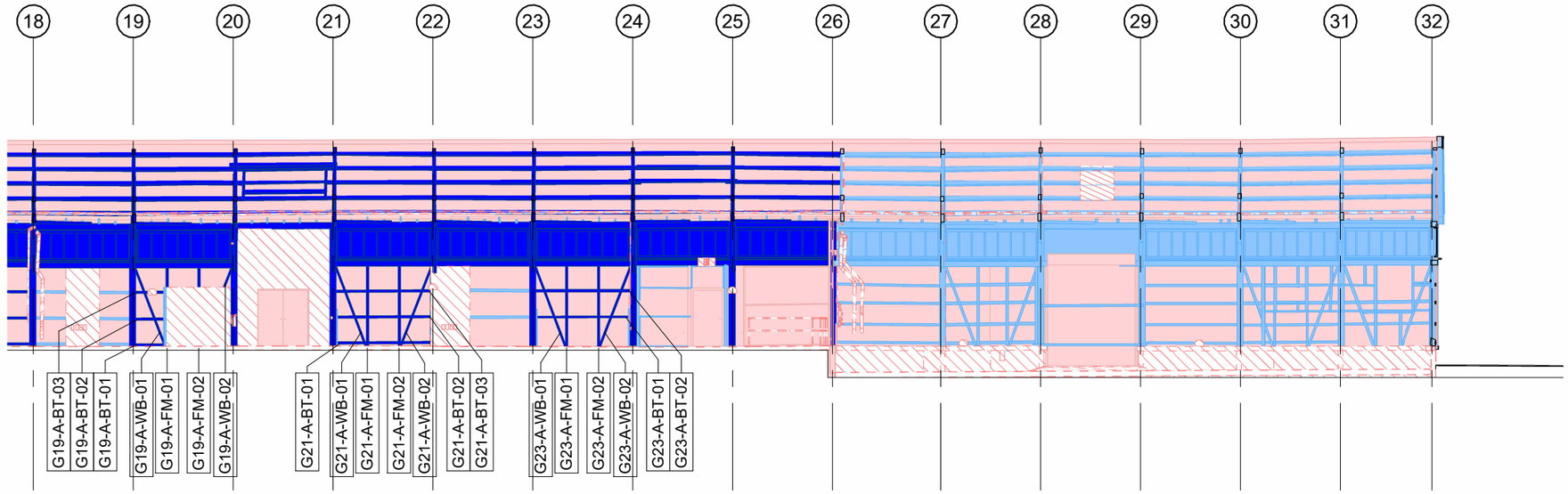
0 2m 4m

Scale 1 : 200



1 DISMANTLE - REMOVAL SECTION 05.1

1 : 200



2 DISMANTLE - REMOVAL SECTION 05.2

1 : 200

Notes:

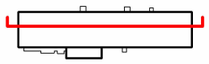
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Section 05

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-2202

PURCELL

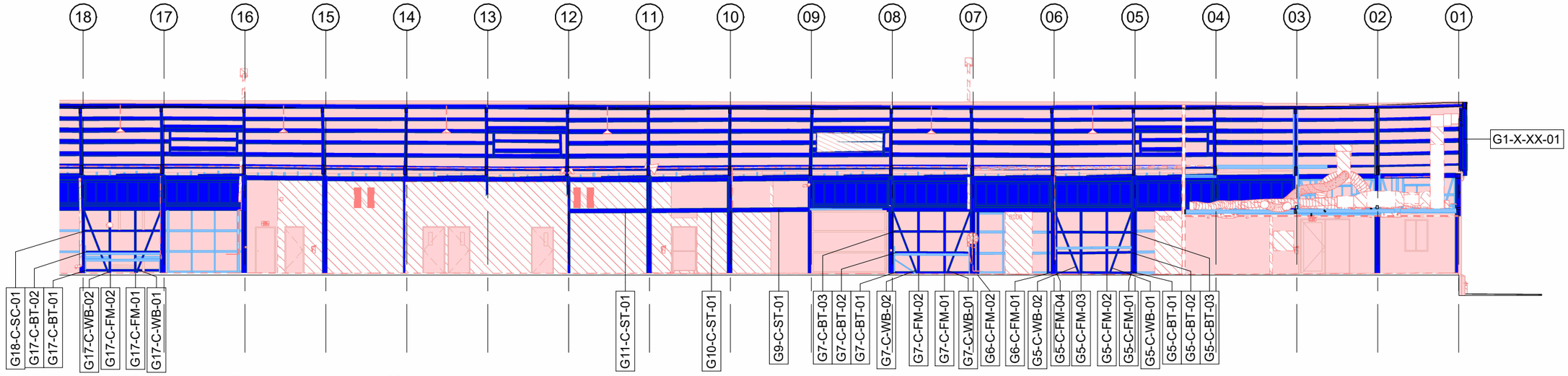
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purcellarchitecture.com
ABN 43 636 400 327

Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover

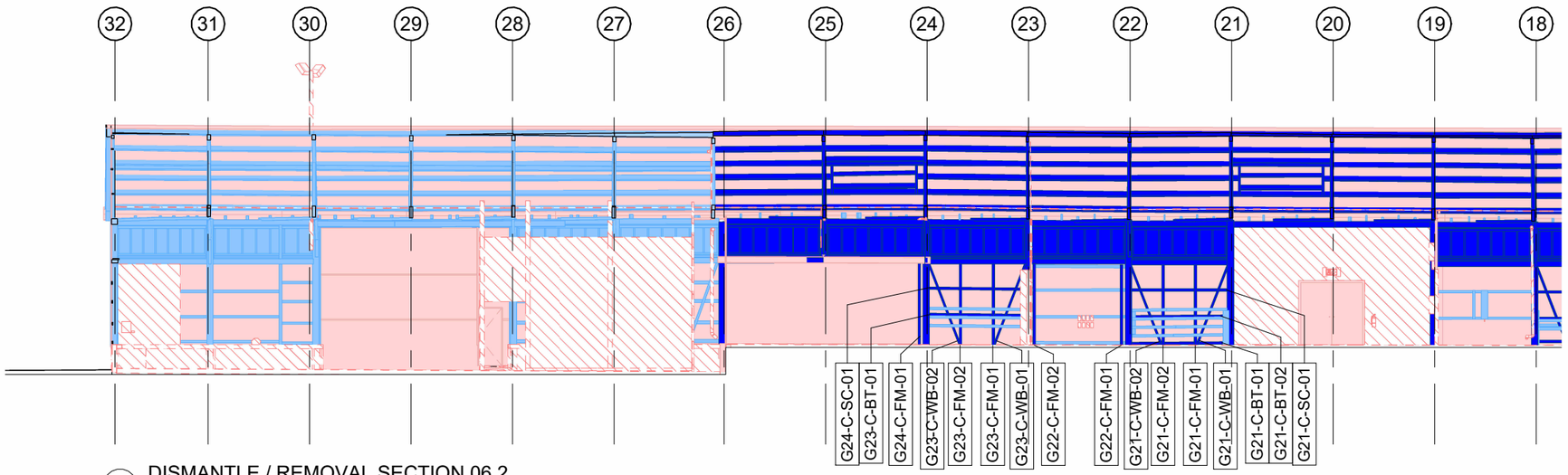
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Scale 1 : 200



1 DISMANTLE / REMOVAL SECTION 06.1

1 : 200



2 DISMANTLE / REMOVAL SECTION 06.2

1 : 200

Notes:

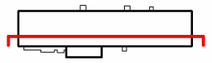
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Key Plan



REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Section 06

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

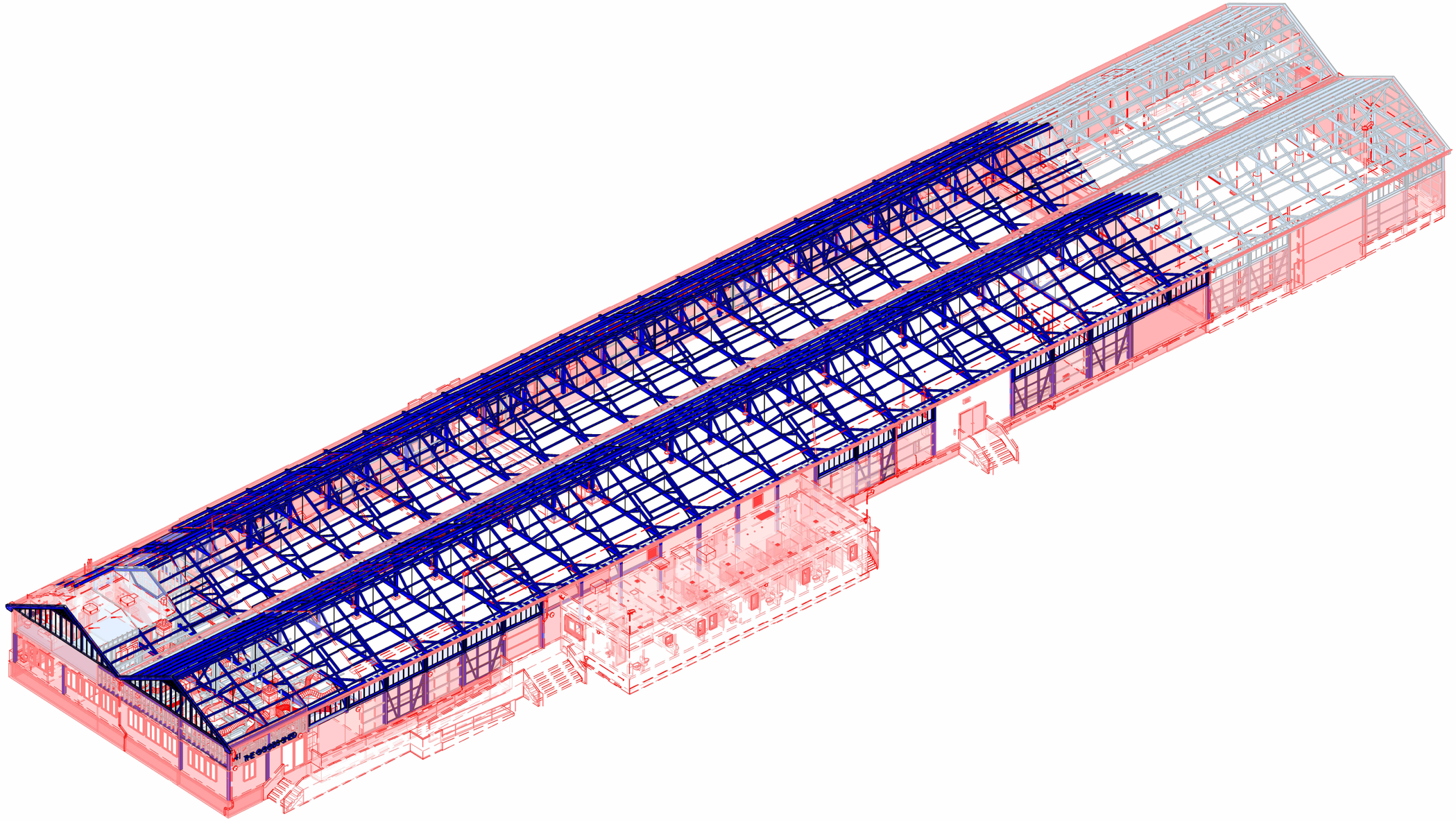
DRAWING NUMBER
MPMS-PUR-DR-HC-03-2203

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ABN 43 636 400 327

Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover



Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Isometric 01

NOT FOR CONSTRUCTION

SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

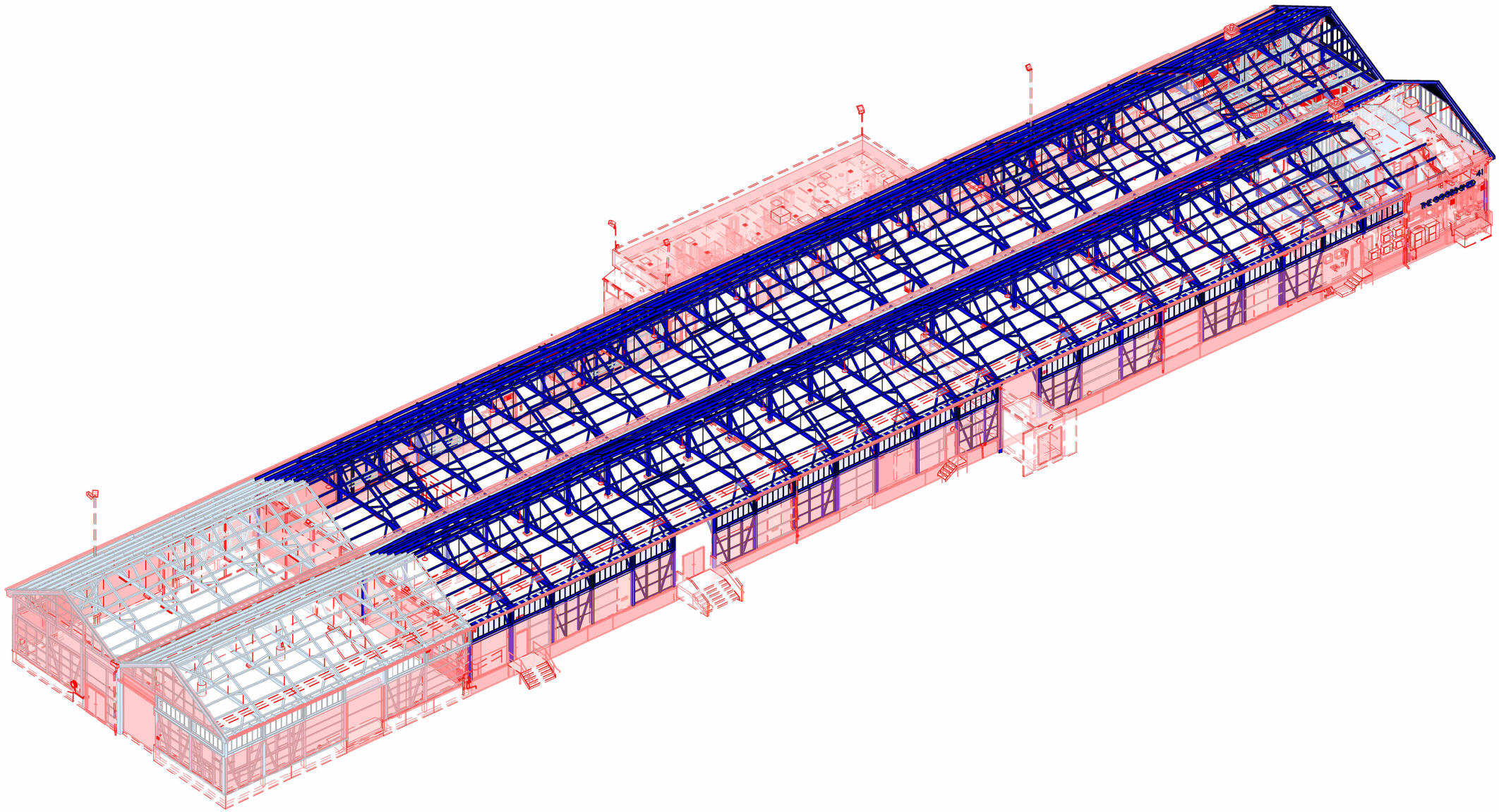
DRAWING NUMBER
MPMS-PUR-DR-HC-03-2301

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Dismantle Legend

- Dismantle for Relocation
- Salvage
- Recycle
- Dispose
- Recover



Notes:

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REV	DATE	BY	CHK	DESCRIPTION
P01	02.07.2026	HJ	LBS	S3 - Issue For Review

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

TITLE
Dismantle / Removal Isometric 02

NOT FOR CONSTRUCTION

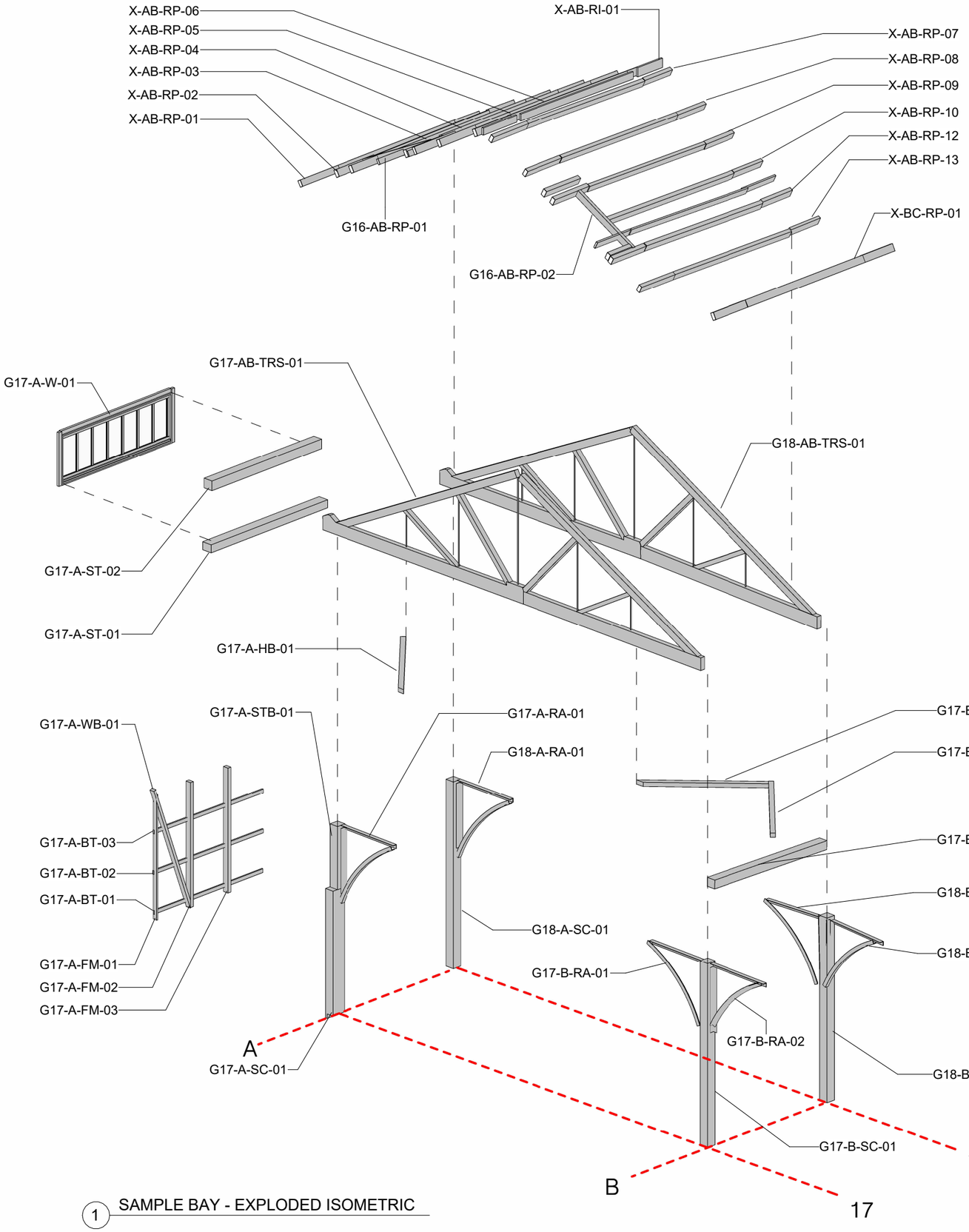
SIZE A3L SCALE 1 : 200

REV **P01** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

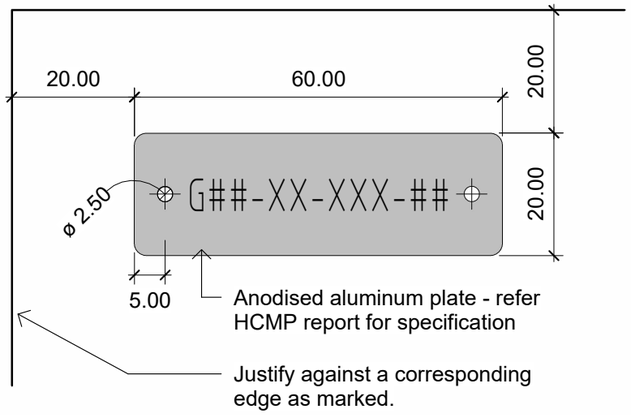
DRAWING NUMBER
MPMS-PUR-DR-HC-03-2302

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ABN 43 636 400 327



1 SAMPLE BAY - EXPLODED ISOMETRIC



2 SAMPLE TAG DETAIL
1 : 1

Notes:

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Key Plan
not to scale

REV	DATE	BY	CHK	DESCRIPTION
P02	02.07.2026	HJ	LBS	S3 - Issue For Review
P01	26.06.2026	HJ	LBS	S1 - Issue for Coordination

CLIENT
MPDC

PROJECT
Macquaire Point Goods Shed Dismantling Works

JOB NUMBER
250777

PURCELL

TITLE
Tagged Elements Isometric - Sample Bay and Details

SIZE A3L SCALE 1 : 1

REV **P02** SUITABILITY/REASON FOR ISSUE **S1 Issue For Coordination**

DRAWING NUMBER
MPMS-PUR-DR-HC-03-3001

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Appendix B: Element Assembly Catalogue

Modelled elements in the provided survey file may differ from real world conditions. All element identification and tagging nominations have been prepared based on the survey file. It is the contractor’s responsibility to advise the Heritage Architect and prepare additional tags as required to account for any discrepancy.

G5-A-BT-02	G9-A-FM-01	G18-A-HB-01	G23-B-HB-02	G4-B-RA-01
G5-A-BT-01	G11-A-FM-02	G19-A-HB-01	G24-B-HB-01	G4-B-RA-02
G5-A-BT-03	G11-A-FM-01	G21-A-HB-01	G24-B-HB-02	G5-B-RA-02
G7-A-BT-01	G13-A-FM-02	G22-A-HB-01	G25-B-HB-01	G5-B-RA-01
G7-A-BT-02	G13-A-FM-03	G23-A-HB-01	G25-B-HB-02	G6-B-RA-02
G7-A-BT-03	G13-A-FM-01	G24-A-HB-01	G4-C-HB-01	G6-B-RA-01
G9-A-BT-02	G17-A-FM-02	G25-A-HB-01	G5-C-HB-01	G7-B-RA-02
G11-A-BT-02	G17-A-FM-03	G4-B-HB-01	G6-C-HB-01	G7-B-RA-01
G11-A-BT-01	G17-A-FM-01	G4-B-HB-02	G7-C-HB-01	G8-B-RA-02
G11-A-BT-03	G19-A-FM-02	G11-B-HB-02	G8-C-HB-01	G8-B-RA-01
G13-A-BT-01	G19-A-FM-01	G15-B-HB-02	G9-C-HB-01	G9-B-RA-02
G13-A-BT-03	G21-A-FM-02	G18-B-HB-02	G10-C-HB-01	G9-B-RA-01
G17-A-BT-02	G21-A-FM-01	G19-B-HB-01	G11-C-HB-01	G10-B-RA-01
G17-A-BT-01	G23-A-FM-02	G22-B-HB-02	G12-C-HB-01	G10-B-RA-02
G17-A-BT-03	G23-A-FM-01	G5-B-HB-01	G13-C-HB-01	G12-B-RA-02
G19-A-BT-01	G5-C-FM-02	G5-B-HB-02	G16-C-HB-01	G12-B-RA-01
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G21-C-BT-03	G9-A-HB-01	G17-B-HB-02	G17-A-RA-01	G24-B-RA-02
G23-C-BT-02	G10-A-HB-01	G18-B-HB-01	G18-A-RA-01	G25-B-RA-02
G23-C-BT-01	G11-A-HB-01	G19-B-HB-02	G19-A-RA-01	G25-B-RA-01
G5-A-FM-02	G12-A-HB-01	G20-B-HB-01	G20-A-RA-01	G4-C-RA-01
G5-A-FM-01	G13-A-HB-01	G20-B-HB-02	G21-A-RA-01	G5-C-RA-01
G6-A-FM-02	G14-A-HB-01	G21-B-HB-01	G22-A-RA-01	G6-C-RA-01
G6-A-FM-01	G15-A-HB-01	G21-B-HB-02	G23-A-RA-01	G7-C-RA-01
G7-A-FM-02	G16-A-HB-01	G22-B-HB-01	G24-A-RA-01	G8-C-RA-01
G7-A-FM-01	G17-A-HB-01	G23-B-HB-01	G25-A-RA-01	G9-C-RA-01

G10-C-RA-01	X-BC-RP-06	G4-B-SC-01	G4-A-ST-02	G6-B-ST-01
G11-C-RA-01	X-BC-RP-03	G5-B-SC-01	G4-A-ST-01	G7-B-ST-01
G12-C-RA-01	X-BC-RP-09	G6-B-SC-01	G5-A-ST-01	G8-B-ST-01
G13-C-RA-01	X-BC-RP-04	G7-B-SC-01	G5-A-ST-02	G9-B-ST-01
G16-C-RA-01	X-BC-RP-10	G8-B-SC-01	G6-A-ST-02	G10-B-ST-01
G17-C-RA-01	G4-BC-RP-02	G9-B-SC-01	G6-A-ST-01	G11-B-ST-01
G18-C-RA-01	G4-BC-RP-01	G10-B-SC-01	G7-A-ST-02	G12-B-ST-01
G22-C-RA-01	G8-BC-RP-02	G12-B-SC-01	G7-A-ST-01	G13-B-ST-01
G23-C-RA-01	G8-BC-RP-01	G13-B-SC-01	G8-A-ST-02	G14-B-ST-01
G24-C-RA-01	G12-BC-RP-02	G15-B-SC-01	G8-A-ST-01	G15-B-ST-01
G25-C-RA-01	G12-BC-RP-01	G16-B-SC-01	G9-A-ST-02	G16-B-ST-01
X-AB-RI-01	G16-BC-RP-02	G17-B-SC-01	G9-A-ST-01	G17-B-ST-01
X-BC-RI-01	G16-BC-RP-01	G18-B-SC-01	G10-A-ST-02	G18-B-ST-01
X-AB-RP-01	G20-BC-RP-02	G19-B-SC-01	G10-A-ST-01	G20-B-ST-01
X-AB-RP-02	G20-BC-RP-01	G20-B-SC-01	G11-A-ST-02	G21-B-ST-01
X-AB-RP-05	G24-BC-RP-01	G21-B-SC-01	G11-A-ST-01	G22-B-ST-01
X-AB-RP-03	G24-BC-RP-02	G22-B-SC-01	G12-A-ST-02	G23-B-ST-01
X-AB-RP-04	G2-AB-RP-02	G23-B-SC-01	G13-A-ST-02	G24-B-ST-01
X-AB-RP-08	G2-AB-RP-01	G24-B-SC-01	G13-A-ST-01	G25-B-ST-01
X-AB-RP-07	G3-AB-RP-04	G25-B-SC-01	G14-A-ST-02	G1-BC-ST-02
X-AB-RP-06	G3-AB-RP-03	G26-B-SC-01	G14-A-ST-01	G1-BC-ST-01
X-AB-RP-13	G7-AB-RP-01	G1-BC-SC-01	G15-A-ST-02	G5-C-ST-01
X-AB-RP-12	G7-AB-RP-02	G1-C-SC-01	G15-A-ST-01	G1-C-ST-01
X-AB-RP-10	G1-A-SC-01	G2-C-SC-01	G16-A-ST-02	G2-C-ST-01
X-AB-RP-09	G6-A-SC-01	G5-C-SC-01	G16-A-ST-01	G3-C-ST-01
X-AB-RP-11	G7-A-SC-01	G6-C-SC-01	G17-A-ST-02	G3-C-ST-02
G3-AB-RP-01	G8-A-SC-01	G7-C-SC-01	G17-A-ST-01	G4-C-ST-01
G4-AB-RP-01	G9-A-SC-01	G8-C-SC-01	G18-A-ST-02	G4-C-ST-02
G4-AB-RP-02	G10-A-SC-01	G9-C-SC-01	G18-A-ST-01	G5-C-ST-01
G8-AB-RP-01	G11-A-SC-01	G10-C-SC-01	G19-A-ST-02	G6-C-ST-01
G8-AB-RP-02	G12-A-SC-01	G11-C-SC-01	G19-A-ST-01	G6-C-ST-01
G12-AB-RP-02	G13-A-SC-01	G12-C-SC-01	G20-A-ST-02	G7-C-ST-01
G16-AB-RP-01	G14-A-SC-01	G13-C-SC-01	G21-A-ST-02	G7-C-ST-01
G16-AB-RP-02	G15-A-SC-01	G14-C-SC-01	G21-A-ST-01	G8-C-ST-01
G20-AB-RP-01	G16-A-SC-01	G15-C-SC-01	G22-A-ST-01	G8-C-ST-02
G20-AB-RP-02	G17-A-SC-01	G16-C-SC-01	G22-A-ST-02	G9-C-ST-01
G3-AB-RP-02	G18-A-SC-01	G17-C-SC-01	G23-A-ST-02	G9-C-ST-02
G4-AB-RP-01	G19-A-SC-01	G18-C-SC-01	G23-A-ST-01	G10-C-ST-02
G5-AB-RP-01	G20-A-SC-01	G19-C-SC-01	G24-A-ST-02	G10-C-ST-01
X-BC-RP-01	G21-A-SC-01	G21-C-SC-01	G24-A-ST-01	G11-C-ST-01
X-BC-RP-02	G22-A-SC-01	G22-C-SC-01	G25-A-ST-02	G11-C-ST-02
X-BC-RP-05	G23-A-SC-01	G23-C-SC-01	G25-A-ST-01	G12-C-ST-01
X-BC-RP-08	G24-A-SC-01	G24-C-SC-01	G1-AB-ST-01	G13-C-ST-01
X-BC-RP-07	G25-A-SC-01	G26-C-SC-01	G19-B-ST-01	G14-C-ST-01
X-BC-RP-12	G26-A-SC-01	G3-A-ST-02	G4-B-ST-01	G15-C-ST-01
X-BC-RP-11	G1-AB-SC-01	G3-A-ST-01	G5-B-ST-01	G16-C-ST-01

G16-C-ST-02	G3-AB-TRS-01	G10-BC-TRS-01	G19-A-W-01	G13-A-WB-02
G17-C-ST-01	G4-AB-TRS-01	G11-BC-TRS-01	G21-A-W-01	G17-A-WB-01
G17-C-ST-02	G5-AB-TRS-01	G12-BC-TRS-01	G22-A-W-01	G19-A-WB-01
G18-C-ST-01	G6-AB-TRS-01	G13-BC-TRS-01	G23-A-W-01	G19-A-WB-02
G18-C-ST-02	G7-AB-TRS-01	G14-BC-TRS-01	G24-A-W-01	G21-A-WB-01
G19-C-ST-01	G8-AB-TRS-01	G15-BC-TRS-01	G25-A-W-01	G21-A-WB-02
G20-C-ST-01	G9-AB-TRS-01	G16-BC-TRS-01	G1-AB-W-01	G23-A-WB-01
G21-C-ST-01	G10-AB-TRS-01	G17-BC-TRS-01	G1-BC-W-01	G23-A-WB-02
G21-C-ST-02	G11-AB-TRS-01	G18-BC-TRS-01	G3-C-W-01	G1-B-WB-01
G22-C-ST-01	G12-AB-TRS-01	G19-BC-TRS-01	G4-C-W-01	G1-B-WB-02
G22-C-ST-02	G13-AB-TRS-01	G20-BC-TRS-01	G5-C-W-01	G5-C-WB-02
G23-C-ST-01	G14-AB-TRS-01	G21-BC-TRS-01	G6-C-W-01	G5-C-WB-01
G23-C-ST-02	G15-AB-TRS-01	G22-BC-TRS-01	G7-C-W-01	G7-C-WB-02
G24-C-ST-01	G16-AB-TRS-01	G23-BC-TRS-01	G8-C-W-01	G7-C-WB-01
G24-C-ST-02	G17-AB-TRS-01	G24-BC-TRS-01	G16-C-W-01	G17-C-WB-02
G25-C-ST-01	G18-AB-TRS-01	G25-BC-TRS-01	G17-C-W-01	G17-C-WB-01
G25-C-ST-02	G19-AB-TRS-01	G3-A-W-01	G18-C-W-01	G21-C-WB-02
G4-A-STB-01	G20-AB-TRS-01	G4-A-W-01	G21-C-W-01	G21-C-WB-01
G9-A-STB-01	G21-AB-TRS-01	G5-A-W-01	G22-C-W-01	G23-C-WB-02
G10-A-STB-01	G22-AB-TRS-01	G6-A-W-01	G23-C-W-01	G23-C-WB-01
G11-A-STB-01	G23-AB-TRS-01	G7-A-W-01	G24-C-W-01	G1-AB-WP-01
G14-A-STB-01	G24-AB-TRS-01	G8-A-W-01	G25-C-W-01	G1-BC-WP-04
G16-A-STB-01	G25-AB-TRS-01	G9-A-W-01	G5-A-WB-02	G1-BC-WP-03
G17-A-STB-01	G2-BC-TRS-01	G10-A-W-01	G5-A-WB-01	G1-BC-WP-01
G1-BC-STB-01	G3-BC-TRS-01	G11-A-W-01	G7-A-WB-02	G1-BC-WP-02
G2-C-STB-01	G4-BC-TRS-01	G13-A-W-01	G7-A-WB-01	G1-A-XX-02
G1-C-STB-01	G5-BC-TRS-01	G14-A-W-01	G9-A-WB-02	G1-A-XX-01
G3-C-STB-01	G6-BC-TRS-01	G15-A-W-01	G9-A-WB-01	G1-C-XX-01
G4-C-STB-01	G7-BC-TRS-01	G16-A-W-01	G11-A-WB-02	G1-C-XX-02
G25-C-STB-01	G8-BC-TRS-01	G17-A-W-01	G11-A-WB-01	G1-X-XX-01
G2-AB-TRS-01	G9-BC-TRS-01	G18-A-W-01	G13-A-WB-01	

Appendix C: Sample Monitoring Protocol

Date:

Weather conditions:

Inspected by:

Requirement	Comment/Confirmation	Action required	QA check	Accepted
Security / fire safety systems in accordance with HCMP Section 6.1.				
Building external conditions maintained in accordance with HCMP Section 6.1.				
Building Internal conditions — temperature and humidity				
Pest inspection in accordance with HCMP Section 6.1.				
Moisture content of timber elements in accordance with HCMP Section 6.3.3.				
Observable corrosion of metal components / fixtures				
Visual inspection — warping, cupping, distortion of stored elements.				
Observable fungal decay and biological attack.				

Appendix D: The Goods Shed Photographic Archival Record

PURCELL

The Goods Shed

Photographic Archival Recording

P03 - S4 Issue for Approval

14/08/2026

Purcell Architecture Australia Pty Ltd (ABN: 43 636 400 327)
ARB Tas Registered Architect Firm: F157
Nominated Architect: Lucy Burke-Smith TAS:898/CC6606

243280-03 The Goods Shed PAR P03 14/08/2026

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Date	Revision	By	Checked
22/01/2026	P01 – S3 Issue for Review	Hugh Jones	Lucy Burke-Smith
19/02/2026	P02 – S3 Issue for Review	Linda Mott	Lucy Burke-Smith
14/08/2026	P03 – S4 Issue for Approval	Linda Mott	Lucy Burke-Smith

Acknowledgment of country

Purcell pays respects to the original owners of the land upon which we work, the Muwinina people, who did not survive British colonisation.

We acknowledge the Tasmanian Aboriginal community as the continuing custodians of Lutruwita (Tasmania) and honour Aboriginal Elders past and present.

We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to Story and be respectful of Country in our collaborations with First Nations Peoples.

Lutruwita milaythina Pakana – Tasmania is Aboriginal land.

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1.0 Introduction

1.1 Background

The Macquarie Point Development Corporation (MPDC) commissioned Purcell to prepare this Photographic Archival Record (PAR) of The Goods Shed, 10 Evans Street, Hobart, TAS - Certificate of Title 179192/3 (Place). Macquarie Point is the subject of a Major Project proposal for the Macquarie Point Multipurpose Stadium.

This archival record is prepared to discharge the following condition of State Policies and Projects (Macquarie Point Precinct) Order 2025 Statutory Rules 2025, No.49, dated 21 October 2025:

Schedule 4- Historic Cultural Heritage Conditions

Clause 8. 16 H15

> (1) Before any demolition occurs on Project land as part of heritage works, an archival record of the buildings referred to in subclause (2) must be prepared by the Proponent that –
>
> (a) is in accordance with Practice Note No.3, approved by the Heritage Council on 19 November 2014, and entitled Procedure for Recording a Heritage Place; and
>
> (b) once so prepared, is made publicly available.
>
> (2) An archival record is required under this condition of the following buildings:
>
> (a) the Goods Shed;
>
> (b) the building known as the Red Shed;
>
> (c) the Hydro Electric Commission Building.

Lucy Burke-Smith (Partner) of Purcell and In addition, this archival record responds to a request from Heritage Tasmania for survey and identification of the floor plane. This being information supplementary to that provided in the 'Hobart Railway Goods Shed Structural Compliance Assessment' MPMS-AEC-RP-ST-01-11-01-E [2].

Hugh Jones (Architectural Graduate) of Purcell prepared this report. Lucy Burke-Smith of Purcell and Marty Passingham (Photographer) undertook the photographic recordings on 15 January and 13 February 2026.

The historic images and drawings included at Appendix E were provided by MPDC

1.2 Methodology

This report follows the guidelines in the NSW Heritage Office publication:

- L Greenup, 'Photographic Recording of Heritage Items using Film or Digital Capture', Heritage Office, 2006
- Tasmanian Heritage Council, 'Practice Note No 3 Procedure For Recording A Heritage Place', Version 2: November 2014 (approved by Tasmanian Heritage Council 19 November 2014).

Each photograph has been allocated a unique name/number (refer to Appendix 2). The name/numbers are then cross referenced to the Plan and Catalogue Sheets (refer to Appendix 1 and Appendix 2 respectively). Markers are used on the Plan Sheet to indicate the location in which the photographs were taken. The Catalogue Sheets record the project details, date, photographer's name, camera type and lenses used, photographic data, direction, and brief description of each photograph.

This PAR captures close-up and overall views of the Place. The photographic documentation follows the order depicted on the aerial site maps and drawings in the Plan Sheets (refer to the plans at Appendix A).

1.3 Limitations

Limitations include suitable vantage points and landscape screening, to capture all angles of the Place and grounds.

While the historical summary provides sufficient historical background to understand the history of the Site, it is not intended as an exhaustive or definitive Site history.

1.4 References

This PAR references the following documents:

- Purcell, 'The Goods Shed Initial Conservation Management Plan', Final Issue 02, May 2025.

2.0 Understanding the Site

2.1 Location

The Goods Shed is located at 10 Evans St, on land at Macquarie Point that was reclaimed incrementally. It is within the Macquarie Point Development Site, which is south of the Cenotaph, west of the Hobart Port, north of Sullivan's Cove and northeast of Hobart's CBD. The surrounding area has a large concentration of highly significant heritage places, some of which are related to the Goods Shed.



Figure 1: Approximate Site extent is shaded purple, the Goods Shed is outlined in yellow, (Source: LISTMap, overlaid by Purcell).

2.2 Statutory listings and overview of significance

Historic Cultural Heritage Act (TAS) 1995

The 'Hobart Railway Goods Shed' is Permanently Registered as State Significant on the Tasmanian Heritage Register as of 24 April 2024 with THR ID 10995.[1] The listing includes Certificate of Titles (PID): 45404/1 (9126826) and 179192/3 (9126826), as identified on CPR 11428.[2]

The THR Datasheet identifies that the Site meets the following criteria from the Historic Cultural Heritage Act 1995:

The listing includes:

a) ***The place is important to the course or pattern of Tasmania's history.***
The Hobart Railway Goods Shed is a notable example of the development of rail transport, and of the development of Sullivans Cove and Hobart as a centre for trade, including the export of fruit, from World War I onwards. The Goods Shed's use by the Tasmanian Government Railways was integral to the railway system's cartage of general goods up until the 1970s, which made a strong contribution to the development of the State.

In the 1980s, the Goods Shed's conversion into a transit warehouse for road transport is illustrative of broader changes in Tasmania during the 20th century's later decades – particularly the transition of land transport away from railways to road-based networks, and the increasing dominance of shipping containers for freight. Recent use of the Goods Shed for various forms of entertainment reflects the Hobart waterfront's evolution from a working port to a precinct increasingly used for recreation.

b) ***The place possesses uncommon or rare aspects of Tasmania's history.***
As a building associated with the State's former rail transport network , the Hobart Railway Goods Shed is rare in the Tasmanian context. Within its class of place it is an unusually extensive building.

The Goods Shed illustrates a historical function which is no longer practised. It is one of very few comparable places across Tasmania that still demonstrates evidence of the operations of the Tasmanian Government Railways during the 20th century.[3]

The following Non-Statutory Statement of Significance was extracted from the THR Datasheet:

The Hobart Railway Goods Shed is a notable example in Tasmania of the development of rail transport from World War I onwards, and was integral to the railway system's cartage of general goods up until the 1970s.

The Goods Shed building's conversion in the 1980s to a transit warehouse for road transport is illustrative of broader changes in Tasmania during the later decades of the 20th century. The Hobart Railway Goods Shed is rare in the Tasmanian context, illustrating a historical function which is no longer practised, and it is an unusually extensive building within its class of place.[4]

Sullivans Cove Planning Scheme 1997

The 'Hobart Railway Goods Shed' is a Place of Cultural Heritage Significance (Ref No. 125) as indicated by its inclusion in the Sullivans Cove Planning Scheme 1997, PART E. 22, Schedule 1, Table 1 Places of Cultural Heritage Significance.

2.3 Non-statutory listings

The Site is not included on the Register of the National Estate (non-statutory archive).[5]

The Tasmanian National Trust no longer maintains a publicly available list of Tasmanian Heritage places.

1 Tasmanian Heritage Council (THC), Tasmanian Heritage Register (THR) Datasheet, 'Hobart Railway Goods Shed', THR ID 10995.
2 Central Plan Register (CPR) ID 11428, Accessed through LISTMaps, 06/12/2025.
3 Tasmanian Heritage Council (THC), Tasmanian Heritage Register (THR) Datasheet, 'Hobart Railway Goods Shed', THR ID 10995.
4 Tasmanian Heritage Council (THC), Tasmanian Heritage Register (THR) Datasheet, 'Hobart Railway Goods Shed', THR ID 10995.
5 Australian Government Department of Climate Change, Energy, the Environment and Water (DCCEEW), 'Register of the National Estate – archive' [website], last updated: 03 October 2021.

2.4 Summary History

The following summary history is distilled from the Tasmanian Heritage Register (THR) datasheet:

Macquarie Point, on the western side of the Derwent estuary, was occupied by Tasmanian Aboriginal people of what, in the present day, are known as the Southeast nation.

In mid-February 1804, Lieutenant-Governor David Collins established the British colony of Hobart Town, beside the bay he named Sullivans Cove. In the centre of the cove was a small island, which was named Hunter's Island…

A rocky reef extended northwards from the mouth of the rivulets to a promontory with a small hill at its centre. In the 1810s this promontory was named Macquarie Point. Over the next two-and a-half decades the sand bar and Hunter's Island disappeared under extensive land reclamation. …

During the 1850s there had been much talk in Tasmania about building a railway line from Hobart to Launceston. Eventually in March 1872, an English company – the Tasmanian Main Line Railway (TMLR) Company – signed a contract with the Colonial Government to build the line. …

The first through passenger service from Hobart to Launceston operated on the occasion of the line's 1st November 1876 official opening. The TMLR Company began utilising the 1840s-constructed Royal Engineers building (THR 2280), close to the Hobart terminus, as its headquarters. …

In 1885, the colony's railway operations began to be referred to collectively as the Tasmanian Government Railways, and were more familiarly thereafter known as the 'TGR'. … In late 1890 the government took over the TMLR Company, and from that time until 1978 managed and operated most of Tasmania's railway network. …

The process of land reclamation alongside Macquarie Point continued. A seawall of stone built out into the Derwent enclosed a large area that became the City of Hobart's refuse tip. This was largely filled by 1904, and the Hobart Railway Goods Shed was built on this fill in the next decade.

Following the relocation of slaughtering operations to Derwent Park in 1909, the government determined that the Macquarie Point areas occupied by the septic tanks, municipal tip and now-redundant slaughter yards would become Hobart's expanded railway goods yard, containing a new large Goods Shed building. A separate new Round House for locomotives would also be built nearby, on the former drill yard site. Construction of these new rail facilities commenced in late 1911, as part of broader expansion plans for Hobart's waterfront. An intended parallel outcome of this scheme was connecting the rail network directly with Sullivans Cove to service interstate and international export markets, and this would involve the construction of new pier and wharf facilities within the cove by the Hobart Marine Board.

Between 1914 and 1915, construction of the Hobart Railway Goods Shed began. The 300-foot (approximately 91 metre) long, timber-framed Goods Shed building was sited at the southern boundary of the expanded railyards. …

The railyards reorganisation works also included, between the new goods yards and the existing station building, construction of a 41-road locomotive Round House with electric-powered central turntable. … Hobart's new rail and coal yards, and the Round House, were completed by June 1915, … followed by the Goods Shed in December. …

The new railyards and Goods Shed handled a wide variety of products from all over Tasmania – including the export of fruit – and from 1922 onwards both the raw materials to and the finished chocolate from the Cadbury chocolate factory at the northern Hobart suburb of Claremont. …

Across a period of time between late 1946 and mid-1949, substantive alterations and additions were made to the Hobart Goods Shed. …

From the late 1950s and throughout the 1960s, a series of alterations were made to the office areas within the Goods Shed. These included the addition of mezzanine rooms within the volume of the west-side gabled roof in the mid-1960s. …

Nevertheless, photographs of the Goods Shed's exterior taken in the late 1960s indicate there had been little change to the building's external appearance since 1915. The available evidence also indicates that at some point between 1963 and 1983 the timber decking and sub-floor framing of the Shed's internal platforms were replaced by concrete slabs.01 At a later time, in the northern 1946-to-1949-built portion of the building, this concrete floor was then broken up and removed, and concrete-slab paving installed at ground level.…

In 1978 the Federally-funded and operated Australian National Railways assumed control of the TGR. … The Transport Act 1978 abolished the former TGR, effective 1st November 1978. …

Across the State, most railway station buildings, housing, and sheds were removed or sold. … This process also occurred at the Hobart railyards during the 1980s, with the removal of the majority of the rail buildings, including the locomotive Round House. … Hobart's Goods Shed, however, was retained.

At about this time, [mid-1980 s] the Hobart Railway Goods Shed was converted into a transit warehouse for road transport use. Most of the loading bay openings were filled in, with a few others replaced by roller shutters. The building's exterior was reclad in pre-painted corrugated steel sheeting, and, on the Evans Street frontage, new aluminium-framed windows were installed. …

Other substantive changes were made to the Goods Shed's interior. The pit between the platforms was filled with sand and re-surfaced with concrete pavers. Most of the recessed loading docks on the former platforms were filled with concrete slabs. The office partitions at the Shed's southern end were again reorganised, and the office area expanded northwards into the former goods-handling area. …

Operations at the Macquarie Point railway goods yard ceased and were relocated to Brighton in 2014.…

In the late 2010s, the office areas of the Hobart Railway Goods Shed were again renovated, and new toilet facilities were installed in the 1990s brick extension on the Shed's eastern side. From 2019, personnel from the Macquarie Point Development Corporation (the 'MPDC') have occupied the offices in the Shed. …

In recent years the Goods Shed has also been adapted for use in a range of community events including concerts, art exhibitions, theatre performances, and product launches. In 2021 the MPDC issued a Request for Proposals seeking venue management and commercial lessors. … The Hobart Railway Goods Shed, together with the 1870s-built former Hobart Railway Station (THR 2187) building, about 500 metres to the Goods Shed's north-west – and which at the time of preparing this datasheet in 2023 is part of the ABC Broadcast Centre – are the only substantive purpose-built remnants of the formerly extensive Hobart terminus and railyards complex.[6]

6 Tasmanian Heritage Council (THC), Tasmanian Heritage Register (THR) Datasheet, 'Hobart Railway Goods Shed', THR ID 10995.

2.5 Place Description

The following description of the Place was extracted from the THR Datasheet:

With a timber-framed structure – and walls and roof clad mostly in painted corrugated steel sheeting – the Hobart Railway Goods Shed is a single-storey building of rectangular plan-shape, approximately 115 metres long and 24 metres wide.[7]

7 Tasmanian Heritage Council (THC), Tasmanian Heritage Register (THR) Datasheet, 'Hobart Railway Goods Shed', THR ID 10995.

3.0 Photographic Documentation

3.1 Camera and lens specifications

A 35mm camera digital equivalent was used for this PAR's photographs, meeting the requirements of the NSW Heritage Office Guidelines for Photographic Recordings. The camera and lens specifications are as follows:

Camera: Canon EOS 7D Mark II Digital SLR (20.2 Megapixel)

Lens: 16-35mm

3.2 Image format

The photographs were taken at 18 megapixels in RAW format and converted to high resolution JPG format (approx. 3MB to 6MB each), in accordance with the NSW Heritage Office Guidelines for Archival and Photographic Recordings. The digital copies of this PAR comprise each photograph in both RAW and TIFF format, as well as thumbnail sheets with reference numbers.

3.3 Photographic catalogue

This PAR comprises the following sections, consistent with the NSW Heritage Office Guidelines:

Plan Sheets – documenting the location and orientation of each photograph using arrowed markers (Appendix A);

Catalogue Sheets – comprising detailed descriptions of each photograph, orientation of photographs and cross-references to both plan sheets and thumbnail images (Appendix B);

Thumbnail Sheets – comprising a thumbnail of each photograph and reference numbers (Appendix C);

Selection of Photographs – comprising a selection of photographs that capture the Station and setting (Appendix D), and;

Historical Images and Drawings – original and early images and drawings of the buildings contained within the state archive (Appendix E).

3.4 Distribution

A digital copy of this PAR is to be submitted to the Macquarie Point Development Corporation for their distribution to Heritage Tasmania and other public repositories as considered appropriate.

APPENDICES

LIST:

Appendix A: Plan sheets

Appendix B: Catalogue sheets

Appendix C: Thumbnail image sheets

Appendix D: Selection of photographs

Appendix E: Ground plane fabric survey

Appendix F: Historical images and documents

Appendix A: Plan Sheets



N 1 Existing Goods Shed Site Plan
1:500

0 5m 10m 15m 20m 25m 50m

Notes:

Drawings are based on archival plans & site measurements documentation may not accurately represent what is physically present.

Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.

All dimensions are in millimetres unless noted otherwise. Purcell shall be notified in writing of any discrepancies.

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REV	DATE	BY	CHK	DESCRIPTION
P2	22.01.2026	HJ	LBS	S4 For Approval
P1	09.01.2026	HJ	LBS	S1 For Coordination

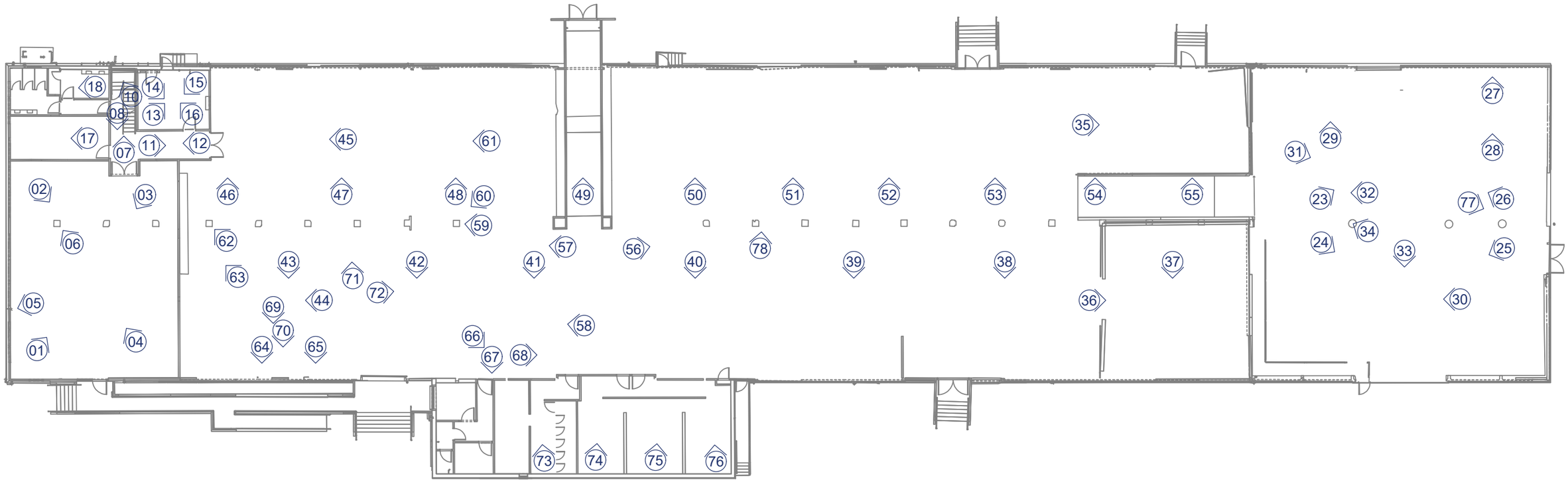
CLIENT
Macquarie Point Development Corporation
PROJECT
The Goods Shed
Photographic Archival Recording (PAR)

JOB NUMBER
243280
TITLE
Existing Site Plan

SIZE A3L SCALE 1:500
REV **P2** SUITABILITY/REASON FOR ISSUE **S4 - Issue For Approval**
DRAWING NUMBER
243280-PUR-01-00-DR-A-0100

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Nominated Architect: Lucy Burke-Smith TAS: 898 CC6606 ARB Tas Registered Architectural Firm F157
nipaluna - 183 Macquarie Street, Hobart, TAS, 7000 ABN 43 636 400 327



1 Existing Goods Shed Ground Floor Plan
1:300

0 3m 6m 9m 12m 15m 30m

Notes:

Drawings are based on archival plans & site measurements documentation may not accurately represent what is physically present.

Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.

All dimensions are in millimetres unless noted otherwise. Purcell shall be notified in writing of any discrepancies.

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REV	DATE	BY	CHK	DESCRIPTION
P3	18.02.2026	XY	LBS	S4 For Approval
P2	22.01.2026	HJ	LBS	S4 For Approval
P1	12.01.2026	HJ	LBS	S1 For Coordination

CLIENT
Macquarie Point Development Corporation
PROJECT
The Goods Shed
Photographic Archival Recording (PAR)

JOB NUMBER
243280
TITLE
Existing Ground Floor Plan

SIZE A3L SCALE 1:300
REV **P3** SUITABILITY/REASON FOR ISSUE **S4 - Issue For Approval**
DRAWING NUMBER
243280-PUR-01-00-DR-A-0101

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Nominated Architect: Lucy Burke-Smith TAS: 888 CC6600
nipaluna - 183 Macquarie Street, Hobart, TAS, 7000
hobartstudio@purcellap.com
ARB Tas Registered Architectural Firm F157
ABN 43 636 400 327

Appendix B: Catalogue sheets

PURCELL

Project	The Goods Shed - Photographic Archival Record		
Project Phase	Prior To Construction		
Camera	Canon EOS 7D Mark II (16-35mm Lens)		
Date	15/01/2026 and 13/02/2026	**Photographer**	Marty Passingham

Image No.	View	Description
Plan Reference: 0100 Site Plan		
TGS-EXT-01	E	West elevation - key image
TGS-EXT-02	E	West elevation - Bay 1
TGS-EXT-03	E	West elevation - Bay 2
TGS-EXT-04	E	West elevation - Bay 3
TGS-EXT-05	E	West elevation - Bay 4
TGS-EXT-06	E	West elevation - Bay 5
TGS-EXT-07	E	West elevation - Bay 6
TGS-EXT-08	E	West elevation - Bay 7
TGS-EXT-09	E	West elevation - Bay 8
TGS-EXT-10	E	West elevation - façade detail signage
TGS-EXT-11	E	West elevation - detail cargo door assembly
TGS-EXT-12	E	West elevation - detail plinth
TGS-EXT-13	S	North elevation
TGS-EXT-14	S	North elevation (c. 19XX brick extension)
TGS-EXT-15	S	North elevation detail
TGS-EXT-16	W	East elevation - key image
TGS-EXT-17	W	East elevation - Bay 1 (partially obscured)
TGS-EXT-18	W	East elevation - Bay 2 (obscured)
TGS-EXT-19	W	East elevation - Bay 3
TGS-EXT-20	W	East elevation - Bay 4 (c. 19XX brick extension)
TGS-EXT-21	W	East elevation - Bay 5
TGS-EXT-22	W	East elevation - Bay 6
TGS-EXT-23	W	East elevation - Bay 7
TGS-EXT-24	W	East elevation - Bay 8
TGS-EXT-25	W	East elevation - Bay 9
TGS-EXT-26	W	East elevation - Bay 10
TGS-EXT-27	W	East elevation detail - Office entrance, signage and secondary roof transition
TGS-EXT-28	W	East elevation detail - cargo door
TGS-EXT-29	W	East elevation detail - plinth assembly
TGS-EXT-30	W	East elevation detail - plinth assembly
TGS-EXT-31	W	East elevation detail - notched bolt
TGS-EXT-32	W	East elevation detail - highlight window assembly
TGS-EXT-33	W	East elevation detail - highlioght window close
TGS-EXT-34	N	South elevation
TGS-EXT-35	N	South elevation
TGS-EXT-36	N	South elevation - detail gable end
TGS-EXT-37	N	South elevation - detail plinth
TGS-EXT-38	N	South elevation - detail typical sheet cladding fixings

PURCELL

Project	The Goods Shed - Photographic Archival Record		
Project Phase	Prior To Construction		
Camera	Canon EOS 7D Mark II (16-35mm Lens)		
Date	15/01/2026 and 13/02/2026	**Photographer**	Marty Passingham

Image No.	View	Description
Plan Reference: 0101 Ground Floor Plan		
TGS-INT-01	NW	Ground floor office - North West corner
TGS-INT-02	NE	Ground floor office - North East corner
TGS-INT-03	SE	Ground floor office - South East corner
TGS-INT-04	SW	Ground floor office - South West corner
TGS-INT-05	SE	Ground floor office - Timber post south elevation
TGS-INT-06	SW	Ground floor office - Timber clad steel post (non-original)
TGS-INT-07	W	Ground floor stairwell - west
TGS-INT-08	E	Ground floor stairwell - east
TGS-INT-09	W	Ground floor stairwell - roof
TGS-INT-10	W	Stairwell - detail truss, landling and window
TGS-INT-11	N	Ground floor - corridor
TGS-INT-12	S	Ground floor - corridor
TGS-INT-13	NW	Ground floor kitchen - North West corner
TGS-INT-14	NE	Ground floor kitchen - North East corner
TGS-INT-15	SE	Ground floor kitchen - South East corner
TGS-INT-16	SW	Ground floor kitchen - South West corner
TGS-INT-17	S	Ground floor meeting room - South elevation
TGS-INT-18	S	Ground floor - Men's toilet - South elevation
TGS-INT-19	NW	First floor office - North West corner
TGS-INT-20	NE	First floor office - North East corner
TGS-INT-21	SE	First floor office - South East corner
TGS-INT-22	SW	First floor office - South West corner
TGS-INT-23	NW	Goods Shed extension- North West corner
TGS-INT-24	NE	Goods Shed extension- North East corner
TGS-INT-25	SE	Goods Shed extension- South East corner
TGS-INT-26	SW	Goods Shed extension- South West corner
TGS-INT-27	W	Goods Shed extension- detail extant window
TGS-INT-28	W	Goods Shed extension- detail window and wall framing modified
TGS-INT-29	W	Goods Shed extension- detail window and wall framing standard
TGS-INT-30a	S	Goods Shed extension - detail truss typical (eastern bay central)
TGS-INT-30b	S	Goods Shed extension - detail truss typical (eastern bay central)
TGS-INT-31	NE	Goods Shed extension - Columns
TGS-INT-32	S	Goods Shed extension - long view south
TGS-INT-33	E	Goods Shed extension - East cargo entrance
TGS-INT-34	N	Goods Shed extension- detail post and beam brace (typical)
TGS-INT-35	N	Northern end, western half
TGS-INT-36	N	Northern end, eastern half
TGS-INT-37	E	Eastern elevation, Bay 1

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Project	The Goods Shed - Photographic Archival Record		
Project Phase	Prior To Construction		
Camera	Canon EOS 7D Mark II (16-35mm Lens)		
Date	15/01/2026 and 13/02/2026	**Photographer**	Marty Passingham

Image No.	View	Description
TGS-INT-38	E	Eastern elevation, Bay 2
TGS-INT-39	E	Eastern elevation, Bay 3
TGS-INT-40	E	Eastern elevation, Bay 4
TGS-INT-41	E	Eastern elevation, Bay 5
TGS-INT-42	E	Eastern elevation, Bay 6
TGS-INT-43	E	Eastern elevation, Bay 7
TGS-INT-44	S	South elevation, eastern half
TGS-INT-45	S	South elevation, western half
TGS-INT-46	W	Western elevation, Bay 1
TGS-INT-47	W	Western elevation, Bay 2
TGS-INT-48	W	Western elevation, Bay 3
TGS-INT-49	W	Western elevation, Bay 4
TGS-INT-50	W	Western elevation, Bay 5
TGS-INT-51	W	Western elevation, Bay 6
TGS-INT-52	W	Western elevation, Bay 7
TGS-INT-53	W	Western elevation, Bay 8
TGS-INT-54	W	Western elevation, Bay 9
TGS-INT-55	W	Western elevation, Bay 10
TGS-INT-56	N	Posts Northern end
TGS-INT-57	S	Posts Southern end
TGS-INT-58a	S	Detail - Typical truss with bracets
TGS-INT-58b	S	Detail - Typical truss with bracets
TGS-INT-59	NA	Detail - Typical bracket
TGS-INT-60	S	Detail - Post and truss configuration, with metal mesh
TGS-INT-61	S	Detail - Truss with rod bracing and metal mesh
TGS-INT-62	SE	Detail - mid post plinth detail
TGS-INT-63	SW	Detail - Rail stop barrier
TGS-INT-64	E	Detail - External post bracket
TGS-INT-65	E	Detail - External post bracket with lster sister post
TGS-INT-66	NE	Detail - Truss bracket at external wall
TGS-INT-67	N	Detail - Painted Bay number on rail
TGS-INT-68	NE	Detail - Truss bracket at external wall, cut
TGS-INT-69	E	Detail - Typical wall detail and bracing
TGS-INT-70a	E	Detail - Typical highlight glazing Bay
TGS-INT-70b	E	Detail - Typical highlight glazing Bay
TGS-INT-70c	E	Detail - Typical highlight glazing Bay

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Project	The Goods Shed - Photographic Archival Record		
Project Phase	Prior To Construction		
Camera	Canon EOS 7D Mark II (16-35mm Lens)		
Date	15/01/2026 and 13/02/2026	**Photographer**	Marty Passingham

Image No.	View	Description
TGS-INT-71	W	Detail - Floor materiality and composition over former railline
TGS-INT-72	N	Detail - Floor materiality and composition over former railline
TGS-INT-73	W	Toilet Block Mens - Typical fitout and configuration
TGS-INT-74	N	Toilet Block Womens - Typical fitout and configuration North
TGS-INT-75	E	Toilet Block Womens - Typical fitout and configuration Middle
TGS-INT-76	S	Toilet Block Womens - Typical fitout and configuration South
TGS-INT-77	N	Detail - Contemporary propping of failing strucutral timbers
TGS-INT-78	W	Detail - Freight signage

Appendix C: Thumbnail image sheets



TGS-EXT-01



TGS-EXT-02



TGS-EXT-03



TGS-EXT-04



TGS-EXT-05



TGS-EXT-06



TGS-EXT-07



TGS-EXT-08



TGS-EXT-09



TGS-EXT-10



TGS-EXT-11



TGS-EXT-12



TGS-EXT-13



TGS-EXT-14



TGS-EXT-15



TGS-EXT-16



TGS-EXT-17



TGS-EXT-18



TGS-EXT-19



TGS-EXT-20



TGS-EXT-21



TGS-EXT-22



TGS-EXT-23



TGS-EXT-24



TGS-EXT-25



TGS-EXT-26



TGS-EXT-27



TGS-EXT-28



TGS-EXT-29



TGS-EXT-30



TGS-EXT-31



TGS-EXT-32



TGS-EXT-33



TGS-EXT-34



TGS-EXT-35



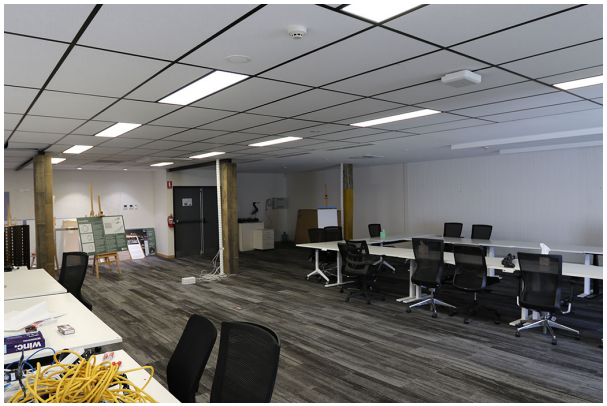
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TGS-EXT-37



TGS-EXT-38



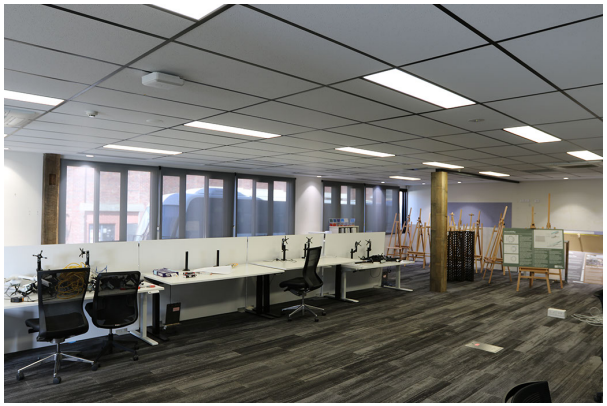
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TGS-INT-02



TGS-INT-03



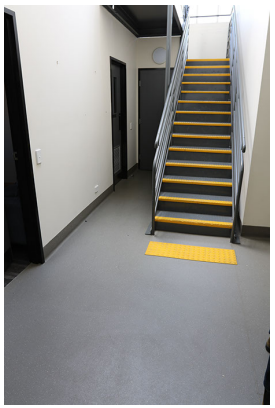
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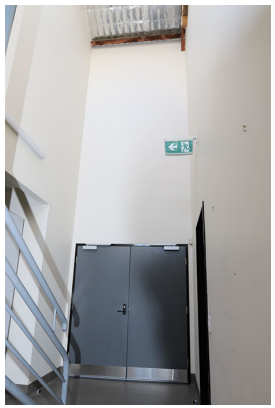
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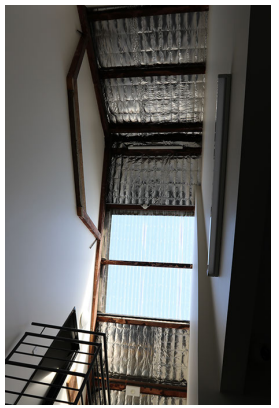
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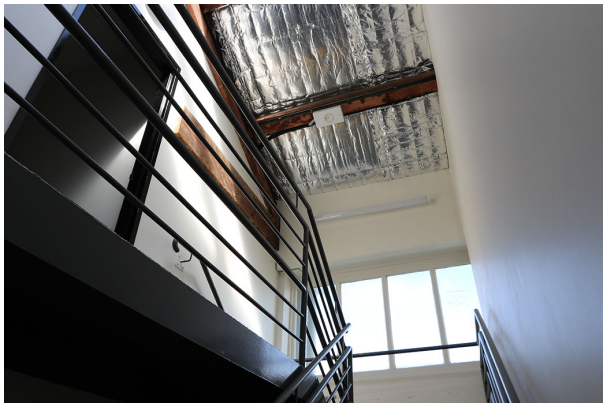
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TGS-INT-08



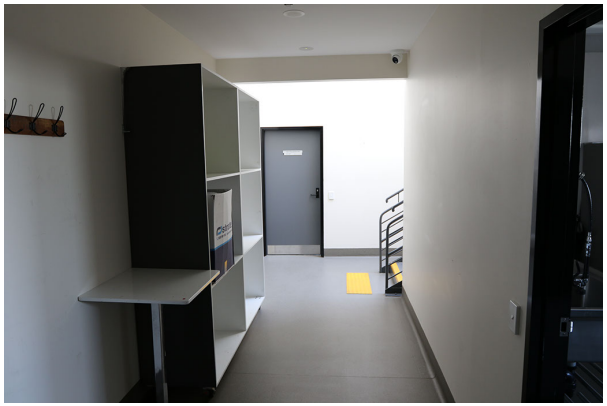
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TGS-INT-10



TGS-INT-11



TGS-INT-12



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TGS-INT-14



TGS-INT-15



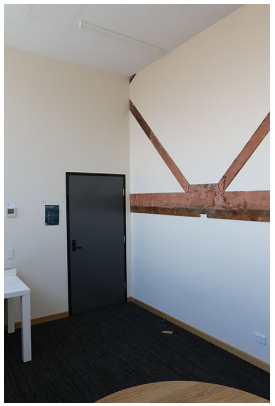
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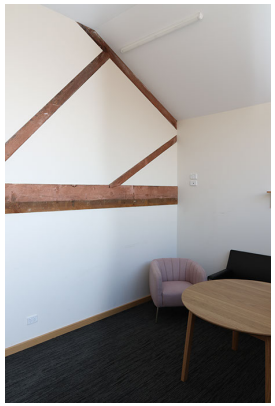
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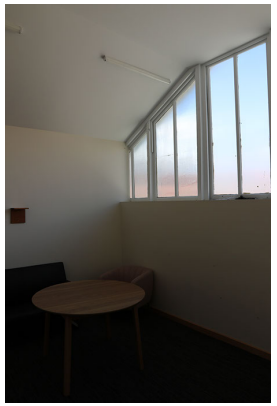
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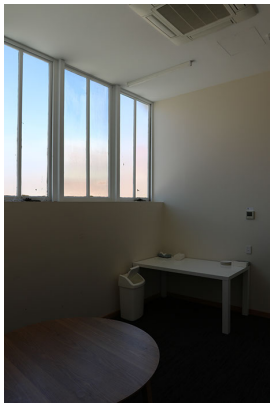
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TGS-INT-20



TGS-INT-21



TGS-INT-22



TGS-INT-24



TGS-INT-25



TGS-INT-26



TGS-INT-30a



TGS-INT-30b



TGS-INT-33



TGS-INT-34



TGS-INT-35



TGS-INT-36



TGS-INT-37



TGS-INT-38



TGS-INT-40



TGS-INT-41



TGS-INT-42



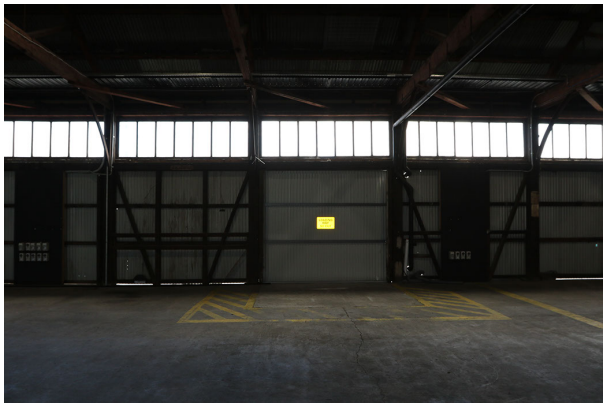
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TGS-INT-46



TGS-INT-47



TGS-INT-48



TGS-INT-49



TGS-INT-50



TGS-INT-51



TGS-INT-52



TGS-INT-53



TGS-INT-54



TGS-INT-55



TGS-INT-57



TGS-INT-58a



TGS-INT-58b



TGS-INT-60



TGS-INT-61



TGS-INT-66



TGS-INT-67



TGS-INT-68



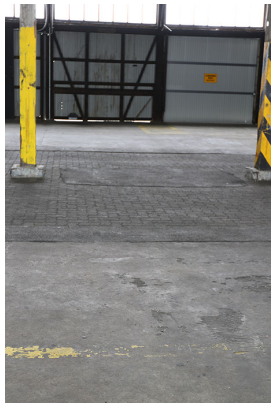
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TGS-INT-70b



TGS-INT-70c



TGS-INT-71



TGS-INT-73



TGS-INT-74



TGS-INT-75



TGS-INT-76



TGS-INT-77



TGS-INT-78

Appendix D: Selection of photographs



TGS_EXT_01



TGS_EXT_05



TGS_EXT_09



TGS_EXT_13



TGS_EXT_15



TGS_EXT_26



TGS_EXT_30



TGS_EXT_31



TGS_EXT_32



TGS_EXT_34



TGS_EXT_36



TGS_EXT_37



TGS_INT_23



TGS_INT_27



TGS_INT_28



TGS_INT_29



TGS_INT_31



TGS_INT_32



TGS_INT_39



TGS_INT_44



TGS_INT_56



TGS_INT_59



TGS_INT_62



TGS_INT_63



TGS_INT_64



TGS_INT_65



TGS_INT_69



TGS_INT_72



TGS-INT-23



TGS-INT-27



TGS-INT-28



TGS-INT-29



TGS-INT-31



TGS-INT-32



TGS-INT-39



TGS-INT-44



TGS-INT-56



TGS-INT-59



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TGS-INT-63



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TGS-INT-72



TGS-INT-77

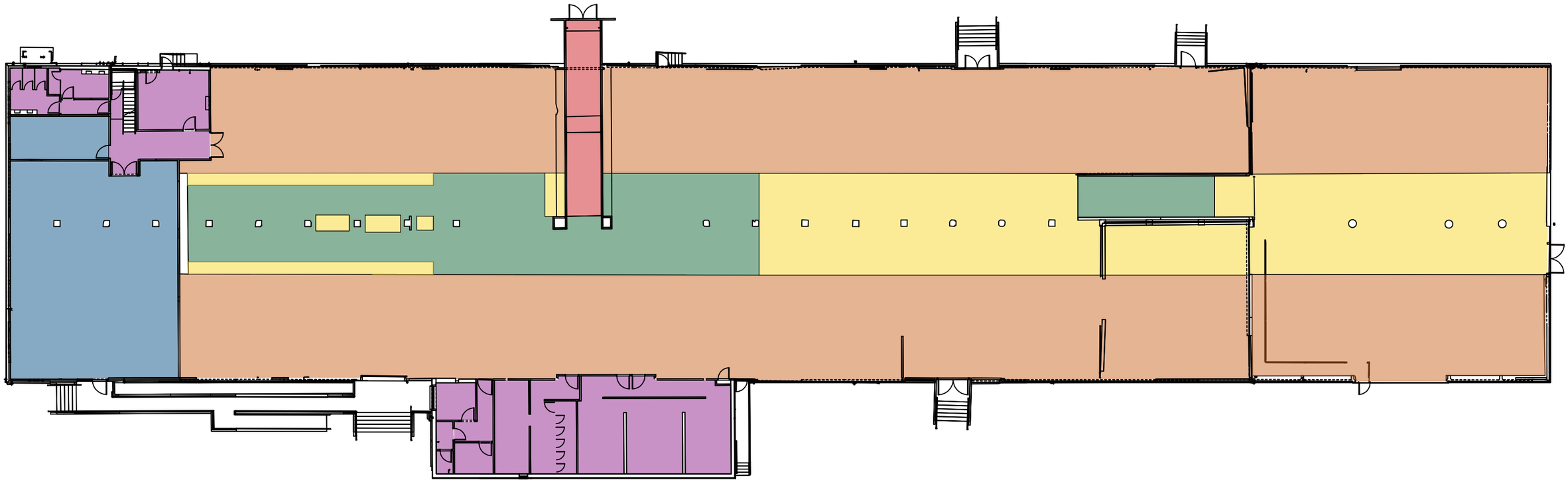


TGS-INT-78

Appendix E: Ground plane fabric survey

Floor Finish Legend:

- Concrete
- Paving
- Bitumen
- Vinyl Sheet
- Carpet Tile
- Painted Sheet Material



N

1 Existing Goods Shed Ground Floor Finishes Plan
1:300

0 3m 6m 9m 12m 15m 30m

Notes:

Drawings are based on archival plans & site measurements documentation may not accurately represent what is physically present.

Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.

All dimensions are in millimetres unless noted otherwise. Purcell shall be notified in writing of any discrepancies.

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REV	DATE	BY	CHK	DESCRIPTION
P1	22.01.2026	HJ	LBS	S1 For Coordination

CLIENT
Macquarie Point Development Corporation
PROJECT
The Goods Shed
Photographic Archival Recording (PAR)

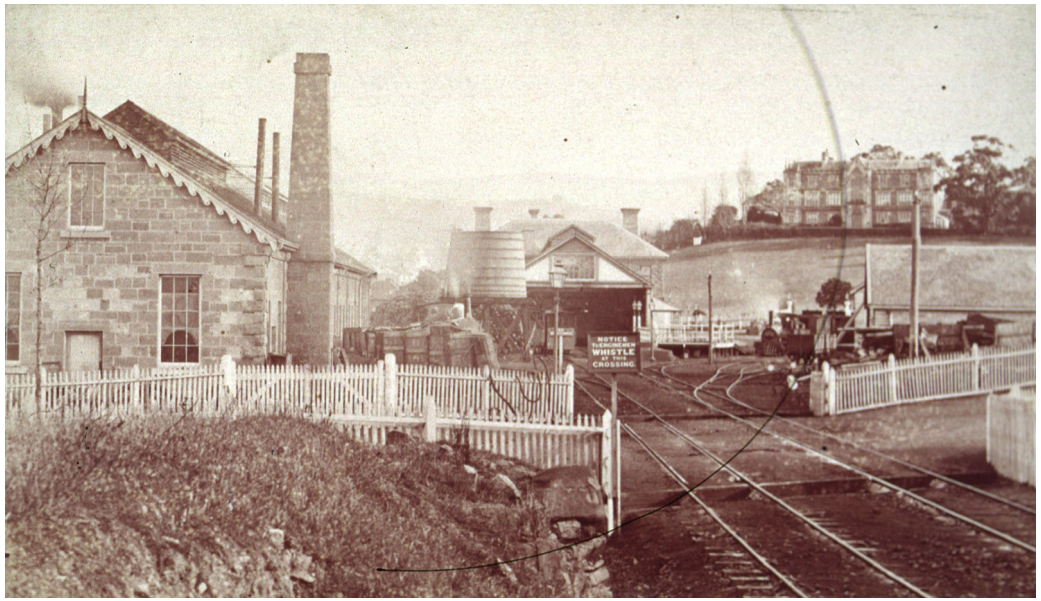
JOB NUMBER
243280
TITLE
Existing Ground Floor Finishes Plan

SIZE A3L SCALE 1:300
REV **P1** SUITABILITY/REASON FOR ISSUE **S4 - Issue For Approval**
DRAWING NUMBER
243280-PUR-01-00-DR-A-0102

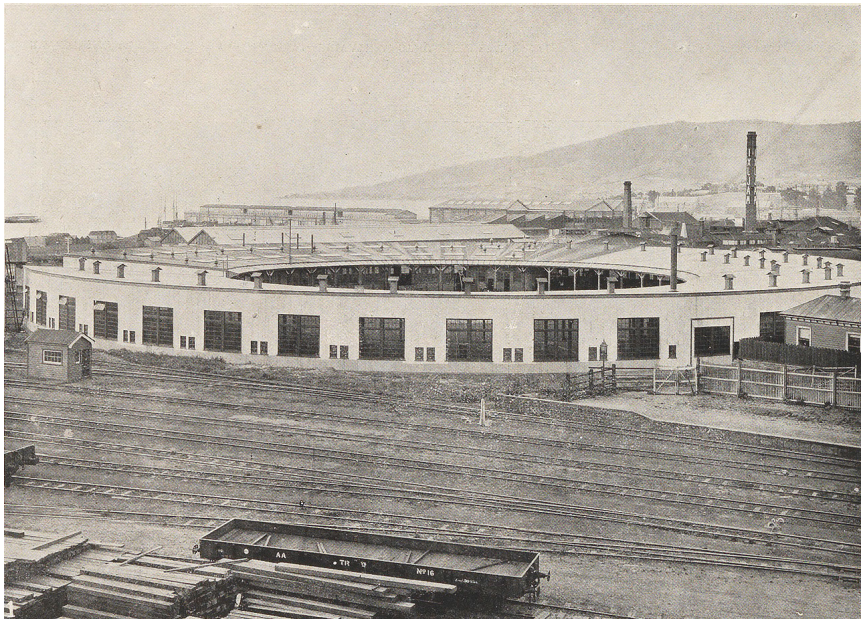
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Nominated Architect: Lucy Burke-Smith TAS: 898 CC6606 ARB Tas Registered Architectural Firm P157
nipaluna - 183 Macquarie Street, Hobart, TAS, 7000 ABN 43 636 400 327

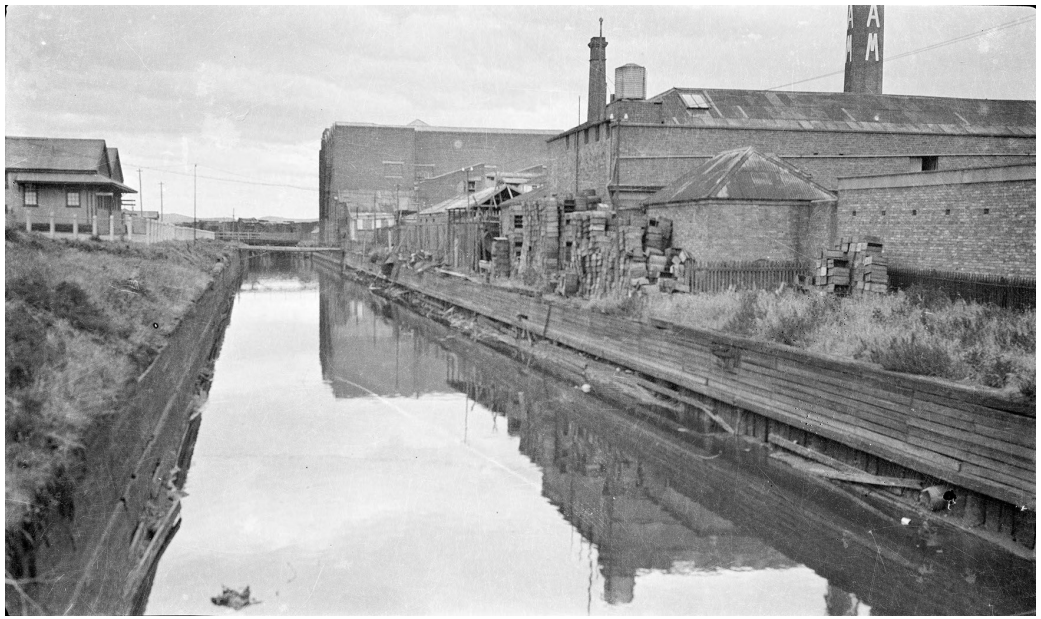
Appendix F: Historical images and documents



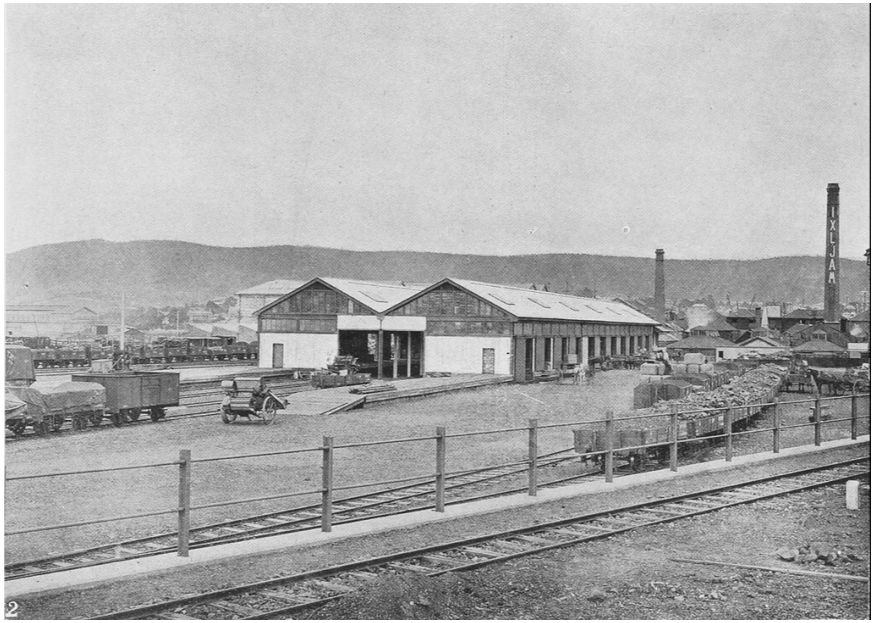
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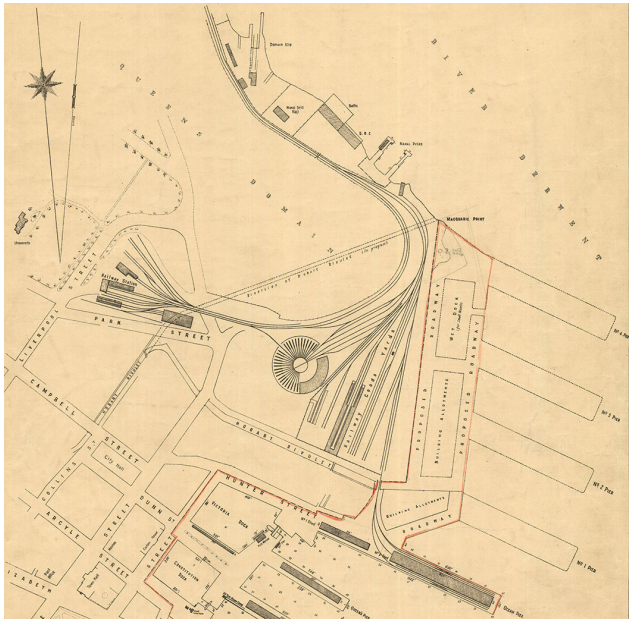
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1915c NS1231-1-19



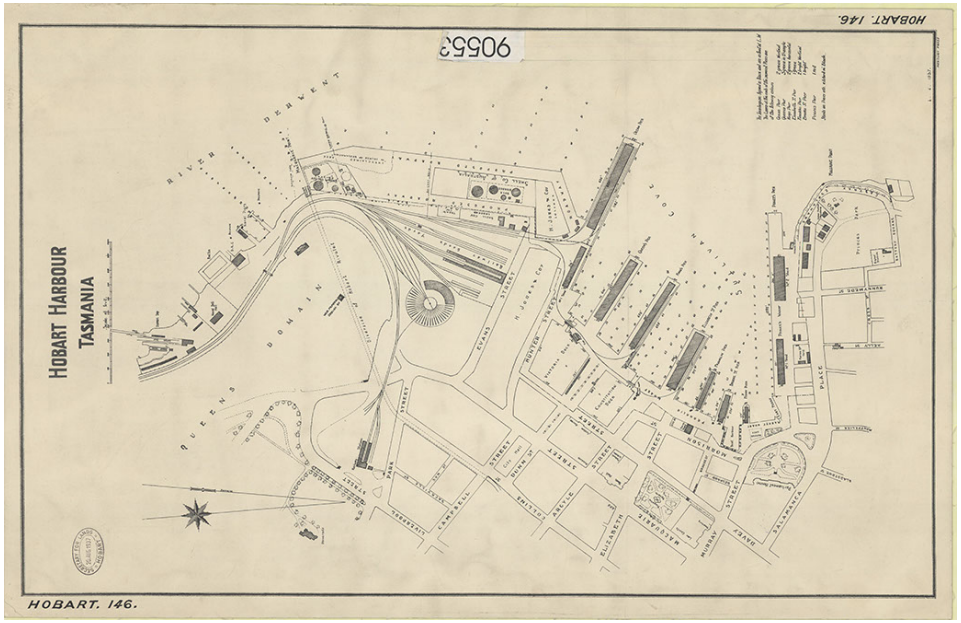
1915 12 23 WC Insert 4b



1916 Hobart 132 AF394-1-133



1926-1938c NS892-1-64



1937 AF394-1-148



1946 0015_894



1950-60c AA375-1-216



1965 0442_189



1968 P2121-1-4P04 - Crop



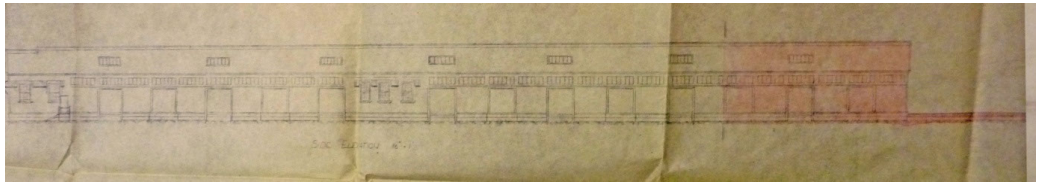
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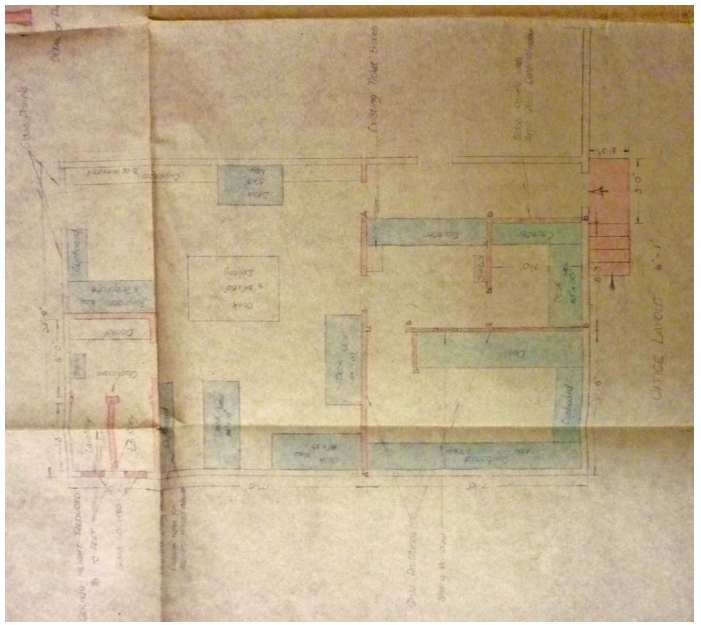
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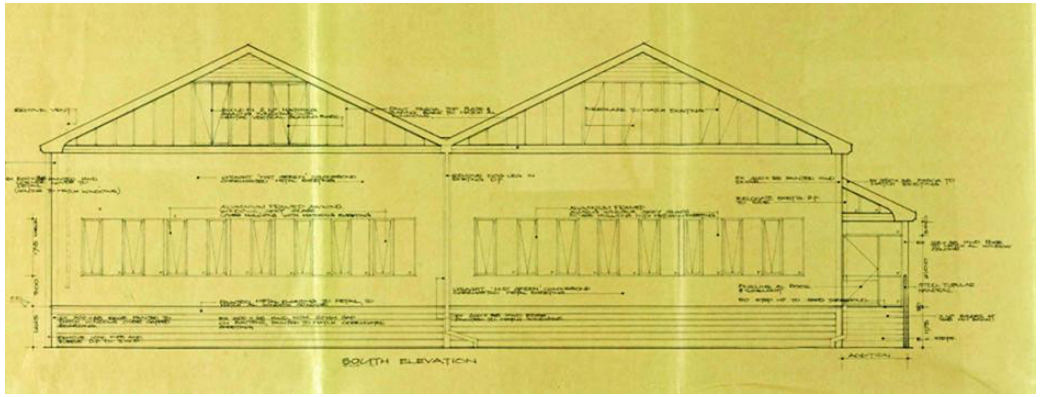
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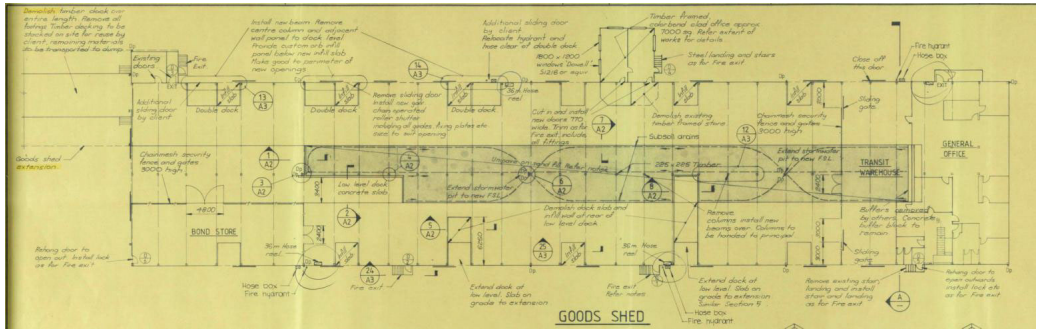
CMP - Fig14 TC10-1-10430 p22of68 1945



CMP - Fig15 TC10-1-10430 p22of68 1945



CMP-p27of68 Fig 18 Goods Shed detail AE417-8-475 1984



CMP-p28of68 Fig 19 Goods Shed detail AE417-8-475 1984

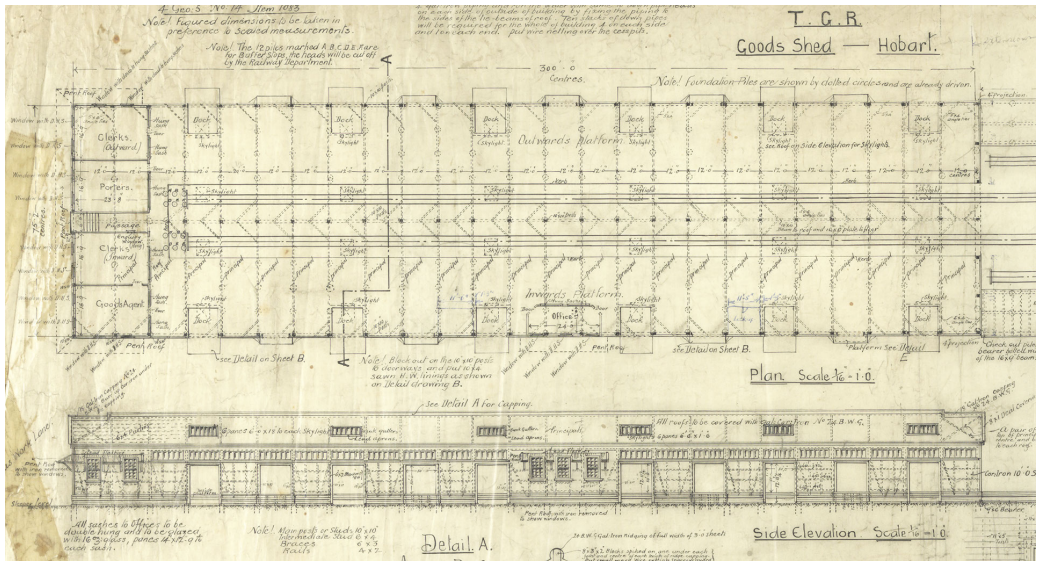


Fig 32 P1330-10-3060944_B672472

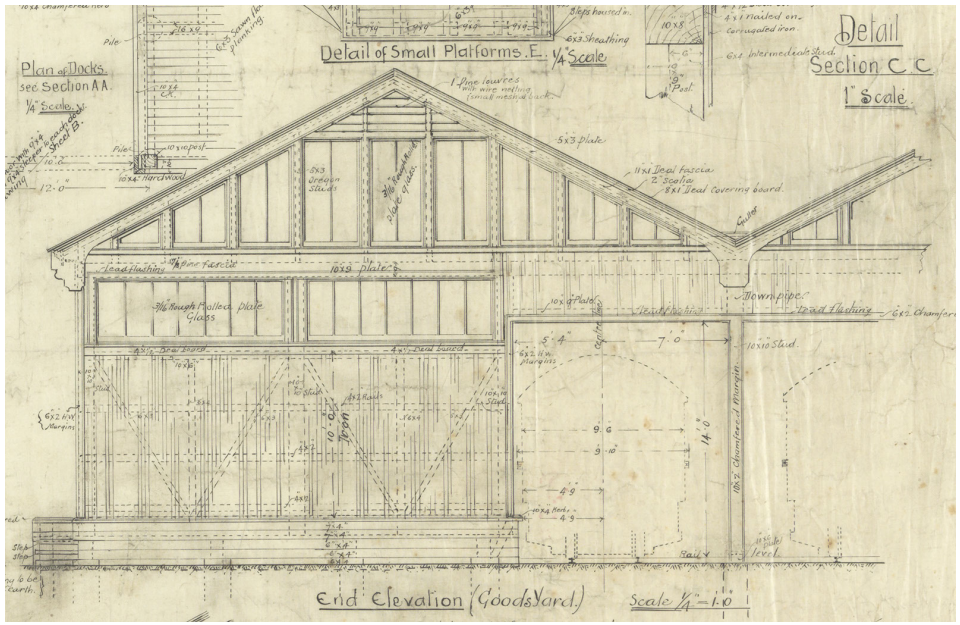


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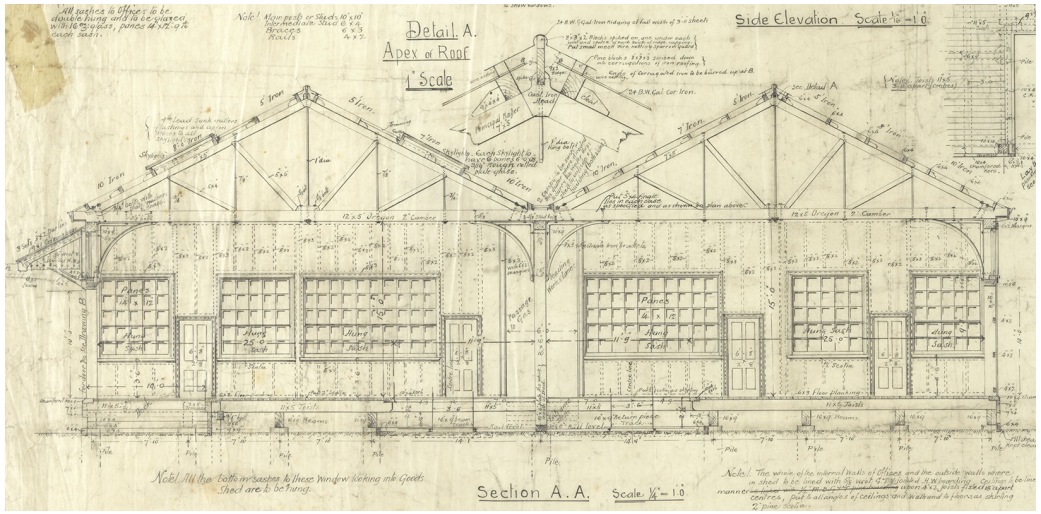


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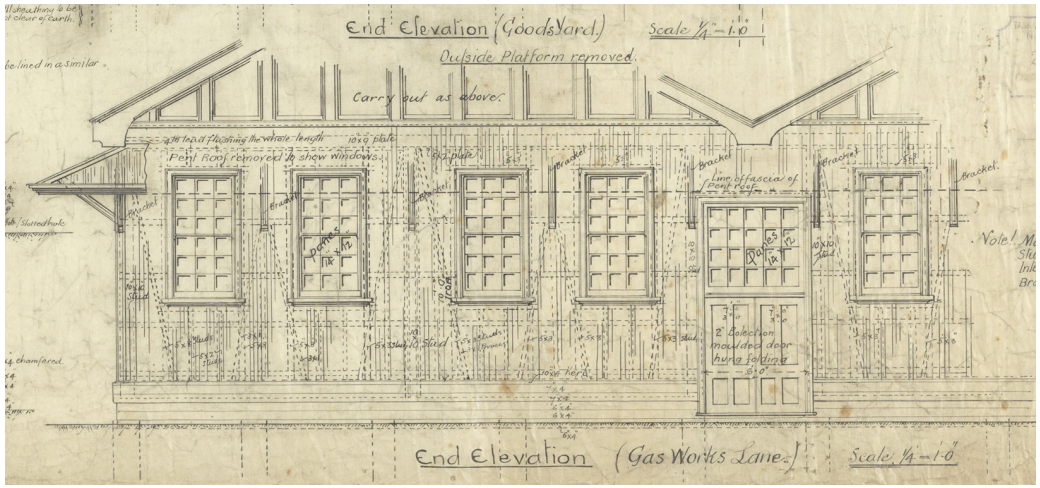


Fig 35 P1330-10-3060944_B672472

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Appendix E: Macquarie Point Goods Shed, Heritage Impact Assessment

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Macquarie Point Goods Shed

THR10995 'Hobart Railway Goods Shed'
10 Evans Street, Hobart

Heritage Impact Assessment

For: Macquarie Point Development Corporation

17 August 2026
P2 – S4 Order Approval

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Table 1: List of Authors and their qualifications

Name	Qualifications	Years of experience	Role
Lucy Burke-Smith	B.Sc Arch; B.Arch (Hons1); Grad Cert Hert. Cons. Registered Architect (Tas): 898/CC6606	23 years	Project Partner, Lead
Linda Mott	B.App.Sc; B.Des (Int. Des. Hons 1); M.Herit.Cons. M.ICOMOS	7 years	Senior Heritage Consultant

Date	Revision	Issue for	By	Checked
31/07/2026	P1	S1 - Issue For Coordination	LM/LBS	LBS
17/08/2026	P2	S4 – Order Approval	LM/LBS	LBS

Acknowledgment of country

Purcell pays respects to the original owners of the land upon which we work, the Muwinina people, who did not survive British colonisation.

We acknowledge the Tasmanian Aboriginal community as the continuing custodians of Lutruwita (Tasmania) and honour Aboriginal Elders past and present.

We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to Story and be respectful of Country in our collaborations with First Nations Peoples.

Lutruwita milaythina Pakana – Tasmania is Aboriginal land.

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Introduction

Background

Hunter Mason, on behalf of the Macquarie Point Development Corporation, commissioned Purcell to prepare this Heritage Impact Assessment (HIA) to accompany the Heritage Conservation Management Plan being submitted in response to Schedule 4, Clause 8 of State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49 (the Order).

It is understood that this HIA is to consider the proposed adaptive reuse of the Macquarie Point Goods Shed at 10 Evans Street, Hobart (Site), specifically with respect to assessing minimisation of fabric loss, and retention of integrity and authenticity against the following condition:

> H3. The Heritage Conservation Management Plan must be prepared on the basis of a structural assessment, and extant recording, of the Goods Shed undertaken by a suitably qualified and experienced structural engineer to ensure that the building –
>
> a) is relocated with minimal loss of heritage fabric; and
>
> b) is conserved with a high degree of integrity and authenticity.

The 'Hobart Railway Goods Shed' is Permanently Registered on the Tasmanian Heritage Register (THR) with THR ID Number: 10995 (the Place).[1] The Place is identified as Locally Significant in HOB-Table C6.1 Local Heritage Places (Ref No. HOB-C6.1.1202)[2] of the Tasmanian Planning Scheme – Hobart Local Provisions Schedule (HOB-LPS).

The Place is not included in Tables C6.2 to C6.5 Local Heritage Precincts, Local Historic Landscape Precincts, Places or Precincts of Archaeological Potential, and Significant Trees.

The following documentation details the Proposal assessed in this HIA:

- Architectural Plans, prepared by MPDC (Cox Cumulus), dated 28/06/2024 (see Appendix A for details).

Linda Mott (Senior Heritage Consultant) and Lucy Burke-Smith (Partner), or Purcell prepared this report. Purcell team members have visited the Site on many occasions over 2025 and 2026, most recently on 23 June 2026. A physical inspection of the exterior and interior, streetscape, and context was made during this time. Unless otherwise cited, all images were taken by or through commission by Purcell.

Limitations

This HIA is limited to an assessment of the potential statutory built heritage impacts of the Proposal to the setting, context, and significant fabric of the registered built features on the Place.

This report does not consider the impacts of the dismantling, relocation, and reconstruction, of the Place, previously approved under the Macquarie Point Precinct Order 2025 (the Order). The Order regarding the Macquarie Point Precinct is the primary piece of Tasmanian legislation that grants statutory approval for the construction of the Macquarie Point Multipurpose Stadium in Hobart. The Order, which was issued 21 October 2025 is the overriding statutory control relevant to the project.[3] This report only considers the potential statutory built heritage impacts of the works to adaptively reuse the Goods Shed for its proposed new function as part of the Macquarie Point Stadium after its relocation and reconstruction.

This HIA is based on the current statutory heritage and development controls, and non-statutory guidelines applicable to the Place at 10 Evans Street, Hobart. Desk-based research, and client-provided information to date form the basis of this report, no new archival research was undertaken.

All references to heritage, or heritage impacts, are to registered, built heritage only. This report does not consider potential heritage impacts of the Proposal, including, without limitation, to landscape, vegetation, sub-surface, archaeological, movable, or Indigenous heritage, these being separately assessed by third parties under the Order.

1 Tasmanian Heritage Council (THC), Tasmanian Heritage Register (THR) Datasheet, THR ID 10995, 'Hobart Railway Goods Shed'.
2 Hobart Local Provisions Schedule (HOB-LPS), No. 4, effective date 29/4/2026-Table C6.1 Local Heritage Places, accessed 29/07/2026.

Terminology

The conservation terminology used in this report is of a specific nature and is defined within The Burra Charter: 'The Australia ICOMOS Charter for Places of Cultural Significance', 2013, (the Burra Charter).

References

This HIA references the following documents:

- Tasmanian Planning Scheme - State Planning Provisions, No. 16, effective date 4 March 2026.
- The Hobart Local Provisions Schedule (HOB-LPS 2015), No. 4, effective date 29/4/2026.
- Works Guidelines for Historic Heritage Places, Tasmanian Heritage Council 2025.
- Practice Note 1B: Preparation of Heritage Impact Statements, Tasmanian Heritage Council 2023.
- The Goods Shed, Initial Conservation Management Plan, Final Issue 02, Purcell, May 2025.

Understanding the site

Location

The Site's address is 'Macquarie Point', 10 Evans Street (Title Reference 179192/3, Property ID 9126826). It is located on Macquarie Point at the south eastern end of the Domain, to the north east of Sullivans Cove, surrounded by the Macquarie Wharfs Nos 2, 5, and 6, and the historic group of buildings along Hunter Street, incorporating the heritage listed places included in Table below.

Table 2: adjacent heritage listed places

Image Ref	Listing Number	Listing Name
1	THR ID 2280	Royal Engineers Building and Stone Post.
2	THR ID 2397	41 Hunter Street (UTAS Centre for the Arts, formerly part of H. Jones & Co.).
3	THR ID 11961	Henry Jones & Co. IXL Jam Factory.
4	THR ID 5887	Zero Davey Archaeological Site.
5	THR ID 7137	Cenotaph, Anzac Parade and Queen's Battery.
5	HOB-C6.3.7	Southern Queens Domain.
6	THR ID 10350	Hunter, Evans, Davey Street - Subsurface remains including Hunter Island, Causeway, Old Wharf Probation Station & Reclaimed Land
7	HOB-C6.4.24	Former Dockside Fitness: Sullivans Cove Archaeological Zoning Plan, (2003) pp 96-97.
8	HOB-C6.4.25	Sullivans Cove Archaeological Zoning Plan, (2003) pp 96-97.
9	HOB-C6.4.13	Royal Engineers Headquarters and Kings Yard 2 Davey Street: Sullivans Cove Archaeological Zoning Plan, (2003), p 164.



Figure 1: Aerial view, approximate Macquarie Point boundary outlined in green with Goods Shed indicated as building 11 (Source: LISTMap, modified by Purcell)

Description

A description of the Place is outlined in Section 2.5 of *The Goods Shed, Initial Conservation Management Plan, Final Issue 02,* Purcell, May 2025.

Historical overview

An illustrated history of the Place is outlined in Section 3.0 of *The Goods Shed, Initial Conservation Management Plan, Final Issue 02,* Purcell, May 2025.

Statutory listings and overview of significance

Historic Cultural Heritage Act 1995

The Place (Title Reference 179192/3, Property ID 9126826) is Permanently Registered as State Significant on the Tasmanian Heritage Register, with THR ID 10995.[4] The THR Datasheet identifies that the Site meets the following criteria from the *Historic Cultural Heritage Act 1995:*

(a) the place is important to the course or pattern of Tasmania's history

The Hobart Railway Goods Shed is a notable example of the development of rail transport, and of the development of Sullivans Cove and Hobart as a centre for trade, including the export of fruit, from World War I onwards. The Goods Shed's use by the Tasmanian Government Railways was integral to the railway system's cartage of general goods up until the 1970s, which made a strong contribution to the development of the State. In the 1980s, the Goods Shed's conversion into a transit warehouse for road transport is illustrative of broader changes in Tasmania during the 20th century's later decades –

4 THC, THR Datasheet, THR ID 10995.

particularly the transition of land transport away from railways to road-based networks, and the increasing dominance of shipping containers for freight. Recent use of the Goods Shed for various forms of entertainment reflects the Hobart waterfront's evolution from a working port to a precinct increasingly used for recreation.

(b) the place possesses uncommon or rare aspects of Tasmania's history

As a building associated with the State's former rail transport network , the Hobart Railway Goods Shed is rare in the Tasmanian context. Within its class of place it is an unusually extensive building. The Goods Shed illustrates a historical function which is no longer practised. It is one of very few comparable places across Tasmania that still demonstrates evidence of the operations of the Tasmanian Government Railways during the 20th century.

The following (non-statutory) statement of significance applies:

The Hobart Railway Goods Shed is a notable example in Tasmania of the development of rail transport from World War I onwards, and was integral to the railway system's cartage of general goods up until the 1970s.

The Goods Shed building's conversion in the 1980s to a transit warehouse for road transport is illustrative of broader changes in Tasmania during the later decades of the 20th century. The Hobart Railway Goods Shed is rare in the Tasmanian context, illustrating a historical function which is no longer practised, and it is an unusually extensive building within its class of place

Summary of local historic heritage listings

The Place is identified as Locally Significant in HOB-Table C6.1 Local Heritage Places (Ref No. HOB-C6.1.1202)[5] of the Tasmanian Planning Scheme – Hobart Local Provisions Schedule (HOB-LPS).

The Place is not included in Tables C6.2 to C6.5 Local Heritage Precincts, Local Historic Landscape Precincts, Places or Precincts of Archaeological Potential, and Significant Trees.

Non-statutory listings

The Site is not included on the Register of the National Estate, (non-statutory archive).[6]

The Tasmanian National Trust no longer maintains a publicly available list of Tasmanian Heritage places.[7]

5 Hobart Local Provisions Schedule (HOB-LPS), No. 4, effective date 29/4/2026-Table C6.1 Local Heritage Places, accessed 29/07/2026.
6 Department of Climate Change, Energy, the Environment and Water (DCCEEW), 'Search the Australian Heritage Database' [website], accessed 30/07/2026
7 Tasmanian National Trust, 'Tasmanian National Trust register', [blog], posted 27 June 2016, accessed 30/07/2026

Heritage impact assessment

Proposed works

Architectural Plans, prepared by MPDC (Cox Cumulus) dated 28 June 2024 have informed this assessment and are outlined at Appendix A.

Assessment methodology

The assessment considers the potential for detrimental impacts as a result of the proposal, as well as all mitigation measures proposed, within the context of the *Historic Cultural Heritage Act 1995* and *The Goods Shed, Initial Conservation Management Plan, Final Issue 02,* Purcell, May 2025. These are considered the most applicable statutory framework for assessment, noting that the works are approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025.

Assessment against the Works Guidelines for Historic Heritage Places

The Site is identified as a Heritage Place under the *Historic Cultural Heritage Act 1995*. The following table assesses the Proposal against the Works Guidelines for Historic Heritage Places, 2025[8]

4.	Interpretation	
	Generally	Interpretation planning will be developed during Stage 3 and should be guided by the Management Actions and Best Practice references nominated within the CMP.
6.	Demolition and relocation of built elements	
6.2	Relocating built structures	The relocation of the Goods Shed has been approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025. Consistent with the intent of the Works Guidelines consideration should be given to the identification of the original Goods Shed location within the Interpretation Planning required by the Order.
6.3	Partial demolition	The partial demolition of the Goods Shed has been approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025. Consistent with the Works Guidelines historic parts, by way of structural timbers, are be salvaged for conservation and repair works to damaged and failed timbers.
11.	New Services	
	Generally	Insertion of new services should be designed and coordinated consistently with the Works Guidelines, Policies and Management Actions of the CMP. Statutory approvals, or review by the relevant regulator, sought as required by the scope of any 'works' to be undertaken.

[8] Tasmanian Heritage Council (THC), 'Works Guidelines for historic heritage places', Version 2, October 2025.

15.	Historic and new signage	
	Generally	Proposals for signage and wayfinding should be guided by the Management Actions of the CMP, with statutory approvals, or review by the relevant regulator, sought as required by the scope of any 'works' to be undertaken.

Assessment against the Goods Shed Initial CMP

The following table assesses the Proposal against the relevant[9] Policies and Management Actions of the Goods Shed Initial Conservation Management Plan.[10]

	Policies	
01	In the event that the Goods Shed cannot be maintained in its existing location, seek opportunities for its relocation, with retention and conservation of fabric of exceptional and high significance and accurate reconstruction.	The relocation and reconstruction of the Goods Shed has been approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025.
02	Develop a proven and tested methodology for the dismantling and relocation of the Goods Shed to mitigate impacts and maintain, to the extent possible, the integrity of the significant structure.	The methodology for the dismantling and relocation of the Goods Shed is outlined within the Macquarie Point Good Shed, Heritage Conservation Management Plan, Rev P04 prepared by Purcell 17/08/2026, and in other documentation nominated within the HCMP.
03	Establish a compatible and economically viable use for the Goods Shed which affords a high level of public access	The adaptive reuse of the Goods Shed for hospitality functions associated with the Macquarie Point Statdium has been approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025.
07	Retain and enhance the cultural heritage significance and values of the Goods Shed through any program of change. Manage change sensitively and ensure the use of high-quality design and construction, and materials appropriate to its heritage context.	The management of change associate with the dismantling and storage of the Goods Shed is outlined within the Macquarie Point Good Shed, Heritage Conservation Management Plan, Rev P04 prepared by Purcell 17/08/2026, and in other documentation nominated within the HCMP. The proposed adaptive reuse has been approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025. A high quality of design and construction should be assessed through an iterative process of design development, documentation and construction.
08	Prioritise the exposure of the timber structure and open plan configuration of the Goods Shed.	Design development of nominated insertions such as kitchens, bathrooms and ancillary functions should ensure that an appreciation of the form, open plan arrangement and expressed structure be retained, as defined by MA87 of the CMP.
09	Reconstruct the original pattern of fenestration, in the reconstruction of the Goods Shed including cargo doors and skylights.	A pattern of fenestration has been nominated and approved under State Policies and Projects (Macquarie

[9] Policies 4, 5 and 6 being considered not directly relevant to this HIA.
[10] The Goods Shed, Initial Conservation Management Plan, Final Issue 02, Purcell, May 2025.

		Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025.
10	Plan change carefully to avoid potential adverse impacts arising from incremental change.	Potential for adverse impacts associated with the adaptive reuse of the place should be assessed through an iterative process of design development, documentation and construction.
11	Document, record, and archive, any changes to the Goods Shed.	The current form and condition of the Goods Shed is outlined in the Goods Shed Photographic Archival Recording, 08/14/2026, prepared by Purcell. See Appendix D of the HCMP. Further change should be recorded in accordance with the CMP.
12	Establish policies and technical guides for signage and tenancy fitouts to ensure cohesive and consistent approaches which minimise visual clutter and avoid impact to significant fabric.	Policies and technical guides should be developed to guide future works and to ensure cohesive and consistent approaches which minimise visual clutter and avoid impact to significant fabric. Statutory approvals, or review by the relevant regulator, sought as required by the scope of any 'works' to be undertaken.
13	Continue to explore ways to increase the public's understanding and appreciation of all values of the Goods Shed, including through an established program of Interpretation.	Refer Schedule 4 Condition H16 of The Order. Interpretation planning will be developed during Stage 3 and should be guided by the Management Actions and Best Practice references nominated within the CMP
	Management Actions	
6.4.4	General Principle for Building and Site Services	Insertion of new services should be designed and coordinated consistently with the Works Guidelines, Policies and Management Actions of the CMP. Statutory approvals, or review by the relevant regulator, sought as required by the scope of any 'works' to be undertaken.
7.2.2	Aboriginal Heritage Act 1975	Refer separately to MPMS-MPDC-ES-ES-05-07---ESP-07 and MPMS-MPDC-PC-ES-05-01
7.2.3	Historical Archaeology	Refer separately to MPMS-MPDC-ES-ES-05-07---ESP-07 and MPMS-SOU-RP-ES-00-02.
7.3	NCC Compliance	Consistent with the CMP design development associated with the adaptive reuse of the Goods Shed should employ Performance Solutions which satisfy the Performance Requirements where compliance with the NCC Deemed-to- Satisfy solutions would result in adverse impact to historic cultural heritage significance.
7.5.2	Approaches to Repair	A complete schedule and specification of conservation repairs works is yet to be prepared. Any proposal should be guided by the Management Actions of the CMP, with statutory approvals sought as required by the scope of any 'works' to be undertaken.
7.6	Dismantling, Storage and Relocation	The dismantling of the Goods Shed has been preceded by an archival record, as defined by MA79. See The Goods

	Shed Photographic Archival Recording, 14/08/2026, prepared by Purcell. See Appendix D of the HCMP. Consistent with MA80 a Cataloguing Methodology has been defined within Section 3.0 of the HCMP. This accounts for all significant elements, which are nominated for retention or salvage. Temporary propping and support measures are defined by Goods She Relocation: Strengthening & Repair Requirements and Methodology, Ver 1, prepared by JMG, dated July 2026, with protection and storage measures being defined within Sections 5.0 and 6.0 of the HCMP. As with MA81 of the HCMP the significance of all elements of the Goods Shed have been identified within the HCMP for dismantling, storage and reconstruction, or for salvage and use within conservation and repair works as required by the condition of fabric. This methodology is outlined within Section 4.2 of the HCMP and associated drawings. Best practice details for the repair of structural timber elements are outlined within Goods She Relocation: Strengthening & Repair Requirements and Methodology, Ver 1, prepared by JMG, dated July 2026, and associated drawings S01 through S14, inclusive, RevP1 prepared by JMG, dated 31.07.2026. Further conservation works and specifications should be scheduled and executed as part of the reconstruction package to ensure the conservation and maintenance of significant fabric.
7.7 Compatible Use and Development	The nominated hospitality use is consistent with the CMP, in that it is likely a commercially viable use, and one that will afford public access. The nominated use represents an intensification of infrastructure. Design development of nominated insertions such as kitchens, bathrooms and ancillary functions should ensure that an appreciation of the form, open plan arrangement and expressed structure be retained, as defined by MA87 of the CMP.
7.8.2 Renewable Energy	The nominated location of solar panels should be amended in response to MA99, so as to reduce visual impact. Systems of support and installation should be further assessed as developed and prior to execution, be guided by and consistent with MA100 of the CMP.
7.9 Signage and Wayfinding	Proposals for signage and wayfinding should be guided by the Management Actions of the CMP, with statutory approvals, or review by the relevant regulator, sought as required by the scope of any ‘works’ to be undertaken.
7.10 Outdoor Dining, Lighting and Furniture	Outdoor dining, lighting and furniture should be guided by the Management Actions of the CMP, with statutory approvals, or review by the relevant regulator, sought as required by the scope of any ‘works’ to be undertaken.
7.11 Interpretation	Refer Schedule 4 Condition H16 of the Order.

	Interpretation planning will be developed during Stage 3 and should be guided by the Management Actions and Best Practice references nominated within the CMP.

Conclusion

The dismantling and partial relocation of The Goods Shed has been approved under State Policies and Projects (Macquarie Point Precinct) Order 2025 – Statutory Rules 2025, No.49, issued 21 October 2025.

Schedule 4 of the Order outlines Conditions associated with mitigating measures, intended to ensure that the significance of the place is communicated through the fabric and interpretation of the partially relocated structure. The discharge of these Conditions is demonstrated through various reports, forming or referenced within the Macquarie Point Good Shed, Heritage Conservation Management Plan, Rev P03 prepared by Purcell 31/07/2026, and in other documentation nominated within the HCMP.

Given the status of the design development and coordination it is not possible to assess the full impacts of the approved works. Continued consultation and assessment of the works by a suitably qualified person[11] should be ongoing.

[11] Macquarie Point Precinct Order 2025, Schedule 1, Condition 2.A1

APPENDICES

Appendix A: Document and drawing list

Cox Architecture, Cumulus	COVER SHEET – DRAWING INDEX	MPS-COX-DR-01-A00-0001	1	28/06/2024
Cox Architecture, Cumulus	EXISTING CONTEXT PLAN	MPS-COX-DR-01-A11-0000	1	28/06/2024
Cox Architecture, Cumulus	SITE PLAN EXISTING CONDITIONS	MPS-COX-DR-01-A11-1000	1	28/06/2024
Cox Architecture, Cumulus	SITE PLAN PROPOSED	MPS-COX-DR-01-A11-2000	4	28/06/2024
Cox Architecture, Cumulus	EXISTING CONDITIONS AND DEMOLITION PLAN - LEVEL GROUND	MPS-COX-DR-01-A15-1000	1	28/06/2024
Cox Architecture, Cumulus	GROUND PLANE - EXTERNAL CONCOURSE PLAN	MPS-COX-DR-01-A20-0000	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 0 FIELD LEVEL PLAN	MPS-COX-DR-01-A20-0001	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 1 CONCOURSE PLAN	MPS-COX-DR-01-A20-0002	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 1M PLAN	MPS-COX-DR-01-A20-0003	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 2 STADIUM CLUB PLAN	MPS-COX-DR-01-A20-0004	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - LEVEL 3 MEDIA PLAN	MPS-COX-DR-01-A20-0005	4	28/06/2024
Cox Architecture, Cumulus	GENERAL ARRANGEMENT - ROOF PLAN	MPS-COX-DR-01-A20-0006	2	28/06/2024
Cox Architecture, Cumulus	BUILDING ELEVATIONS - EAST AND WEST	MPS-COX-DR-01-A30-0001	2	28/06/2024
Cox Architecture, Cumulus	BUILDING ELEVATIONS - NORTH AND SOUTH	MPS-COX-DR-01-A30-0002	2	28/06/2024
Cox Architecture, Cumulus	BUILDING ELEVATIONS - MATERIAL PALETTE	MPS-COX-DR-01-A30-0003	2	28/06/2024
Cox Architecture, Cumulus	SITE SECTIONS	MPS-COX-DR-01-A40-0001	3	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - EAST	MPS-COX-DR-01-A40-0002	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - NORTH	MPS-COX-DR-01-A40-0003	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - SOUTH-WEST	MPS-COX-DR-01-A40-0004	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - WEST	MPS-COX-DR-01-A40-0005	2	28/06/2024
Cox Architecture, Cumulus	BUILDING SECTIONS - SOUTH-EAST	MPS-COX-DR-01-A40-0006	2	28/06/2024
Cox Architecture, Cumulus	SOLAR STUDIES	MPS-COX-DR-01-A80-0001	1	28/06/2024

Appendix B: Heritage Listing Datasheets

Tasmanian Heritage Register Datasheet

Tasmanian Heritage Council

134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: **Hobart Railway Goods Shed**
Status: Permanently Registered
Tier: State
State

THR ID Number: **10995**
Municipality: Hobart City Council
Boundary: CPR11428

Location Addresses	Title References	Property Id
10 EVANS ST, HOBART 7000 TAS	45404/1	9126826
10 EVANS ST, HOBART 7000 TAS	179192/3	9126826



Hobart Railway Goods Shed from south-east on Evans Street.
© NRE Tas Aug 2023



Hobart Railway Goods Shed from north-west.
© NRE Tas Aug 2023



The sole remaining externally-mounted head-track at a former sliding goods door opening.
© NRE Tas Aug 2023



Perimeter walls' alternating braced and unbraced bays indicate the former locations of goods doors.
© NRE Tas Aug 2023



The remnant buffer blocks of board-marked concrete.
© NRE Tas Aug 2023



Broken concrete slab-edges and stubs of former sub-floor walls within the Shed's northern end.
© NRE Tas Aug 2023



Paving changes from concrete slabs to segmental pavers at the edges of former loading platforms.
© NRE Tas Aug 2023



Looking southward within the Goods Shed.
© NRE Tas Aug 2023



Hobart Railway Goods Shed from the west.
© NRE Tas Aug 2023



1915: 'IMPROVEMENTS AT HOBART RAILWAY STATION. New Goods Shed.'
Weekly Courier, 23 December 1915, p.23



between 1915 and mid-1920s: the 'Gasworks Straits', with Railway Goods Shed at left.
Tasmanian Archives item number NS1231/1/19



1920s: looking across railyard, with the Goods Shed's inward (east-facing) side at left.
Source: arhsnsw.com.au – and Melanie Dennis



undated but between 1924 and mid-1930s: the long roofs of the Goods Shed are visible at upper right.
Tasmanian Archives item number NS892/1/64



c1930: Hobart Railway Station (THR 2187) at bottom left, with Round House and Goods Shed top left.
UTAS S&RC Dennison slide collection



1968: the northern end of the Goods Shed.
Tasmanian Archives item number P2121/1/4 – p. 5



1968: the Goods Shed's east elevation, viewed from Evans Street.
Tasmanian Archives item number P2121/1/4 – p. 4

Statement of Significance: (non-statutory summary)

The Hobart Railway Goods Shed is a notable example in Tasmania of the development of rail transport from World War I onwards, and was integral to the railway system's cartage of general goods up until the 1970s.
The Goods Shed building's conversion in the 1980s to a transit warehouse for road transport is illustrative of broader changes in Tasmania during the later decades of the 20th century. The Hobart Railway Goods Shed is rare in the Tasmanian context, illustrating a historical function which is no longer practised, and it is an unusually extensive building within its class of place.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Hobart Railway Goods Shed is a notable example of the development of rail transport, and of the development of Sullivans Cove and Hobart as a centre for trade, including the export of fruit, from World War I onwards. The Goods Shed's use by the Tasmanian Government Railways was integral to the railway system's cartage of general goods up until the 1970s, which made a strong contribution to the development of the State.
In the 1980s, the Goods Shed's conversion into a transit warehouse for road transport is illustrative of broader changes in Tasmania during the 20th century's later decades – particularly the transition of land transport away from railways to road-based networks, and the increasing dominance of shipping containers for freight. Recent use of the Goods Shed for various forms of entertainment reflects the Hobart waterfront's evolution from a working port to a precinct increasingly used for recreation.

b) The place possesses uncommon or rare aspects of Tasmania's history.

As a building associated with the State's former rail transport network, the Hobart Railway Goods Shed is rare in the Tasmanian context. Within its class of place it is an unusually extensive building.
The Goods Shed illustrates a historical function which is no longer practised. It is one of very few comparable places across Tasmania that still demonstrates evidence of the operations of the Tasmanian Government Railways during the 20th century.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No data recorded.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

No data recorded.

e) The place is important in demonstrating a high degree of creative or technical achievement.

No data recorded.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

No data recorded.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

No data recorded.

h) The place is important in exhibiting particular aesthetic characteristics.

No data recorded.

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.
Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.
Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

The Hobart Railway Goods Shed is situated about 600 metres to the north-east of the city's GPO, within the waterfront promontory known as Macquarie Point. At the time of writing in 2023: to the Goods Shed's immediate east, north and west are the extensive asphalt, concrete and gravel-paved areas of the now largely-cleared former railyards. Further to the east are the large storage buildings of Macquarie Wharf, and further to the north is the escarpment of the hill upon which are located the Cenotaph, Anzac Parade and Queen's Battery (THR 7137).
The Goods Shed's southwest-facing elevation is coincident with its cadastral parcel's Evans Street site boundary, and on the opposite side of this roadway are sited the Evans Street-facing buildings of both the UTAS Centre for the Arts, formerly part of H Jones & Co (THR 2397) and of the Henry Jones & Co IXL Jam Factory (THR 11961).

The Hobart Railway Goods Shed and the railyards which surrounded it had relationships with a range of other places nearby, including buildings and sites such as the former Hobart Railway Station (THR 2187) and the Royal Engineers building (THR 2280). Other nearby historic features – such as the Hobart Gas Works (THR 2464), the Hobart Rivulet, and the former Hunter Island and Old Wharf areas – are also closely linked to the history of this place.

Description:

With a timber-framed structure – and walls and roof clad mostly in painted corrugated steel sheeting – the Hobart Railway Goods Shed is a single-storey building of rectangular plan-shape, approximately 115 metres long and 24 metres wide.

FEATURES OF HIGH HISTORIC CULTURAL HERITAGE SIGNIFICANCE
For the entirety of its approximately 115-metre length, the Goods Shed's roof is a pair of side-by-side gabled volumes, with roof ridges and a central valley-gutter parallel to the long sides. Open to view from much of the Shed's interior, these roofs are supported by timber trusses, comprising top and bottom chords and intermediate diagonal struts of timber with vertical tension-rods of metal. At the Shed's perimeter walls, and at the mid-line of the building beneath the valley gutter, the ends of the roof-trusses are supported by heavy, square timber posts.

The west, north and east elevations feature continuous 1.2m-high horizontal bands of fixed windows within white-painted timber framing. Beneath this, the walls are clad with painted corrugated steel sheeting. There are two remaining of the original openings formerly occupied by timber sliding goods doors – and above one of these openings, on the Shed's west elevation, is what may be an original externally-mounted head-track. In other locations, the timber wall-framing visible from the Shed's interior clearly demonstrates the former locations of now infilled goods doors.

At the Evans Street-facing end elevation of the Goods Shed, the two gables contain tall and narrow panes of textured glass panels within white-painted timber frames, with fine louvres of timber at the apexes. The wall bases at this end of the Shed, clad in painted horizontal timber planks with small ventilation gaps, are co-located with two structural bays in which the sub-floor structure appears to also be timber. These planks themselves are not significant fabric, but their similarity to the original cladding in this area is of value in alluding to the Goods Shed's initial timber-framed sub-floor structure.

On the northern side of the internal wall that separates the office area from the majority of the Shed's volume, buffer blocks of board-marked concrete protrude above the floor of interlocking pavers.

FEATURES OF CONTRIBUTORY HISTORIC CULTURAL HERITAGE SIGNIFICANCE
The Hobart Railway Goods Shed contains features that are of **contributory** cultural heritage significance in their own right. Changes to these features may potentially impact the significant fabric of this place.

The Goods Shed contains evidence of additions and alterations made in the post World War II years up until the late 1970s. During these decades the Shed continued to be used and occupied by the Tasmanian Government Railways (TGR). Features added during those years – such as the internal concrete slab floors, and the 0.9 metre-high unpainted concrete surfaces at the bases of most of the Shed's exterior walls – remained in place until the Goods Shed left the TGR's custodianship. The transitions in flooring from concrete slabs to areas of non-significant interlocking pavers demarcate the edges of the Shed's former internal platforms, and assist in understanding how the building operated.

Other features of contributory historic cultural heritage significance at the Hobart Railway Goods Shed include:
• the broken concrete slab-edges and stubs of former sub-floor walls that are visible at the perimeters of the Shed's north-most six structural bays; and
• any framing material within the mezzanine areas which demonstrates the initial construction of habitable space within the roof volumes above the Shed's south-end offices.

FEATURES OF LOW-LEVEL AND NO HISTORIC CULTURAL HERITAGE SIGNIFICANCE
The Hobart Railway Goods Shed contains features that are of low-level or no cultural heritage significance in their own right. Nevertheless, changes to these features may also potentially impact the significant fabric of this place.

All of the elements, features and finishes added during adaptive re-use works in the 1980s and 1990s are of **low-level** historic cultural heritage significance. Specific features of identified low-level historic cultural heritage significance include the:
• wall cladding of painted corrugated steel sheeting;
• aluminium-framed windows of the Shed's office areas;
• ground-level concrete paving slabs within the Shed's north-most six structural bays; and
• flat-roofed amenities block, with external walls of painted brick, that adjoins the Goods Shed's east elevation.
Historical aerial photographs indicate that the amenities block was constructed in the early 1990s.

Features at the Hobart Railway Goods Shed of **no** historic cultural heritage significance include elements, features and finishes added during adaptive re-use works in the 21st century, such as the:
• external access ramps and stairs, and other additions and alterations associated with the Shed's 2019-onwards use as an events space and as offices for the Macquarie Point Development Corporation; and

• new, galvanised corrugated steel sheeting installed across the top of the gable roofs.

History:

Macquarie Point, on the western side of the Derwent estuary, is within the contiguous region formerly occupied by Tasmanian Aboriginal people of what in the present day are known as the South East nation (Boyce 2010, p. 32; Ryan 2012, pp. 17, 39-41).

In mid-February 1804, Lieutenant-Governor David Collins established the British settlement of Hobart Town, alongside the bay to which he gave the name Sullivans Cove. In the centre of the cove was a small island, which the settlers named Hunter's Island. Connected to the shore by a broad sand bar, the island protected the mouth of a stream which came to be known as the Hobart Town Rivulet. A second stream, later to be known as the Domain Rivulet (and also the Park Street Creek) also emptied into this flat and marshy area (WHG 1994, pp. 3, 4).

A rocky reef extended northwards from the mouth of the rivulets to a promontory with a small hill at its centre. In the 1810s this promontory was named Macquarie Point. Over the next two-and-a-half decades the sand bar and Hunter's Island disappeared under extensive land reclamation (WHG 1994, pp. 4 and 8).

Uses of the area during the period of Colonial consolidation
In the early 1820s the Colonial Government began to acquire land at Macquarie Point (Terry 1999, p. 7). The government stockyards were established there, and shortly afterwards the settlement's Public Slaughterhouse was constructed nearby, sited beside the Domain Rivulet (WHG 1994, pp. 29-30, 32). In 1825 the natural course of the Hobart Town Rivulet was diverted to flow into the Domain Rivulet along a channel, constructed using convict labour, named the 'New Cut'. The combined streams then emptied into the cove alongside the causeway that by this time linked Hunter Island to the adjacent shore (Freeman 2001, p.13).

In the mid-19th century, the area around the mouth of the Rivulets had come to be viewed as best suited for commercial and industrial development. The Hobart Gas Company, upon which construction work began in 1856, was the first of such major developments. By 1858 the gas it generated was being distributed to nearby hotels, shops and other larger institutions, as well as supplying some 220 street lights in Hobart Town (Austral Tasmania 2013, p. 22).

Also in 1858, the government constructed new and larger slaughterhouses at Macquarie Point (WHG 1994, pp. 30 & 32) with surrounding expansive stock and sale yards sited on areas of further reclaimed land alongside Macquarie Point and the mouth of the Rivulets (Austral Tasmania 2013, pp. 24, 25).

1870s and 1880s: the Hobart terminus of the Tasmanian Main Line Railway
During the 1850s there had been much talk in Tasmania about building a railway line from Hobart to Launceston. Eventually in March 1872, an English company – the Tasmanian Main Line Railway (TMLR) Company – signed a contract with the Colonial Government to build the line (Reynolds 2012, pp. 194-195; Walters 2022a, p. 6).

The first through passenger service from Hobart to Launceston operated on the occasion of the line's 1st November 1876 official opening. The TMLR Company began utilising the 1840s-constructed Royal Engineers building (THR 2280), close to the Hobart terminus, as its headquarters (Walters 2022a, p.7).

In the 1880s further works were undertaken to retain and channel the nearby Hobart Rivulet, with the portion of it along the Gas Company site's southern edge becoming known as the 'Gasworks Straits' (Austral Tasmania 2013, pp. 23).

1890 onwards: the Tasmanian Government Railways at Hobart
In 1885, the colony's railway operations began to be referred to collectively as the Tasmanian Government Railways, and were more familiarly thereafter known as the 'TGR' (see Rae & Coen 2021, p. 23; Walters 2022a, p. 7). In late 1890 the government took over the TMLR Company, and from that time until 1978 managed and operated most of Tasmania's railway network (Reynolds 2012, p. 195; Walters 2022b, p. 14).

The process of land reclamation alongside Macquarie Point continued. A seawall of stone built out into the Derwent enclosed a large area that became the City of Hobart's refuse tip. This was largely filled by 1904, and the Hobart Railway Goods Shed would in the next decade be built on this fill (AHI 2021, p. 31; Austral Tasmania 2013, p. 25 and 43; MPDC 2021, p. 10). By 1906, with the construction of new slaughter yards further upriver at Derwent Park well advanced, the State Government turned its attention to a major reorganisation of Hobart's railyards.

During the prior decades portions of Macquarie Point had, in addition to the slaughter yards and the municipal refuse tip, been the site of a drill yard for volunteer forces and of the Metropolitan Drainage Scheme's septic tanks (Austral Tasmania 2015, p.11). Following the relocation of slaughtering operations to Derwent Park in 1909 (WHG 1994, p. 30), the government determined that the Macquarie Point areas occupied by the septic tanks, municipal tip and now-redundant slaughter yards would become Hobart's expanded railway goods yard, containing a new large Goods Shed building. A separate new Round House for locomotives would also be built nearby, on the former drill yard site.

Construction of these new rail facilities commenced in late 1911, as part of broader expansion plans for Hobart's waterfront. An intended parallel outcome of this scheme was connecting the rail network directly with Sullivans Cove to service interstate and international export markets, and this would involve the construction of new pier and wharf facilities within the cove by the Hobart Marine Board (Austral Tasmania 2015, pp. 11, 12).

1914 to 1915: construction of the Hobart Railway Goods Shed

The 300-foot (approximately 91 metre) long, timber-framed Goods Shed building was sited at the southern boundary of the expanded railyards. Clad and roofed with short sheets of corrugated iron, it was constructed on timber pile footings (NAA P1330, 810, cited in Austral Tasmania 2015, pp. 16-18).

Two rail lines entered the Goods Shed through large rectangular openings in its northern end. Within the Shed, a row of timber columns between these lines supported a central valley between the roof's parallel pair of gables. Abutting the Shed's northern end were two outdoor timber-framed loading platforms with flanking sidings.

The Shed contained two platforms, with frames and decking of timber – one for outward transport of goods from the railyards to elsewhere, and the other for inward. Large sliding timber doors on the Shed's west and east elevations served a series of loading docks on each side. Every second door opened onto a loading dock that had a large recess within the adjacent platform, and these recessed docks allowed carts and lorries to manoeuvre into the shed. The twin gabled roofs contained rows of skylights, with four above each of the structural bays that contained the recessed loading docks.

Two structural bays at the Shed's southern end contained a dedicated office area, accommodating the inward and outward clerks, porters and goods agent (NAA P1330, 810, cited in Austral Tasmania 2015, pp. 16-18). For the first decade or so following its construction, the southern end of the Goods Shed faced a narrow laneway between it and the Gasworks Straits. At the centre of the Shed's southern elevation, an entry stair and corridor provided direct access from this laneway to the offices and internal platforms.

The railyards reorganisation works also included, between the new goods yards and the existing station building, construction of a 41-road locomotive Round House with electric-powered central turntable (Walters 2022a, p.11). Hobart's new rail and coal yards, and the Round House, were completed by June 1915 (Austral Tasmania 2015, p.18), followed by the Goods Shed in December (*Examiner* 24 Dec 1915, p. 8).

The new railyards and Goods Shed handled a wide variety of products from all over Tasmania – including the export of fruit – and from 1922 onwards both the raw materials to and the finished chocolate from the Cadbury chocolate factory at the northern Hobart suburb of Claremont (*Mercury* 3 March 1923, p. 11).

A distinctive feature of the Hobart railyards was its produce auctions. This practice had originated under the TMLR Company and it continued following the network's acquisition by the government. Originally envisaged as a way of bringing farmers into direct contact with consumers, and by default, popularising the use of the railways, it involved auctioneers selling chaff, potatoes and other produce straight from the rail trucks every morning at 10.00 o'clock. At the time, Sydney was reputedly the only other Australian capital city to conduct auctions within its railyards in this manner (*Mercury* 18 April 1916, p. 4).

Hobart Rivulet diverted again, and the creation of Evans Street

In 1911 another new project to further divert the Hobart Rivulet had been announced – a joint effort by the City Council, the Hobart Marine Board and the State Government. The work was carried out in three consecutive stages. The first stage, construction of a tunnel under Macquarie Point to an outflow point near the junction of the Regatta Grounds and Macquarie Point was completed in 1916. The second stage – a tunnel under the railyards – was begun soon afterwards, and was finished in 1918.

The third and final stage then began. This involved the construction of twin culverts to carry the waters of the Rivulet under a new proposed roadway in lower Collins Street to Campbell Street, where they emerged once more. The work in Collins Street was finally completed in 1924. This project also involved filling in a substantial portion of the Gasworks Straits to form a new road for better land access to the southern areas and shoreline of Macquarie Point (Hudspeth & Scripps 1987, pp. 305-306) and after its completion in about 1928 this newly-made road was given the name Evans Street (HW&CL 1928, p. 62). The substantial improvement in vehicular access to the Hobart Railway Goods Shed contributed to its operation from this time onward.

mid to late 1940s: Goods Shed extension and improvements

Across a period of time between late 1946 and mid-1949, substantive alterations and additions were made to the Hobart Goods Shed. These included:

- placing reinforced concrete strip-footings and walls beneath the shed's platforms and external walls;
- adding six new structural bays to the shed's northern end, increasing its length by 72 feet (22 metres);

- dismantling and rebuilding the outdoor loading platforms at the shed's north; and
- rearranging the main office facilities, including the provision of two toilets in the area formerly occupied by the south-side entry stair and corridor (TA: TC10/1/10430).

Areas of the Goods Shed's timber floor were reported to be 'somewhat uneven and rough' after the footing replacement work was completed. In August 1948, following a request by the Executive of the Australian Railways Union, the District Engineer within the Transport Department's Railway Branch advised that these areas had been satisfactorily rounded off with an adze (TA: TC10/1/10430).

Further changes in the post-War decades

From the late 1950s and throughout the 1960s, a series of alterations were made to the office areas within the Goods Shed. These included the addition of mezzanine rooms within the volume of the west-side gabled roof in the mid-1960s (TA: P1332/1/783; P1332/1/824; P1332/1/829). Nevertheless, photographs of the Goods Shed's exterior taken in the late 1960s indicate there had been little change to the building's external appearance since 1915. The available evidence also indicates that at some point between 1963 and 1983 the timber decking and sub-floor framing of the Shed's internal platforms were replaced by concrete slabs. At a later time, in the northern 1946-to-1949-built portion of the building, this concrete floor was then broken up and removed, and concrete-slab paving installed at ground level.

Railway goods traffic had increased greatly through the post-War boom, but by the 1960s road transport was making its presence felt and by 1970 passenger trains had become economically unviable in Tasmania (Anchen 2020, p. 8). In 1978 the Federally-funded and operated Australian National Railways assumed control of the TGR. From late July that year Tasmania became the only Australian state or territory served by rail but not also hosting regularly scheduled rail passenger services. The *Transport Act 1978* abolished the former TGR, effective 1st November 1978 (Walters 2022b, p. 14).

Across the State, most railway station buildings, housing, and sheds were removed or sold (Clements 2017). This process also occurred at the Hobart railyards during the 1980s, with the removal of the majority of the rail buildings, including the locomotive Round House (*Mercury* 23 Nov 1983, p. 1; Rae & Coen 2021, p. 97, 167-168). Hobart's Goods Shed, however, was retained.

1980s: the Goods Shed's reconfiguration for road transport use

Tasmania's railways quickly transitioned from operating as a common carrier that transported passengers and 'general goods' to concentrating instead on containers and bulk commodities – in particular, minerals, woodchip logs, cement, sulphuric acid, superphosphate, paper, coal and liquid clay. By the mid-1980s on 'Tasrail', as the system was by that time known, freight tonnage had reached record levels – but the carrying of goods that required a goods shed had drastically declined (Anchen 2020, pp. 8-9; Rae & Coen 2021, pp. 90, 93-94).

At about this time, the Hobart Railway Goods Shed was converted into a transit warehouse for road transport use. Most of the loading bay openings were filled in, with a few others replaced by roller shutters. The building's exterior was reclad in pre-painted corrugated steel sheeting and, on the Evans Street frontage, new aluminium-framed windows were installed (Austral Tasmania 2015, p.23).

Other substantive changes were made to the Goods Shed's interior. The pit between the platforms was filled with sand and re-surfaced with concrete pavers. Most of the recessed loading docks on the former platforms were filled with concrete slabs. The office partitions at the Shed's southern end were again reorganised, and the office area expanded northwards into the former goods-handling area (TA: AE417/8/475).

Analysis of historical aerial photos indicates that the brick-walled, flat-roofed addition at the midpoint of the Goods Shed's eastern elevation was built slightly later, in the early 1990s.

Occupation and use in the 21st century

In 2009 works began on constructing a road-and-rail interchange and freight-distribution hub for southern Tasmania at Brighton, about 20 km to the north-west of Hobart. Operations at the Macquarie Point railway goods yard ceased and were relocated to Brighton in 2014 (Harris 2021, p. 15).

In the late 2010s, the office areas of the Hobart Railway Goods Shed were again renovated, and new toilet facilities were installed in the 1990s brick extension on the Shed's eastern side. From 2019, personnel from the Macquarie Point Development Corporation (the 'MPDC') have occupied the offices in the Shed. The MPDC, established in 2013, is charged with the remediation and redevelopment of the old railyards site.

In recent years the Goods Shed has also been adapted for use in a range of community events including concerts, art exhibitions, theatre performances, and product launches. In 2021 the MPDC issued a Request for Proposals seeking

venue management and commercial lessors (MPDC 2021, p. 28). The Hobart Railway Goods Shed, together with the 1870s-built former Hobart Railway Station (THR 2187) building, about 500 metres to the Goods Shed's north-west – and which at the time of preparing this datasheet in 2023 is part of the ABC Broadcast Centre – are the only substantive purpose-built remnants of the formerly extensive Hobart terminus and railyards complex.

COMPARATIVE ANALYSIS:

In Australia, railways historically have existed for two reasons: to connect hinterland areas with major existing seaports, and to create a suburban network. To service these railways, station buildings were constructed. Railway stations comprised, at a general minimum, a platform with or without covered shelter, a ticket office and stationmaster's offices. Depending on the size of a town, extra facilities might include a booking hall, waiting and luggage rooms, rest rooms, tea rooms, and a stationmaster's residence – with railyards, signal boxes and goods sheds often forming part of the complex – and then in larger cities, offices, function rooms, and multiple platforms (Goad 2012a, p. 581). Warehouse and store buildings located close to harbours or waterways also formed a key component of infrastructure (Goad 2012b, p. 658).

Railways required buildings – sometimes, particularly large ones – to store goods that they carried. From the first, the majority of such railway buildings in Tasmania were built of timber and roofed and clad with heavy-gauge corrugated iron which was left unpainted. Larger goods sheds had doors at the end through which the goods wagons were shunted to be loaded and unloaded, one or more platforms from end to end, and outside loading stages at the same level. On the rail side, the floor level was suitable to the rolling stock, and the exterior ground surfaces were graded to facilitate loading via carts and lorries (Ratcliff 2015, p. 1997).

The Hobart Railway Goods Shed retains its external form, principal structural elements of timber, and much of its timber-framed bands of high windows. It is a now rare example of its class of place. As noted by Eric Ratcliff (2015, p. 2000), with the exception of Probation Stations of the later convict era, no category of Tasmanian buildings constructed in the 19th century has suffered so much alteration and destruction as those belonging to the railways.

Railway sheds and workshop buildings

Buildings within the Launceston Railway Workshops (THR 4400) complex at Invermay – including the c1870s Carpenters' Group, 1911 Tramsheds, 1911 Blacksmith Shop, and portions of the 1930s Sheet, Panel and Wheel Shop Group – demonstrate some characteristic features of Tasmania's larger shed and workshop buildings. The 1923 Stones Building, also part of this complex, was one of the largest reinforced concrete buildings in Australia at the time of its construction (Walters 2022a, p.13). Also within this precinct was a large goods shed. Prior to its demolition in 1991, that goods shed's remnants were documented in photographs and measured drawings (see TA: P1332/1/1478 to P1332/1/1489 inclusive; and P1332/1/1512) by architecture students from the University of Tasmania.

Some smaller examples of railway buildings used for similar purposes also remain in Tasmania, including the
- corrugated-iron clad Railway Carriage Shed (THR 5363) at Sorell;
- Railway Shed (nomination: THR 8767) at Melton Mowbray, still standing on its original site within what is reported to be the much-altered remains of a former railway yard;
- stand-alone shed alongside Bromley Street within the Regatta Point Station, Engine Shed and Steam Crane (THR 10127) complex at Strahan; and
- repurposed railway shed within 'Bonaventure' (THR 9930) at Flowerdale.

Other early 20th-century single-storey warehouse and storage buildings

Further to the south within Sullivans Cove, the Elizabeth Street Wharf and the Princes Wharf No.1 Shed are buildings of similar form and scale to the Hobart Railway Goods Shed, although at the time of preparing this datasheet in 2023 neither are listed in the Tasmanian Heritage Register.

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  - Drawing No 129083 - A1 (dated '21·12·83') 'Goods Shed Extent of Work';
  - Drawing No 129083 - A2 (dated '21·12·83') 'Goods Shed Details';
  - Drawing No 129083 - A3 (dated '21·12·83') 'Goods Shed Details'; and
- JMG Consulting Engineers: Hammond Palmer Transport P/L relocation, Contract C 'Office Upgrading':
  - Drawing No 129083 / C1 (dated '27·1·84') 'Office Upgrading – Plan';
  - Drawing No 129083 / C2 (dated '27·1·84') 'Office Upgrading – Elevations';

- Drawing No 129083 / C3 (dated '27·1·84') 'Office Upgrading – Details';
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• drawing ('checked 12·8·46'): Drg No WW B/3/C/h'/–/8, Hobart alterations to Goods Shed, Transport Department Tasmania, Railway Branch;
• letter, 9 Sep 1946: General Superintendent of Transportation and Chief Civil Engineer to General Manager Hobart;
• extract from minutes of 1 July 1948 conference with Australian Railways Union representatives;
• letter, 14 July 1948: General Manager to The District Engineer, Hobart; and
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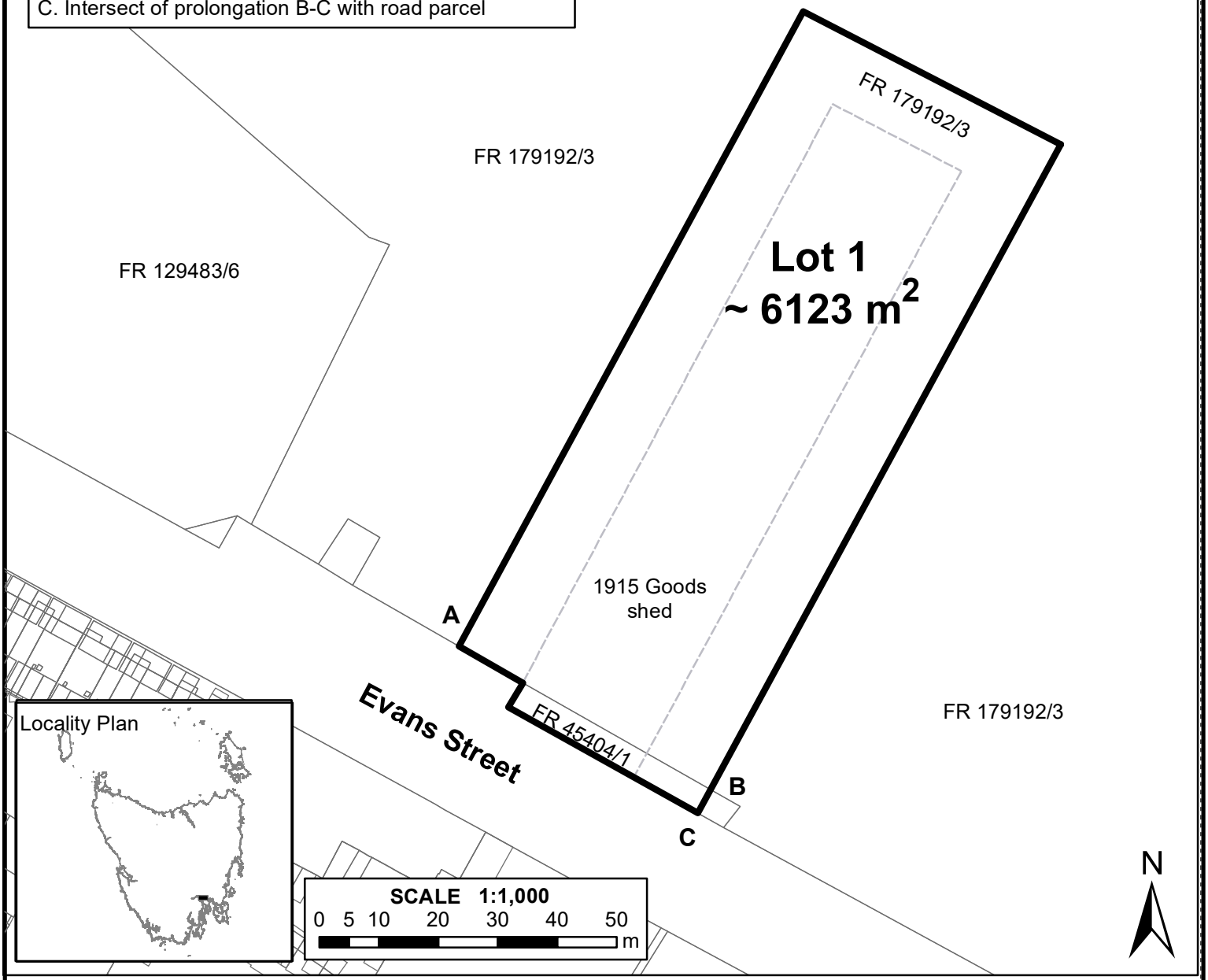
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Note

1. For the purposeof s15(4)(6) of the Historic Cultural Heritage Act 1995, Lot 1 represents the registered boundary for 'Hobart Railway Goods Shed, #10995 on the Tasmanian Heritage Register.
2. Lot 1 is the partial parcel of FR's 179192/3 & 45404/1, the boundary of which is marked by a heavy black line and described below.
3. All boundaries are parcel boundaries unless otherwise described, details of individual land parcel boundaries may be accessed through the Land Information System Tasmania (LIST).

Point & boundary description

A. Point 12m from corner node of 45404/1
A-B. Buffer 12m from external face of 1915 Goods shed
B. Intersect of 12m buffer with 45404/1 boundary
B-C. Prolongation
C. Intersect of prolongation B-C with road parcel



TASMAP:	HOBART - 5225	GRID:	MGA94 / ZONE 55	DATUM:	AHD	CONTOUR INTERVAL:	N/A

No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE
1	Production	THC	10995	AW	B.TOROSSI	6.12.23

Tasmania

Hobart Railway Goods Shed
10 Evans St, Hobart

PREPARED BY
HERITAGE TASMANIA

Tasmanian Heritage Council

GDA

CENTRAL PLAN REGISTER

p.p. Surveyor General:

Date Registered: 11.12.23

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Appendix F : Structural Engineering

REPORT

GOOD SHED RELOCATION

STRENGTHENING & REPAIR REQUIREMENTS AND METHODOLOGY

JULY 2026



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Appendix A – PRELIMINARY TENDER ISSUE ARCHITECTURAL DRAWINGS – GOOD SHED

Issuing Office: 117 Harrington Street, Hobart 7000 **JMG Project No. 250811CS**								
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Ver.	**Issue Date**	**Description**	**Originator**		**Checked**		**Approved**	
1	31/07/2026	ISSUE FOR COMMENT	AMH		RAJC		RAJC	

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1. Introduction

1.1 Background

The heritage-listed Hobart Railway Goods Shed is proposed to be dismantled, relocated and reconstructed as part of the Macquarie Point Redevelopment. As part of this process, AECOM completed a Structural Compliance Assessment (May 2025) to assess the existing structure against the requirements of the National Construction Code (NCC 2022) for its proposed future use.

The AECOM assessment concluded that, while the existing structure generally possesses adequate gravity load capacity, it does not satisfy the current lateral loading requirements for the proposed Importance Level 3 building classification. The principal deficiency identified was the lack of an adequate lateral load-resisting system, resulting in overstressed members and excessive lateral deflections under wind loading. The assessment also identified numerous localised defects, including damaged, modified and removed structural elements requiring repair or reinstatement.

Building upon the findings of the AECOM assessment, and supported by JMG's own structural modelling, engineering calculations and design investigations, this report presents the preliminary structural repair, strengthening and reinstatement strategy required to facilitate the dismantling, relocation and reconstruction of the Goods Shed. The proposed works comprise global structural strengthening measures to achieve compliance with the NCC, together with localised repairs to restore the structural integrity of the existing heritage fabric. The report also identifies elements requiring upgrade, replacement or reinstatement as part of the dismantling methodology and subsequent reconstruction at the proposed relocated site.

This report is intended to supplement the AECOM Structural Compliance Assessment by documenting JMG's proposed structural approach and design intent. Its primary purpose is to provide project stakeholders with an understanding of the anticipated structural interventions required to relocate the building and achieve compliance with contemporary design standards, while retaining the significance and character of the existing heritage fabric.

The recommendations have been categorised into:

- Global and localised structural strengthening;
- Structural repairs
- Relocation and reconstruction works.

The strengthening measures presented in this report are preliminary and have been developed based on the current architectural concept, structural modelling and engineering assessment. The recommendations are subject to ongoing architectural and multidisciplinary design development, detailed structural analysis, materials testing and inspections undertaken during dismantling. The final strengthening design, connection detailing and construction documentation will be refined as additional information becomes available while continuing to minimise intervention to the heritage fabric and preserve the building's heritage significance wherever practicable.

2. Strengthening Methodology & Requirements

2.1 Global Strengthening

Provide a dedicated lateral load-resisting system for the relocated Goods Shed to satisfy the lateral stability requirements of the NCC and current Australian Standards. Refer drawings J250811CS S08-S11 for layout and J250811CS S13 for details.

- Roof Plane Bracing – Provide roof plane bracing at approximately every fifth building bay to develop diaphragm action within the roof. Bracing to comprise painted galv strap bracing concealed above the roof purlins level. Refer J250811CS S08-S09

- Wall Bracing – Provide vertical wall bracing at approximately every fifth bay along Gridlines A and C. Bracing to comprise tension rod with upgraded connections to the top and base of the existing columns. J250811CS S10-S11

2.2 Localised Strengthening

- Upgrade the RR1 to RB1/RB2 connection with revised through-bolted detailing, including upgraded bolt washers and bearing plates. J250811CS S13 for detail.
- Upgrade the TD1/TD2 to RR1 and RB1/RB2 connection with concealed epoxy dowel fixing. J250811CS S13 for detail.
- Upgrade ST1 to SC1 with angle cleat connection and Hex coach lag bolts. Refer detail to J250811CS S13 for detail.
- Upgrade ST2/ST3 to RB1 with angle cleat connection and Hex coach lag bolts. Refer detail to J250811CS S13 for detail.
- Upgrade FM1/WB1 to ST1 connection with Top Fixed Screw connection from ST1 down into to FM1/WB1 to maintain concealed fixing. J250811CS S13 for detail.
- Upgrade Base fixing of FM1 and WB1 to new slab with angle cleat connection and through bolts. J250811CS S13 for detail.
- Upgrade RR1 to RR1 Apex connection with new through bolts and upgrade bearing plate subject to confirmation of bearing plate/washer sizing.
- Upgrade RA1 connections to RB1 Truss bottom chord and SC1/SC2 column with revised through bolt detail with upgraded washers sizing. Refer to J250811CS S13 for detail.
- Supplementary strengthening to existing columns may be provided, where required, to improve lateral stiffness and manage lateral deflections. The need for strengthening and the final detailing will be determined during the detailed design phase following completion of the materials testing. The acceptable level of lateral deflection will also be established during detailed design, considering the proposed future use of the building, coordination with the architectural fit-out, and the potential acceptance of existing deflections where brittle finishes are not incorporated or new finishes can be suitably isolated from structural movements. Should strengthening be required, a non-visually intrusive solution will be adopted, such as near-surface mounted and reconcealed tension rod reinforcement, subject to future detailed design.
- Remove the modified trusses at Grids 2 and 3 between Grids B and C and replace them with complete trusses salvaged from the northern extension, where previous office alterations have compromised the original truss configuration through removal of bottom chord and web members.

3. Repair Methodology & Requirements

3.1 Timber

Repairs to Existing Timber Members

Repairs to existing timber members shall be undertaken in the following order of preference:

1. **Re-use salvaged timber members** recovered from the northern extension where the member size, condition and structural capacity are suitable. Priority shall be given to replacing members that have been cut, exhibit significant rot or splitting, or are otherwise beyond practical repair. Salvaged members may also be used where they provide a more appropriate solution than repairing the existing member.
2. **Repair existing timber members** in accordance with the nominated repair details where defects are localised and the required structural capacity can be reinstated. Repairs shall be undertaken within the limitations for split and section-loss repairs detailed on Drawing **J250811CS S13**. Where these limitations are exceeded, proceed to Step 3.
3. **Replace with new timber** matching, where practical, the original timber species, section size and structural capacity where repair is not feasible or suitable salvaged members are unavailable.
4. **Undertake project-specific engineered repairs** only where the member is in a critical location, cannot be repaired using the standard details on Drawing **J250811CS S13**, and no suitable replacement member is available. In these circumstances, the Structural Engineer shall develop a more extensive repair methodology as a last resort.

Repairs include, but are not limited to:

- **Columns (SC1/SC2)** – Repair or replace split, damaged or deteriorated timber columns. Refer applicable split, notch and section loss repair details on J250811CS S13.
- **Struts (ST1/ST2/ST3)** – Repair or replace split, damaged or deteriorated timber struts. Refer applicable split and notch repair details on J250811CS S13.
- **Mullions (FM1)** – Repair or replace split, damaged or deteriorated timber mullions. Refer applicable split and notch repair details on J250811CS S13.
- **Wall Bracing (WB1)** – Reinstate or replace damaged, removed or cut timber wall bracing members.
- **Roof Purlins (RP1)** – Repair or replace split, damaged or deteriorated roof purlins. Refer applicable split and notch repair details on J250811CS S13.
- **Truss Members (RR1/RB1/RB2/TD1/TD2)** – Repair truss bottom chord splits and other damaged truss members in accordance with the nominated split repair details on J250811CS S13.
- **Additional Defects** – Complete repairs to any additional defects identified during dismantling and detailed inspection.

3.2 Steel

- Reinstate curved steel angle braces (RA1) that have been cut, removed or damaged. repair existing members where feasible or replace with matching profile rolled steel angles where required.
- Minimal requirements for Steel truss tie rods TR1/TR2/TR3.

4. Relocation Design Requirements

- New screw fixings for roof sheeting to wall girts and roof purlins.
- New screw fixings between wall girts and wall mullions (FM1).
- Re-fix RP1 roof purlins back down to RR1 truss top chord with top fixed concealed rafter tie down screws. Pryda Fast fix or approved equivalent.
- New pad footings and pedestals for SC1/SC2 columns.
- New Strip footings, edge beams and slab to support relocated structure and the new internal framing layout in accordance with architectural drawings in Appendix A
- Provide new timber column base connection comprising cast-in HD anchor bolts, steel base plate, and steel flitch plate centrally through existing column, fixed with through-bolts. Refer J250811CS S13 for detail.
- Internal timber framing for the new toilet, kitchen and amenities areas to be constructed within the fabric of the relocated building. Refer to drawing MPMS-CXC-DR-AR-21-1100-E in Appendix A for the preliminary tender issue internal layout. Final framing layout and structural requirements are subject to ongoing design development and coordination.
- Additional trimming purlins and roof framing to accommodate new skylights. Refer MPMS-CXC-DR-AR-21-1200-E for layout and MPMS-CXC-DR-AR-30-1073-0 in Appendix A for detail.
- New timber lintels and columns where required to support new glazing systems, facades and doors. Refer MPMS-CXC-DR-AR-30-1071-0 in Appendix A for preliminary details of lintel locations and requirements.
- New independent steel framing to support proposed external sliding door panels. Refer MPMS-CXC-DR-AR-30-1072-0 in Appendix A for detail.

5. Exclusions & Limitations

5.1 Exclusions

- Structural detailing for mechanical, electrical and hydraulic services required for new builder layout.
- Structural support and details to support “concourse sub roof” roof between good shed and stadium. Refer MPMS-CXC-DR-AR-21-1200-E in Appendix A.
- Structural detailing to incorporate new architectural fabric and façade elements.
- No additional durability treatment of the existing timber or steel fabric has been included as part of the scope of works at this stage. Any requirements for repair, preservation, corrosion protection, or other durability upgrades will be determined following detailed condition assessment, materials testing, and investigation during the design development phase.

5.2 Limitations

The strengthening measures outlined in this report are based on the current architectural concept and preliminary structural assessment contained within Appendix A. The proposed solutions represent the intended structural approach to facilitate the dismantling, relocation and reassembly of the heritage building, and to demonstrate the pathway to achieving NCC compliance.

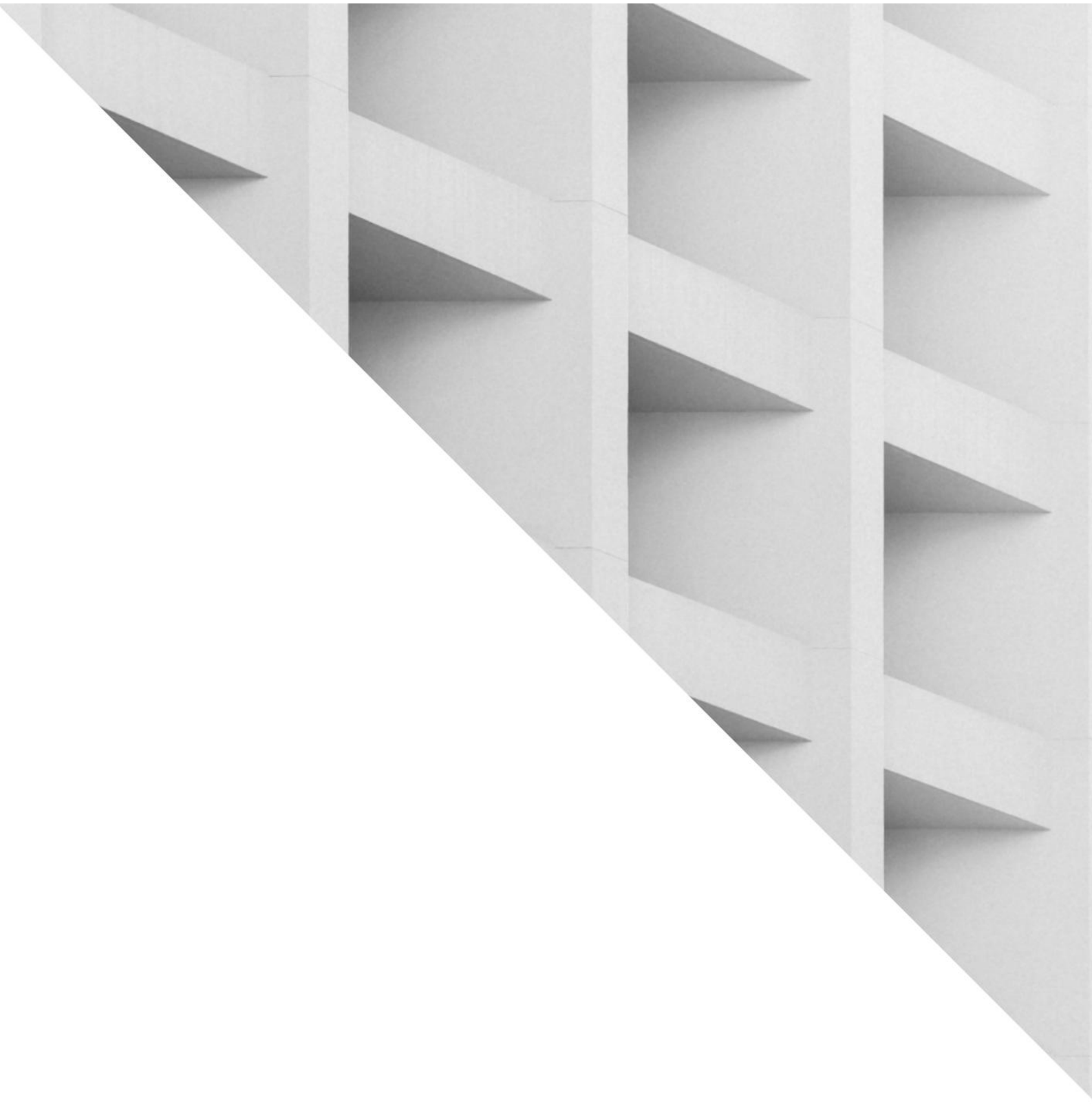
As the project remains subject to ongoing architectural and multidisciplinary design development, the structural design, connection detailing, member strengthening and other upgrade measures will continue to be refined through coordination with the design team. Throughout this process, due consideration will be given to minimising intervention to the heritage fabric and preserving the existing visual character of the building wherever practicable.

Accordingly, the strengthening strategy and details presented in this report should be considered preliminary and may be revised as the design develops. Final structural documentation and certification will be based on the coordinated architectural design and the completed engineering design issued for construction.

The preliminary structural assessment and strengthening strategy presented in this report are subject to confirmation by detailed site investigation and materials testing. Preliminary calculations have been undertaken adopting assumed timber stress grades of **F7** and **F11**, based on the current understanding of the existing structure. These assumptions will be reviewed and, where necessary, revised following the completion of materials testing, detailed inspection, and verification of the existing timber properties. Any resulting changes to the strengthening design will be incorporated into the final structural documentation.

APPENDIX A

Preliminary Tender Issue Architectural Drawings – Good Shed



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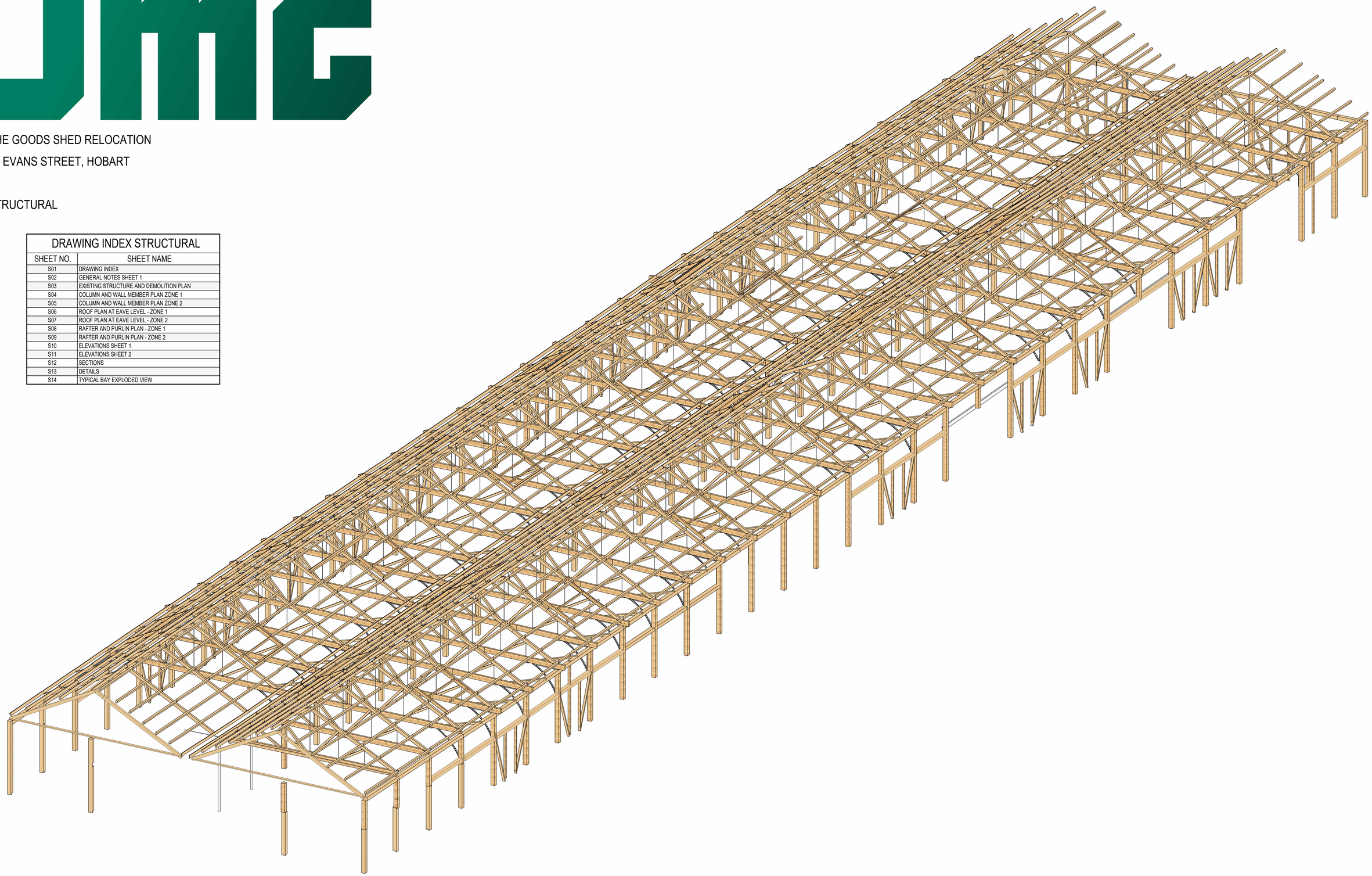
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www.jmg.net.au

THE GOODS SHED RELOCATION

41 EVANS STREET, HOBART

STRUCTURAL

DRAWING INDEX STRUCTURAL	
SHEET NO.	SHEET NAME
S01	DRAWING INDEX
S02	GENERAL NOTES SHEET 1
S03	EXISTING STRUCTURE AND DEMOLITION PLAN
S04	COLUMN AND WALL MEMBER PLAN ZONE 1
S05	COLUMN AND WALL MEMBER PLAN ZONE 2
S06	ROOF PLAN AT EAVE LEVEL - ZONE 1
S07	ROOF PLAN AT EAVE LEVEL - ZONE 2
S08	RAFTER AND PURLIN PLAN - ZONE 1
S09	RAFTER AND PURLIN PLAN - ZONE 2
S10	ELEVATIONS SHEET 1
S11	ELEVATIONS SHEET 2
S12	SECTIONS
S13	DETAILS
S14	TYPICAL BAY EXPLODED VIEW



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SAFETY IN DESIGN REPORT PER WHS REGULATIONS

The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	

Accepted (Discipline Head)	RAJC	Date 31.07.26
Accepted (Team Leader)	AMH	Date 31.07.26
Accepted (Principal)	CJM	Date 31.07.26

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SCALES @ A1	DESIGNED BY	DRAWN BY
	AMH	CRZ
	PLOT DATE	31.07.26

DO NOT SCALE DIMENSIONS FROM THIS DRAWING.
DO NOT CONSTRUCT WORKS DIRECTLY FROM THIS DRAWING
CONTRACTOR to site measure and prepare coordinated working drawings for construction. Refer to PROJECT SPECIFICATION.

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
DRAWING INDEX

PROJECT NO. 250811CS

DWG NO. S01

REVISION P1

REV	DATE	REMARK
P1	31.07.26	PRELIMINARY ISSUE

E:__PROJECTS\CS\2025\J250811CS - Good Shed Relocation\07-Structural\01-Drawings\J250811CS_S_R26.rvtPLOT DETAILS

GENERAL:

G1 IN THESE NOTES, APPROVED, DIRECTED, REQUIRED, REJECTED & SIMILAR EXPRESSIONS, SHALL MEAN APPROVED, DIRECTED, REQUIRED, REJECTED AND THE LIKE BY THE SUPERINTENDENTTHROUGH THE CONTRACT.

G2 READ THESE DRAWINGS IN CONJUNCTION WITH ARCHITECTS AND OTHER DRAWINGS, SPECIFICATIONS AND OTHER WRITTEN INSTRUCTION THAT MAY BE ISSUED. THESE DRAWINGS SHALL TAKE PRECEDENCE OVER STRUCTURAL SPECIFICATION.

G3 BUILDING SET-OUT AND DIMENSIONS ARE DETERMINED BY THE ARCHITECT. DIMENSIONS EXPRESSED IN MILLIMETRES, UNO. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING THESE DRAWINGS. SETTING OUT DIMENSIONS SHALL BE VERIFIED BEFORE COMMENCING WORK. JMG SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN THESE DRAWINGS AND THE ARCHITECTS OR OTHER DRAWINGS PRIOR TO PROCEEDING WITH THE WORK.

G4 DURING CONSTRUCTION THE STRUCTURE SHALL BE MAINTAINED IN A STABLE CONDITION & NO PART SHALL BE OVERSTRESSED. CONTRACTOR TO ENGAGE A TEMPORARY WORKS ENGINEER AS REQUIRED TO ENSURE COMPLIANCE WITH THE ABOVE.

G5 UNLESS NOTIFIED OTHERWISE, CONTRACTOR TO PROVIDE 48 HOURS NOTIFICATION FOR ANY WORKS REQUIRING SITE INSPECTION. ALL SITE INSPECTION REQUESTS ARE TO BE THROUGH THE SUPERINTENDENT.

SITE INSPECTIONS SHALL NOT BE ASSUMED TO BE UNDERTAKEN ON BEHALF OF THE BUILDING SURVEYOR, UNLESS NOTIFIED OTHERWISE. THE BUILDING SURVEYOR SHALL BE NOTIFIED OF ANY MANDATORY INSPECTIONS AS NOTED IN THE CERTIFICATE OF LIKELY COMPLIANCE.
WHERE A MANDATORY INSPECTION IS BEING UNDERTAKEN ON BEHALF OF THE BUILDING SURVEYOR, WORK SHALL NOT PROCEED UNTIL SUCH TIME AS THE BUILDING SURVEYOR HAS ISSUED THEIR CONSENT. FOR NON-MANDATORY INSPECTIONS, WORKS SHALL NOT PROCEED UNTIL WRITTEN APPROVAL HAS BEEN PROVIDED BY THE SUPERINTENDENT.
ANY WORKS FOUND TO BE DEFECTIVE AND REQUIRE RE-INSPECTING WILL BE AT THE CONTRACTORS COST. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE WORKS ARE READY FOR INSPECTION. WHETHER THE WORKS ARE DEFECTIVE IS AT THE SOLE DISCRETION OF JMG.
AFTER RECEIVING THE SITE INSPECTION REPORT THE CONTRACTOR SHALL ENSURE THE NOTED RECTIFICATION WORKS ARE COMPLETED AND THE REPORT SIGNED AND RETURNED TO JMG WITH PHOTOGRAPHIC EVIDENCE.
THE WORKS BEING INSPECTED SHALL NOT BE COVERED IN UNTIL SUCH TIME AS DIRECTED BY THE SUPERINTENDENT.
ANY COMMENTS MADE BY JMG DURING OUR INSPECTION ARE NOT CONTRACTUAL UNTIL SUCH TIME AS ISSUED IN WRITING BY THE SUPERINTENDENT. ANY ACTIONS UNDERTAKEN BY THE CONTRACTOR BASED ON VERBAL DISCUSSIONS ARE AT THE SOLE RISK OF THE CONTRACTOR.
THE CONTRACTOR SHALL MANAGE THEIR PROGRAM TO ENSURE ADEQUATE TIME IS ALLOWED FOR THE ABOVE PROCESS.
THE CONTRACTOR SHALL RAISE ANY REQUIREMENTS WITHIN THE SITE INSPECTION REPORT THAT THEY CONSIDER AN EXTRA COST TO THE PROJECT AND OBTAIN DIRECTION FROM THE SUPERINTENDENT PRIOR TO PROCEEDING.

G6 THE STRUCTURAL WORK SHOWN ON THESE DRAWINGS HAS BEEN DESIGNED IN ACCORDANCE WITH THE NCC & TO THE FOLLOWING CRITERIA:

IMPORTANCE LEVEL: **IL3**
DESIGN LIFE: **50 YEARS**
EARTHQUAKE DESIGN CATEGORY: **EDC II**
SEISMIC SOIL CLASSIFICATION: **Ce (ASSUMED)**

DESIGN EVENT APE	SERVICEABILITY	ULTIMATE
EARTHQUAKE	1/25	1/1000
WIND	1/25	1/1000

G7 THE STRUCTURAL WORK SHOWN ON THESE DRAWINGS HAS BEEN DESIGNED ACCORDING TO AS1170.2 FOR A REGIONAL WIND SPEED OF 46m/s IN TERRAIN CATEGORY 1.5 & FOR THE FOLLOWING LIVE LOADS:

AREA	LIVE LOAD	ADDITIONAL DEAD LOAD
ROOF	0.25 kPa	0.4 kPa
GENERAL	5.00 kPa (OR 4.5 kN)	0.5 kPa
COMMERCIAL KITCHEN/LOUNGE	5.00 kPa (OR 4.5 kN)	1.0 kPa
ASSEMBLY	4.00 kPa (OR 2.7 kN)	1.0 kPa

G8 WORK HEALTH & SAFETY NOTICE: JMG HAVE CONSIDERED THE HAZARDS AND RISKS ASSOCIATED WITH THE CONSTRUCTION, OPERATION, MAINTENANCE AND EVENTUAL DEMOLITION OF THIS PROJECT. THERE ARE A NUMBER OF HAZARDS AND HENCE RISKS WHICH ARE NOT UNIQUE TO THIS PROJECT WHICH NEED TO BE MANAGED DURING THESE PHASES. JMG REMIND CONSTRUCTORS, OPERATORS, MAINTAINERS AND DEMOLISHERS OF THEIR RESPONSIBILITIES UNDER WORK HEALTH & SAFETY ACTS AND REGULATIONS. THE FOLLOWING RISKS HAVE BEEN IDENTIFIED WHICH ARE UNIQUE TO THIS PROJECT:

- NIL

G9 DEFLECTIONS:
ALL ELEMENTS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE SUGGESTED SERVICEABILITY LIMIT STATE CRITERIA AS OUTLINED IN AS1170.0 TABLE C1 AND ALL RELEVANT MATERIAL STANDARDS FOR THE APPROPRIATE USE. WHERE A HIGHER LEVEL OF DEFLECTION PERFORMANCE IS DESIRED, THE ARCHITECT SHALL CONSULT THE ENGINEER AND PROVIDE THE SPECIFIC CRITERIA TO BE ACHIEVED.

ABBREVIATIONS: (REFER A.S. CZ1 PART 2)

BOTTOM	BOT
BRICK/BLOCK CONTROL JOINT	BCJ
CAST IN PLATE	CIP
CONSTRUCTION JOINT	CJ# (AS NUMBERED ON PLAN)
CONTINUOUS FILLET WELD	CFW
CONTROL JOINT	CONT J# (AS NUMBERED ON PLAN)
DIAMETER	DIA (OR ∅)
EACH FACE	EF
EACH WAY	EW
EXISTING SURFACE LEVEL	ESL
EXPANSION JOINT	EJ#(AS NUMBERED ON PLAN)
FAR FACE	FF
FINISHED FLOOR LEVEL	FFL
FULL STRENGTH BUTT WELD	FSBW
FINISHED SURFACE LEVEL	FSL
GALVANISED	GALV
GROUND SURFACE LEVEL AS CUT	GSL
KILOPASCAL	kPa
LIVE LOAD	LL
MEGAPASCAL	MPa
NEAR FACE	NF
REDUCED LEVEL	RL
TOP AND BOTTOM	T&B
UNLESS NOTED OTHERWISE	UNO

FOUNDATION:

F1 FOUNDING DEPTHS ARE REDUCED LEVELS TO THE UNDERSIDE OF FOOTINGS SHOWN ON DRAWINGS FOR TENDERING PURPOSES. EXCAVATE THROUGH FILL AS REQUIRED TO PLACE FOOTINGS ACCORDINGLY. REFER TO GEOTECHNICAL REPORT FOR ANTICIPATED FILL DEPTHS. ALL EXCAVATIONS SHALL BE APPROVED BEFORE PLACEMENT OF STRUCTURAL FILL, HARDCORE, BLINDING AND/OR REINFORCEMENT.

F2 FOUNDATION MATERIAL TO BE CONFIRMED TO FUTURE INVESTIGATION.

PAD FOOTINGS

ALLOWABLE - TBC
ULTIMATE - TBC

STRIP FOOTINGS

ALLOWABLE - TBC
ULTIMATE - TBC

BORED PIERS OR PILES

ALLOWABLE END BEARING - TBC
ULTIMATE END BEARING - TBC
SKIN FRICTION - TBC

SLAB ON GRADE

CBR % (MINIMUM 3% NON INDUSTRIAL PAVEMENTS)

F3 BASES OF FOOTINGS SHALL BE HORIZONTAL, UNO.

F4 EXCESS DEPTHS AND WIDTHS IN FOUNDATIONS TO THOSE SPECIFIED SHALL BE FILLED WITH MINIMUM A.S. GRADE 15 CONCRETE. THE CONCRETE FILL SHALL NOT BE BONDED TO THE CONCRETE UNLESS APPROVED. THE COST OF FILLING SHALL BE BORNE BY THE CONTRACTOR.

F5 THE CONTRACTOR SHALL ENGAGE A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER TO ASSESS AND APPROVE FOUNDING MATERIAL IN ACCORDANCE WITH THE GEOTECHNICAL PARAMETERS OUTLINED IN NOTE F2.

F6 WHERE DETAILED ON THESE DRAWINGS & WHEREVER GROUNDWATER IS ENCOUNTERED PROVIDE 50 CONCRETE BLINDING IMMEDIATELY AFTER APPROVAL OF FOUNDATION.

SLABS ON GRADE:

SG1 SUB GRADE PREPARATION
THE SUB GRADE FOR SLABS ON GRADE SHALL BE PREPARED AS FOLLOWS:
· STRIP OFF ALL VEGETATED TOPSOIL AND FILL AND CUT TO THE REQUIRED LEVEL. 300 MIN. BELOW ESL (SUBJECT TO FINAL SITE CHECK) .
· ENSURE MINIMUM APPROVED CBR AS SPECIFIED ABOVE IS ACHIEVED. WHERE SUB GRADE IS DISTURBED FOR EXCAVATIONS, FILL WITH STRUCTURAL FILL TYPE A COMPACTED IN 150 MAXIMUM LAYERS IN ACCORDANCE WITH NOTE SG2.

SG2 BASE PREPARATION
THE BASE FOR SLABS ON GRADE SHALL BE PREPARED AS DETAILED AND AS FOLLOWS:
· FILL WITH STRUCTURAL FILL TYPE A COMPACTED AND WATERED TO 150 MIN. FINISHED THICKNESS. ADDITIONAL FILL REQUIRED BELOW THIS LAYER SHALL BE TYPE A OR B STRUCTURAL FILL COMPACTED AND WATERED, PLACED IN LAYERS NOT EXCEEDING 200 FINISHED THICKNESS.
· COMPACTION TO MINIMUM 98% MODIFIED COMPACTION TO AS 1289 U.N.O. COMPACTION CERTIFICATES SHALL BE SUPPLIED TO AND APPROVED BY THE SUPERINTENDENT.
PLACE 25 MAX. SAND BLINDING WATERED & COMPACTED, UNDER ENTIRE SLAB AND SLAB THICKENINGS.
· LAY 0.2mm 'FORTECON' OR APPROVED ALTERNATIVE MEMBRANE. TAPE ALL JOINTS AND SEAL ALL PENETRATIONS. PLACE UNDER THE ENTIRE SLAB INCLUDING SLAB THICKENINGS & INTEGRAL FOOTINGS. TURN UP AT OUTSIDE EDGES.

SG3 STRUCTURAL FILL
STRUCTURAL FILL SHALL BE AS FOLLOWS:
TYPE A - 20 FINE CRUSHED ROCK
TYPE B - 40+ FINE CRUSHED ROCK
TYPE C - 150/200 NOMINAL SIZE DOLERITE SPALLS IN 2 LAYERS.
EXCAVATED MATERIAL NOT TO BE USED WITHOUT APPROVAL.

SUSPENDED SLABS ON FILL:

SS1 GENERAL
WHERE SHOWN ON THE PROJECT DRAWINGS USE FILL AS FORMWORK ONLY FOR SUSPENDED SLABS. IMPORTED FILL TO BE PLACED MOIST SO AS TO ADEQUATELY SUPPORT CONCRETE UNTIL HARDENED AND SHALL BE FREE OF CONSPICUOUS CLAY CONTENT.

SS2 SUB GRADE PREPARATION
UNLESS FILL MATERIAL IS EXISTING ONSITE, UNDERTAKE IN ACCORDANCE WITH SG1 BEFORE PLACING IMPORTED FILL, SAND, AND FORTECON.

CONCRETE:

C1 WORKMANSHIP, MATERIALS & DESIGN SHALL BE IN ACCORDANCE WITH NCC & ASSOCIATED CODES LISTED THEREIN AND THE SPECIFICATION.

C2 CONCRETE PROPERTIES SHALL BE AS FOLLOWS. REFERENCE TO BE MADE TO THE SPECIFICATION FOR OTHER REQUIREMENTS. SUPPLIER TO DESIGN MIX TO ACHIEVE THE REQUIRED PROPERTIES OUTLINED BELOW. MOIST CURE CONTINUOUS FOR 3 DAYS MIN. AFTER POUR.

C3 CONCRETE COVER TO REINFORCEMENT (INCLUDING LIGS) SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN.

EXPOSURE ENVIRONMENT	AS 3600 CAT	ELEMENT	#	CONCRETE AS GRADE	COVER B/T
BELOW GROUND	A2	FOOTINGS	1	-	-
		FOOTINGS	2	-	-
	A1	SLAB BOT	3	-	-
BUILDING INTERNAL	A1	SLAB	3	-	-
		SLAB	2	-	-
		COLUMN	2	-	-
		PANELS	2	-	-
BUILDING EXTERNAL	B1	SLAB	2	-	-
		PANELS	2	-	-
		STAIRS	2	-	-

#1 = CAST AGAINST GROUND
#2 = CAST AGAINST FORMWORK
#3 = CAST AGAINST FORTECON MEMBRANE

C4 BEAM DEPTHS ARE WRITTEN FIRST UNO AND INCLUDE SLAB THICKNESS IF ANY.

C5 NO HOLES OR CHASES OTHER THAN THOSE SHOWN SHALL BE MADE WITHOUT APPROVAL.

C6 DO NOT PLACE CONDUITS, PIPES AND THE LIKE WITHIN CONCRETE COVER.

C7 SLABS AND BEAMS ARE TO BE POURED TOGETHER UNLESS NOTED OTHERWISE.

C8 WHERE REINFORCEMENT IS CONTINUOUS THROUGH A POUR BREAK, SCABBLE, REMOVE ALL LOOSE MATERIAL AND PROVIDE BONDING AGENT, PRIOR TO SUBSEQUENT POUR.

C9 UNFORMED EXPOSED CONCRETE SURFACES SHALL BE IN ACCORDANCE WITH ARCHITECTURAL DOCUMENTATION.

C10 REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY AND NOT NECESSARILY IN TRUE PROJECTION.

C11 SPLICES IN REINFORCEMENT SHALL BE MADE ONLY AT LOCATIONS AND TO DETAILS SHOWN ON STRUCTURAL DRAWINGS UNLESS APPROVED OTHERWISE.

C12 REINFORCEMENT SHALL NOT BE CUT, WELDED, BENT OR HEATED ON-SITE, NOR SHALL FITMENT OR SLAB STEEL BE DISPLACED MORE THAN 0.25 TIMES THE NOMINAL SPACING WITHOUT PRIOR APPROVAL.

C13 PLACE INDIVIDUAL BAR CHAIRS AT THE RATE OF 25 PER 10m2 OF BOTTOM & TOP SLAB REINFORCEMENT AREA (750 CRS. APPROX) AND AS REQUIRED FOR ADEQUATE SUPPORT IN OTHER MEMBERS.

C14 REINFORCEMENT SHALL BE SECURELY WIRED IN PLACE WITHOUT WELDING UNLESS APPROVED OTHERWISE.

C15 FABRIC SHALL BE RANDOM LAPPED WITH NO MORE THAN TWO SHEETS NESTED TOGETHER. USE ALTERNATIVE DETAIL AS REQUIRED. WHERE FABRIC ORIENTATION IS SHOWN, THIS BAR IS TO BE PLACED WITH MINIMUM COVER TO THE CONCRETE FACE. (ALTERNATE SHEETS WHERE FABRIC NESTED)

END LAP
TYPICAL DETAIL — 25 MIN
ALTERNATIVE DETAIL — 1000 MAX; N12 BAR 900 LONG

END LAPS NOT PERMITTED WITH ONE WAY FABRICS ABOVE RL818. END LAP WITH SPLICE BAR AT FOLLOWING CENTRES:
UP TO SL82 N12 @ 400 CRS.
SL92 N12 @ 300 CRS.
SL81 N12 @ 200 CRS.

SIDE LAP
TYPICAL DETAIL — 25 MIN

ALTERNATIVE DETAIL AS ABOVE

C16 REINFORCEMENT SYMBOLS AND GRADES:

R - DENOTES STRUCTURAL GRADE PLAIN ROUND (GRADE 250R)
N - DENOTES HOT ROLLED DEFORMED BAR (GRADE D500N) TO AS 4671
SL / RL - DENOTES RIBBED REINFORCING FABRIC (GRADE D500L) TO AS 4671
W - DENOTES HARD-DRAWN PLAIN WIRE (GRADE D500L) TO AS 1303.

C17 TRIMMING STEEL NOT DESIGNATED SHALL BE:

ELEMENT	LOCATION	TRIMMING REINFORCEMENT	EXTEND BEYOND CROSS OVER POINT
SLABS	-INTERNAL CORNERS -PENETRATIONS -SETDOWNS >25 DEEP	2/16 EW TOP AT CORNERS	800

STEELWORK:

S1 WORKMANSHIP, MATERIALS AND DESIGN SHALL BE IN ACCORDANCE WITH NCC AND ASSOCIATED CODES LISTED THEREIN AND THE SPECIFICATION. ALL IMPORTED STEELWORK (MANUFACTURED OUTSIDE OF AUSTRALIA) SHALL NOT BE USED UNLESS DOCUMENTATION SHOWING ENTIRE COMPLIANCE WITH AS 4100 IS PROVIDED.

S2 UNLESS NOTED OTHERWISE STEEL ELEMENTS SHALL BE OF THE FOLLOWING GRADES:

GENERAL SECTIONS - BHP 300+ (UB/UC/PFC/LARGE ANGLES)

- GRADE 300 TO AS 3678/3679

(OTHER SECTIONS)
RHS & SHS - GRADE 350 TO AS 1163
CHS <= 89∅ - GRADE 250 TO AS 1163
CHS => 89∅ - GRADE 350 TO AS 1163
PURLINS & GIRTS - GRADE G450-Z200 TO AS 1397
DURAGAL - GRADE C450LO TO AS 1163

S3 REFER TO ARCHITECT'S OR OTHER DRAWINGS FOR NON-STRUCTURAL STEEL NOT SHOWN ON THESE DRAWINGS.

S4 BOLTING PROCEDURES ARE IDENTIFIED AS FOLLOWS:

BOLTING PROCEDURE	GRADE MPa	BOLT TO AS	METHOD OF INSTALLATION	NOTES
4.6/s	4.6	AS 1111	SNUG TIGHTENED	
8.8/s	8.8	AS 1252	SNUG TIGHTENED	
8.8/TF	8.8	AS 1252	FULLY TENSIONED LOAD INDICATOR WASHERS	FRICTION TYPE JOINT
8.8/TB	8.8	AS 1252	FULLY TENSIONED LOAD INDICATOR WASHERS	BEARING TYPE JOINT

S5 PURLINS AND GIRTS SHALL BE SUPPLIED AS SPECIFIED WITH BRIDGING AND TIES IN ACCORDANCE WITH STRUCTURAL DOCUMENTATION AND TO THE MANUFACTURERR'S SPECIFICATION, OR 3000 MAXIMUM UNSUPPORTED LENGTH U.N.O. SUBSTITUTION SHALL NOT BE MADE UNLESS APPROVED.

S6 ALL COLD FORMED STEELWORK, SHALL BE MANUFACTURED AND CERTIFIED IN ACCORDANCE WITH AS 4600.

S7 UNLESS NOTED OTHERWISE ALL FILLET WELDS SHALL BE 6mm CONTINUOUS FILLET WELDS, SP CATEGORY, IN ACCORDANCE WITH AS 1554

S8 ALL BUTT WELDS SHALL BE PRE-QUALIFIED COMPLETE PENETRATION SP CATEGORY AND SHALL UTILISE "RUN-ON RUN-OFF" PLATES.

S9 ALL STRUCTURAL WELDING (SP) TO BE CARRIED OUT IN ACCORDANCE WITH A QUALIFIED WELDING PROCEDURE, BY SUITABLY QUALIFIED WELDERS AND UNDER THE SUPERVISION OF A WELDING SUPERVISOR WHO IS EMPLOYED BY OR CONTRACTED TO THE FABRICATOR TO CERTIFY THE WORKS AS PER AS 1554 SECTION 1.7.

S10 ELECTRODES SHALL BE:
E41xx OR E48xx TO AS 1553 FOR MMAW
W500 TO AS 2717 FOR GMAW
W500 TO AS 2203 FOR FCAW
W500 TO AS 1858 FOR SAW

S11 GROUT UNDER BASE PLATES SHALL BE 2:1 SAND/CEMENT MORTAR MIXED NEARLY DRY AND RAMMED HARD MINIMUM 20 THICK, MAXIMUM 40 THICK. ALTERNATIVELY USE MASTER BUILDER'S MASTERFLOW TYPE 870A CEMENT GROUT (FLOWABLE GRADE) 20 THICK MAX.

S12 SUSPENDED ELEMENTS, SUCH AS CEILINGS, AIR CONDITIONING UNITS, DUCTWORK AND PIPEWORK MUST BE SUITABLY SUPPORTED DIRECTLY FROM PURLIN WEBS ONLY. SUPPORT FOR HEAVIER UNITS OR PLANT MUST BE SUITABLY DESIGNED AND MAY REQUIRE DISTRIBUTION BETWEEN NUMEROUS PURLINS.

S13 PREPARE AND PRIME PAINT STEEL IN ACCORDANCE WITH AS 2312.1 AS FOLLOWS: (ARCH SHALL PROVIDE A PROJECT SPECIFIC PAINT SPECIFICATION BY SPECIALIST PAINT MANUFACTURER NOT LESS THAN THE PARAMETERS OUTLINED BELOW***** SPECIFY CORROSIVITY INDEX AS ***)**

· INTERNAL STEELWORK - CATEGORY C1

- PREPARATION - AS 1627.4 CLASS 1

- PRIME COAT - 50 MICRONS OF ZINC PHOSPHATE

· EXTERNAL STEELWORK - CATEGORY C2-C3

- PREPARATION - AS 1627.4 CLASS 2.5

- PRIME COAT - 75 MICRONS OF INORGANIC ZINC

- ALL COATING TO BE FROM THE SAME MANUFACTURER AND SUBJECT TO ARCHITECT/ENGINEER APPROVAL .

FOR CORROSIVITY INDEX OF C4 OR HIGHER THE ARCHITECT SHALL SPECIFY A MULT-COAT PROTECTIVE SYSTEM TO ACHIEVE THE REQUIRED PROTECTION DESIGN LIFE.

S14 THE CONTRACTOR SHALL ENGAGE A SUITABLY QUALIFIED ENGINEER TO PROVIDE SEISMIC RESTRAINTS FOR ALL SERVICES AND ARCHITECTURAL COMPONENTS AS REQUIRED BY AS 1170.4.

S15 ENDS OF ALL TUBULAR MEMBERS SHALL BE SEALED WITH MINIMUM 4PL END PLATES FULLY WELDED ALL AROUND O.N.O.

S16 HOT DIP GALVANISING:
· STEELWORK TO BE HOT DIP GALVANISING IS AS DESCRIBED OR NOTED AS (GALV) ON THE PROJECT DRAWINGS. PREPARE TO CLASS 2 / AS 1627.4. PROVIDE PAINTING AS NOTED IN 'S13' ABOVE, NEW COATING OVER GALVANISING FOR BARRIER AND / OR FINISH COATS.
· CORROSIVITY CATEGORY C4 IN ACCORDANCE WITH AS / NZS 2312.2 GALVANISING TO BE MIN HDG600, 600 g/m2 IN ACCORDANCE WITH AS / NZS 4680.
· DAMAGE TO GALVANISING SHALL BE REPAIRED BY FOLLOWING THE RECOMMENDATIONS IN AS 4680 - REPAIR AFTER GALVANISING.
· A CERTIFICATE SHALL BE PROVIDED STATING THE GALVANISING COMPLIES WITH THE REQUIREMENTS OF AS 4680.

FIRE RATING:

F1 THE PROJECT SPECIFIC FIRE RATINGS SHALL BE DEFINED BY THE BUILDING SURVEYOR OR FIRE ENGINEER. WHERE REQUIRED, THE FIRE ENGINEERING REPORT SHALL BE PROVIDED AND ALL PERFORMANCE SOLUTION REQUIREMENTS MADE KNOWN TO THE STRUCTURAL ENGINEER.

F2 ALL STEELWORK SHOWN WITHIN THE STRUCTURAL DRAWINGS SHALL BE CONSIDERED TO REQUIRE THE SPECIFIED FIRE RATINGS BY THE ARCHITECT U.N.O.

FIRE RESISTANT LEVELS	
ELEMENT	FRL STRUCTURAL ADEQUACY/INTEGRITY/INSULATION
STEEL FRAMING	BY ARCHITECT

STRUCTURAL TIMBER:

T1 WORKMANSHIP, MATERIALS AND DESIGN SHALL BE IN ACCORDANCE WITH NCC AND ASSOCIATED CODES LISTED THEREIN AND THE SPECIFICATION

T2 ALL TIMBER CONNECTION SPACING AND EDGE DISTANCES TO BE AS DETAILED WITHIN STRUCTURAL DOCUMENTATION. WHERE NO DIMENSIONS ARE NOMINATED, CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH AS1720.
T3 ALL EXTERNAL TIMBER CONNECTIONS TO BE H.D. GALV U.N.O

T4 TIMBER STRENGTH GRADES SHALL BE AS SHOWN WITHIN STRUCTURAL DRAWINGS. WHERE NO GRADE IS SPECIFIED, IT SHALL BE SEASONED HARDWOOD OF STRESS GRADE F17.

T5 REFER TO ARCHITECT'S OR OTHER DRAWINGS FOR NON-STRUCTURAL TIMBER DETAILS.

T6 LIGHT TIMBER FRAMING, WORKMANSHIP, MATERIALS, BRACING, TIE-DOWN AND CONNECTIONS TO BE IN ACCORDANCE WITH AS 1684.

T7 ALL PREFABRICATED TIMBER TRUSSES TO BE IN ACCORDANCE WITH AS4446. THE CONTRACTOR SHALL PROVIDE FULL TRUSS DETAILS, COMPUTATIONS AND CERTIFICATION TO THE SUPERINTENDENT FOR REVIEW PRIOR TO COMMENCEMENT OF FABRICATION WORKS.
T8 ALL PLYWOOD NOMINATED WITHIN THESE DRAWINGS SHALL BE 'STRUCTURAL PLYWOOD' MANUFACTURED IN ACCORDANCE WITH AS2269.
T9 ALL LVL MEMBERS SHALL BE meySPAN. ALTERNATIVE MEMBERS MAY BE USED IF EQUIVALENT STRENGTH AND STIFFNESS CAN BE DEMONSTRATED TO THE APPROVAL OF JMG.
T10 MANUFACTURE AND TESTING OF GLUE LAMINATED MEMBERS AND COMPONENTS SHALL BE IN ACCORDANCE WITH AS1328.

T11 FOR OPENING WIDTHS UP TO 1500mm, WINDOW SILL TRIMMERS MAY BE THE SAME SIZE AND GRADE AS THE COMMON STUDS IN THAT WALL.
FOR OPENINGS GREATER THAN 1500mm, THE WINDOW SILL TRIMMER SIZE SHALL BE DETERMINED FROM TABLE 6.3 IN AS1684.
LINTEL TRIMMERS, DESIGNED AS PER WINDOW SILL TRIMMERS, SHALL BE PROVIDED ABOVE WINDOWS OR DOORS WHERE THE LINTEL IS PLACED DIRECTLY UNDER THE TOP PLATE AND THE DISTANCE BETWEEN THE TOP OF THE WINDOW OR DOOR TO THE TOP PLATE EXCEEDS 650mm.

SHOP DRAWINGS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION OF SHOP DRAWINGS FOR ALL STEELWORK, PRECAST AND POST-TENSIONED ELEMENTS, INCLUDING TEMPORARY FALSEWORK AND ERECTION EQUIPMENT.

ALL SHOP DRAWINGS SHALL BE SUBMITTED IN PDF AND IFC FORMAT TO THE SUPERINTENDENT FOR REVIEW NOT LESS THAN 21 DAYS PRIOR TO THE ANTICIPATED DATE OF COMMENCEMENT OF FABRICATION. DRAWINGS WILL BE RETURNED TO THE CONTRACTOR WITH THE SUPERINTENDENT'S COMMENTS AND/OR ACCEPTANCE IN WRITING WITHIN THE CONTRACTURAL RETURN PERIOD. FABRICATION SHALL NOT COMMENCE UNTIL RECEIPT OF THE SUPERINTENDENT'S WRITTEN ACCEPTANCE.

STEELWORK:

THE DRAWINGS SHALL SHOW FULL AND COMPLETE INFORMATION REGARDING THE SIZE, LOCATION, TYPE OF MEMBER SECTION, GRADES AND WELDS. SEQUENCING SHALL BE SHOWN TO MINIMISE CONSTRUCTION STRESSES AND DISTORTION.

PROPER ATTENTION SHALL BE TAKEN TO ALLOCATION OF SITE WELDS WHERE SHOWN. SITE WELDS ARE INTENTIONAL AND SPECIFIC.

SHOULD ALTERNATIVE CONNECTIONS BE DESIRED OTHER THAN THE ONES DOCUMENTED, THE CONTRACTOR/ SHOP DETAILER SHALL REQUEST A DESIGN VARIATION FROM THE SUPERINTENDENT BY THE DESIGN ENGINEER AT THEIR COST. SHOP DRAWINGS THAT DEMONSTRATE INTENTIONAL ALTERATION FROM THE DESIGN INTENT WITHOUT EXPRESS CONSENT OF THE SUPERINTENDENT, SHALL BE RETURNED WITHOUT REVIEW FOR REVISION AT THE CONTRACTOR'S COST. THE APPROVED WELDING PROCEDURES SHALL BE FULLY DETAILED ON THE SHOP DRAWINGS AND STRICTLY ADHERED TO IN PRODUCTION.

THIS IS A COLOUR DRAWING AND MUST BE REPRODUCED IN COLOUR AT ALL TIMES

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SAFETY IN DESIGN REPORT PER WHS REGULATIONS

The following risks which are unique to this design have been identified	NIL

This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.

Accepted (Discipline Head)	RAJC	Date 31.07.26
Accepted (Team Leader)	AMH	Date 31.07.26
Accepted (Principal)	CJM	Date 31.07.26

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
GENERAL NOTES SHEET 1

PROJECT NO. 250811CS
DWG NO. S02
REVISION P1

E:__PROJECTS\CS\2025\J250811CS - Good Shed Relocation\07-Structural\01-Drawings\J250811CS_S_R26.rvtPLOT DETAILS

COLUMN SCHEDULE

MARK	DIMENSIONS	COMMENTS
SC1	230 x 230	DOUGLAS FIR CENTRAL COLUMN
SC2	230 x 230	DOUGLAS FIR WALL COLUMN
SC3	100 x 4	SHS
STC2	230 x 230	DOUGLAS FIR STUB COLUMN ABOVE DOOR OPENING

WALL MEMBER SCHEDULE

MARK	DIMENSIONS	COMMENTS
DB1	REFER COMMENTS	230 PFC ABOVE DOOR OPENING
DB2	REFER COMMENTS	200 PFC
DB3	REFER COMMENTS	250UB31.4
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
ST3	230 x 210	DOUGLAS FIR MAIN STRUT ALONG CENTRE OF BUILDING

ROOF FRAMING SCHEDULE

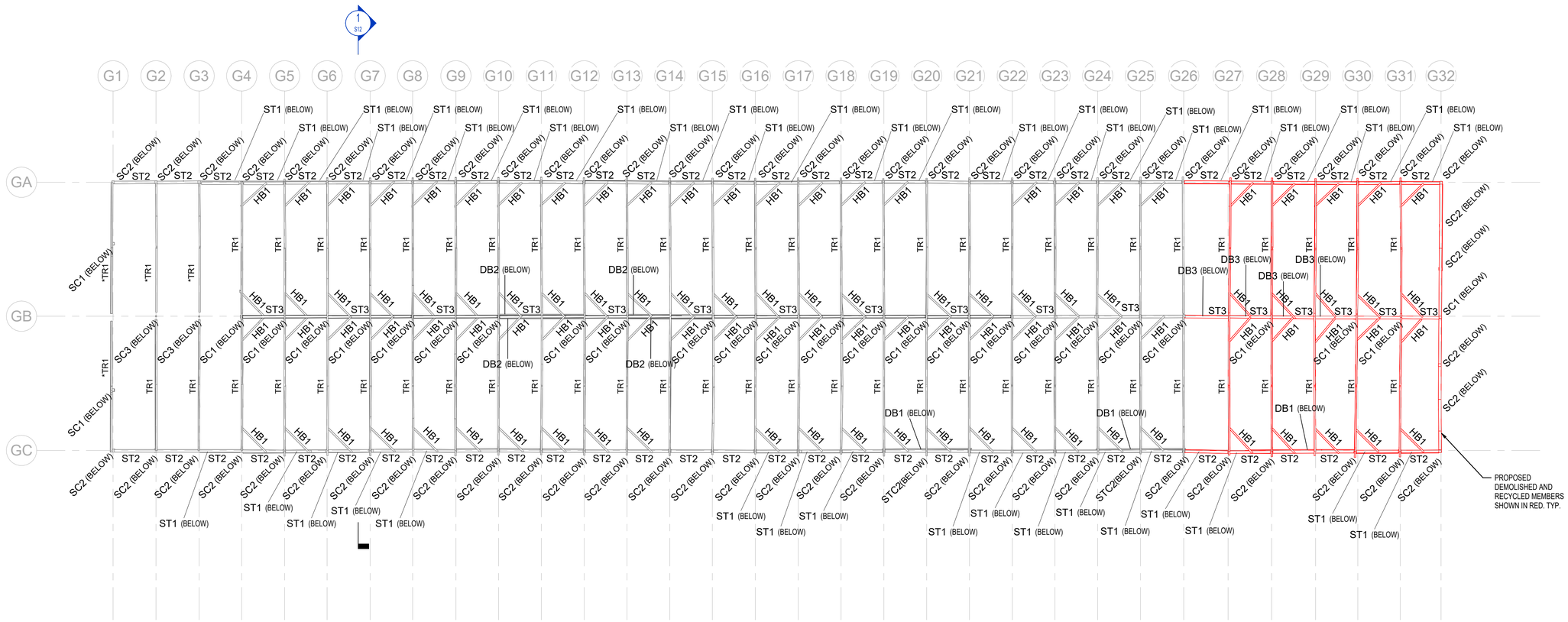
MARK	DIMENSIONS	COMMENTS
HB1	130 x 100	DOUGLAS FIR HORIZONTAL BRACING. ON FLAT.
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RB2	TBC	BOTTOM CHORD
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
RR2	125 x 180	DOUGLAS FIR TOP RAFTER
ST1		

TR1: DENOTES TIMBER TRUSS

*TR1: DENOTES ALTERNATE TIMBER TRUSS SUPPORTED BY WALL FRAMING

NOTE: 'FM1' WALL MULLIONS, 'WB1' BRACES, 'RP1' ROOF PURLINS, AND 'RP2' VALLEY PURLINS NOT SHOWN FOR CLARITY.

NOTE: END WALL FRAMING AND OFFICE WALL FRAMING SUPPORTING CUT TRUSSES NOT SHOWN FOR CLARITY.



EXISTING STRUCTURE AND DEMOLITION PLAN

SCALE 1 : 200

0 2 4 6 8 10m
SCALE 1:200

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REV	DATE	REMARK
P1	31.07.26	PRELIMINARY ISSUE

SAFETY IN DESIGN REPORT PER WHS REGULATIONS

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
EXISTING STRUCTURE AND DEMOLITION PLAN

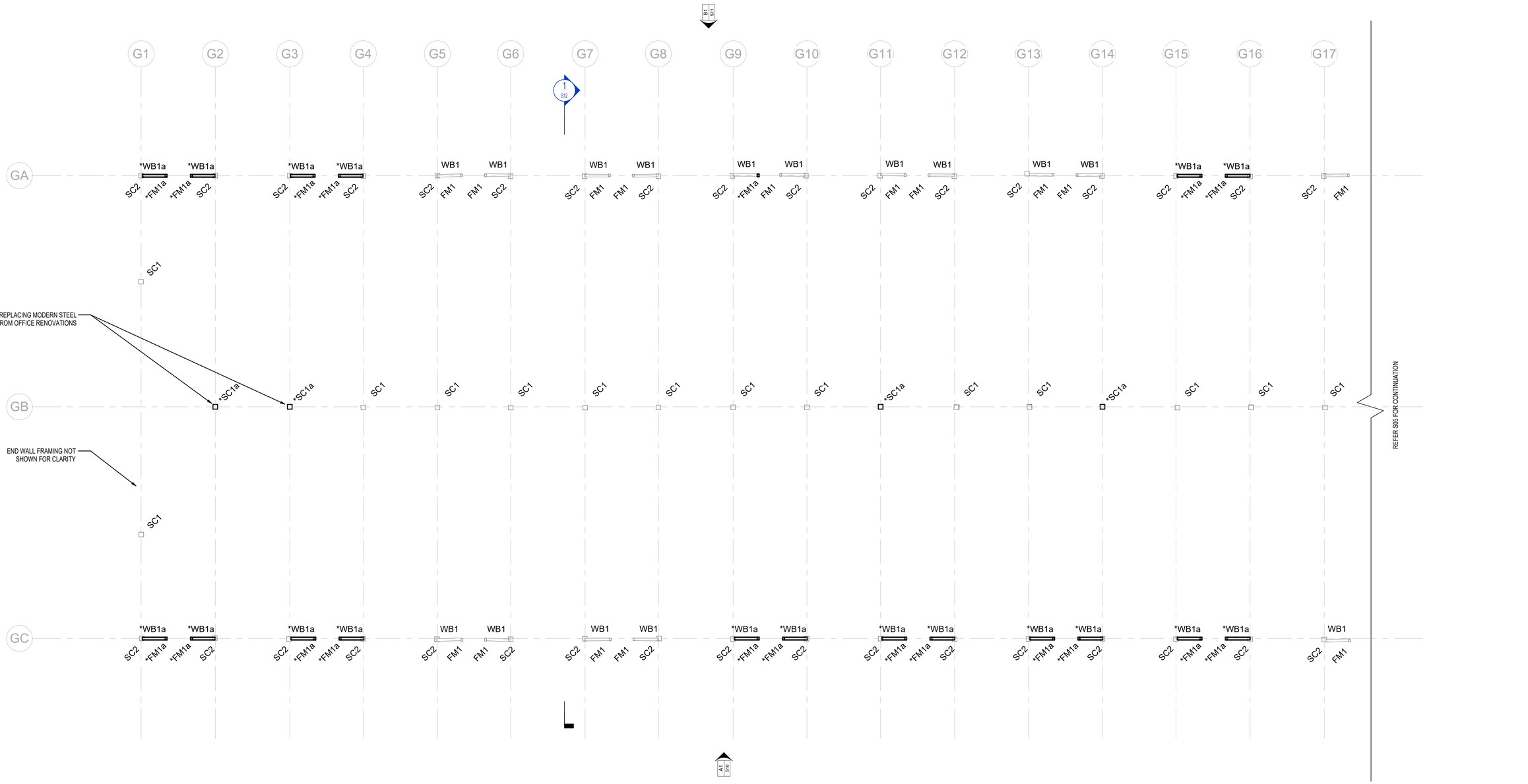
PROJECT NO. 250811CS
DWG NO. S03
REVISION P1

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COLUMN SCHEDULE		
MARK	DIMENSIONS	COMMENTS
SC1	230 x 230	DOUGLAS FIR CENTRAL COLUMN
SC2	230 x 230	DOUGLAS FIR WALL COLUMN

WALL MEMBER SCHEDULE		
MARK	DIMENSIONS	COMMENTS
FM1	90 x 130	DOUGLAS FIR WALL MULLION
WB1	130 x 70	DOUGLAS FIR WALL BRACING

*(MEMBER)a: DENOTES MEMBERS RE-USED FROM NORTHERN EXTENSION FOR RECYCLING.
REFER TO SCHEDULE FOR MEMBER DIMENSIONS AND COMMENTS.



COLUMN AND WALL MEMBER PLAN - ZONE 1

SCALE 1 : 100

0 1 2 3 4 5m
SCALE 1:100

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P1	31.07.26	PRELIMINARY ISSUE

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
COLUMN AND WALL MEMBER PLAN ZONE 1

PROJECT NO. 250811CS
DWG NO. S04
REVISION P1

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COLUMN SCHEDULE		
MARK	DIMENSIONS	COMMENTS
SC1	230 x 230	DOUGLAS FIR CENTRAL COLUMN
SC2	230 x 230	DOUGLAS FIR WALL COLUMN

WALL MEMBER SCHEDULE		
MARK	DIMENSIONS	COMMENTS
FM1	90 x 130	DOUGLAS FIR WALL MULLION
WB1	130 x 70	DOUGLAS FIR WALL BRACING

*(MEMBER)a: DENOTES MEMBERS RE-USED FROM NORTHERN EXTENSION FOR RECYCLING.
REFER TO SCHEDULE FOR MEMBER DIMENSIONS AND COMMENTS.



COLUMN AND WALL MEMBER PLAN ZONE 2

SCALE 1 : 100

0 1 2 3 4 5m
SCALE 1:100

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
COLUMN AND WALL MEMBER PLAN ZONE 2

PROJECT NO. 250811CS
DWG NO. S05
REVISION P1

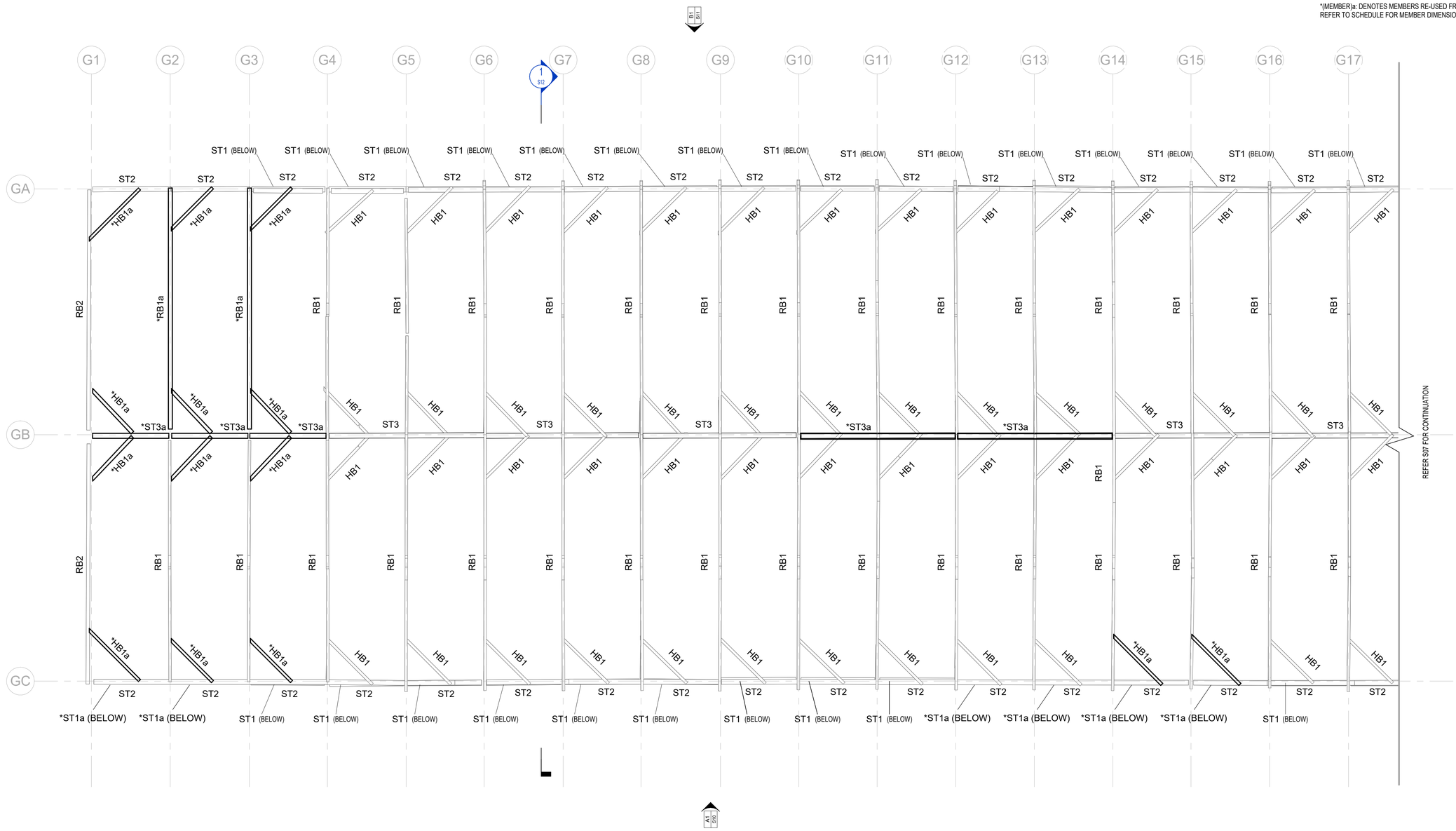
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E:__PROJECTS\CS\2025\J250811CS - Good Shed Relocation\07-Structural\01-Drawings\J250811CS_S_R26.rvtPLOT DETAILS

WALL MEMBER SCHEDULE		
MARK	DIMENSIONS	COMMENTS
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
ST3	230 x 210	DOUGLAS FIR MAIN STRUT ALONG CENTRE OF BUILDING

ROOF FRAMING SCHEDULE		
MARK	DIMENSIONS	COMMENTS
HB1	130 x 100	DOUGLAS FIR HORIZONTAL BRACING. ON FLAT.
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RB2	TBC	BOTTOM CHORD
ST1		

*(MEMBER)a: DENOTES MEMBERS RE-USED FROM NORTHERN EXTENSION FOR RECYCLING.
REFER TO SCHEDULE FOR MEMBER DIMENSIONS AND COMMENTS.



ROOF PLAN AT EAVE LEVEL - ZONE 1

SCALE 1 : 100

0 1 2 3 4 5m
SCALE 1:100

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
ROOF PLAN AT EAVE LEVEL - ZONE 1

PROJECT NO. 250811CS
DWG NO. S06
REVISION P1

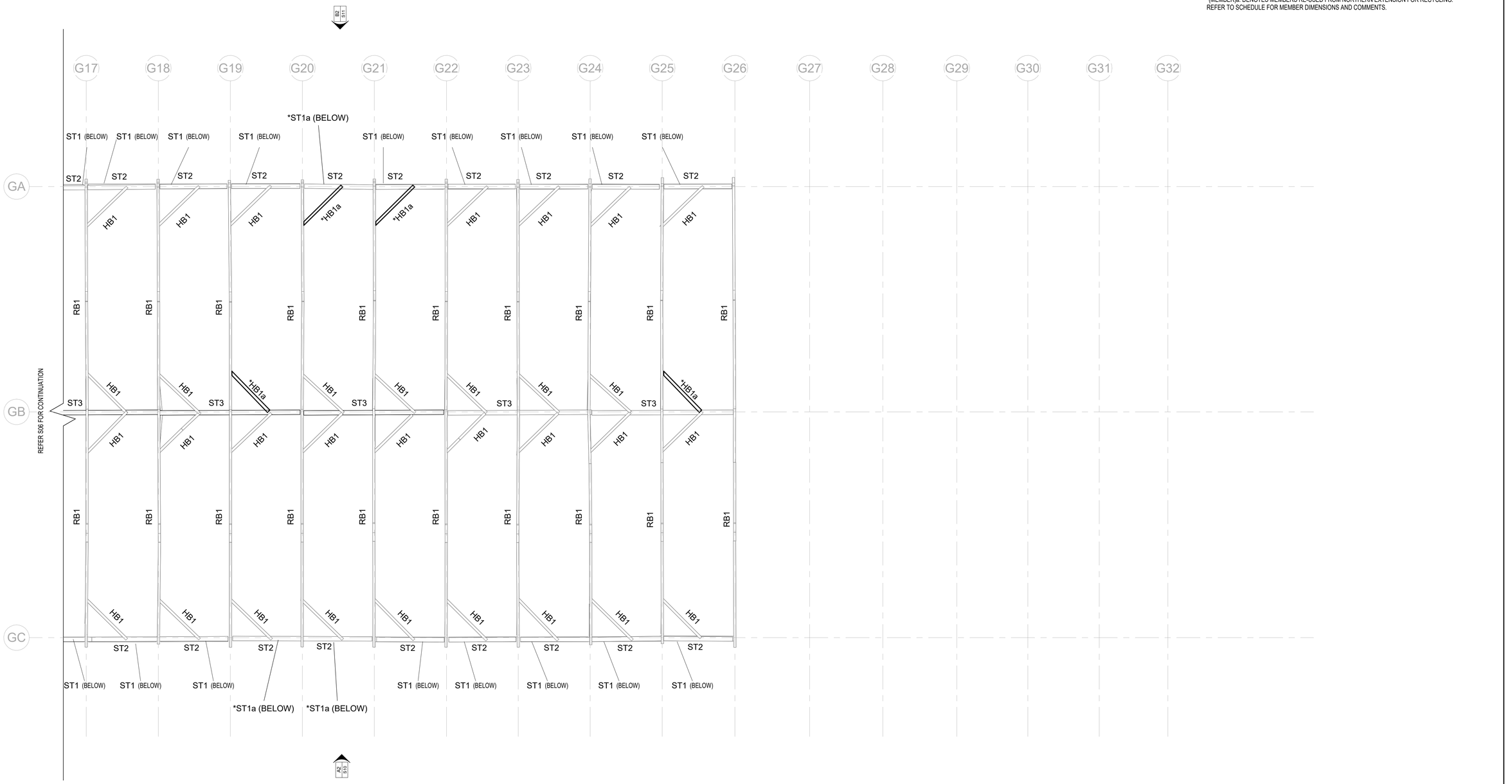
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P1	31.07.26	PRELIMINARY ISSUE

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WALL MEMBER SCHEDULE		
MARK	DIMENSIONS	COMMENTS
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
ST3	230 x 210	DOUGLAS FIR MAIN STRUT ALONG CENTRE OF BUILDING

ROOF FRAMING SCHEDULE		
MARK	DIMENSIONS	COMMENTS
HB1	130 x 100	DOUGLAS FIR HORIZONTAL BRACING. ON FLAT.
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD

*(MEMBER)a: DENOTES MEMBERS RE-USED FROM NORTHERN EXTENSION FOR RECYCLING.
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ROOF PLAN AT EAVE LEVEL - ZONE 2

SCALE 1 : 100

SCALE 1:100

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

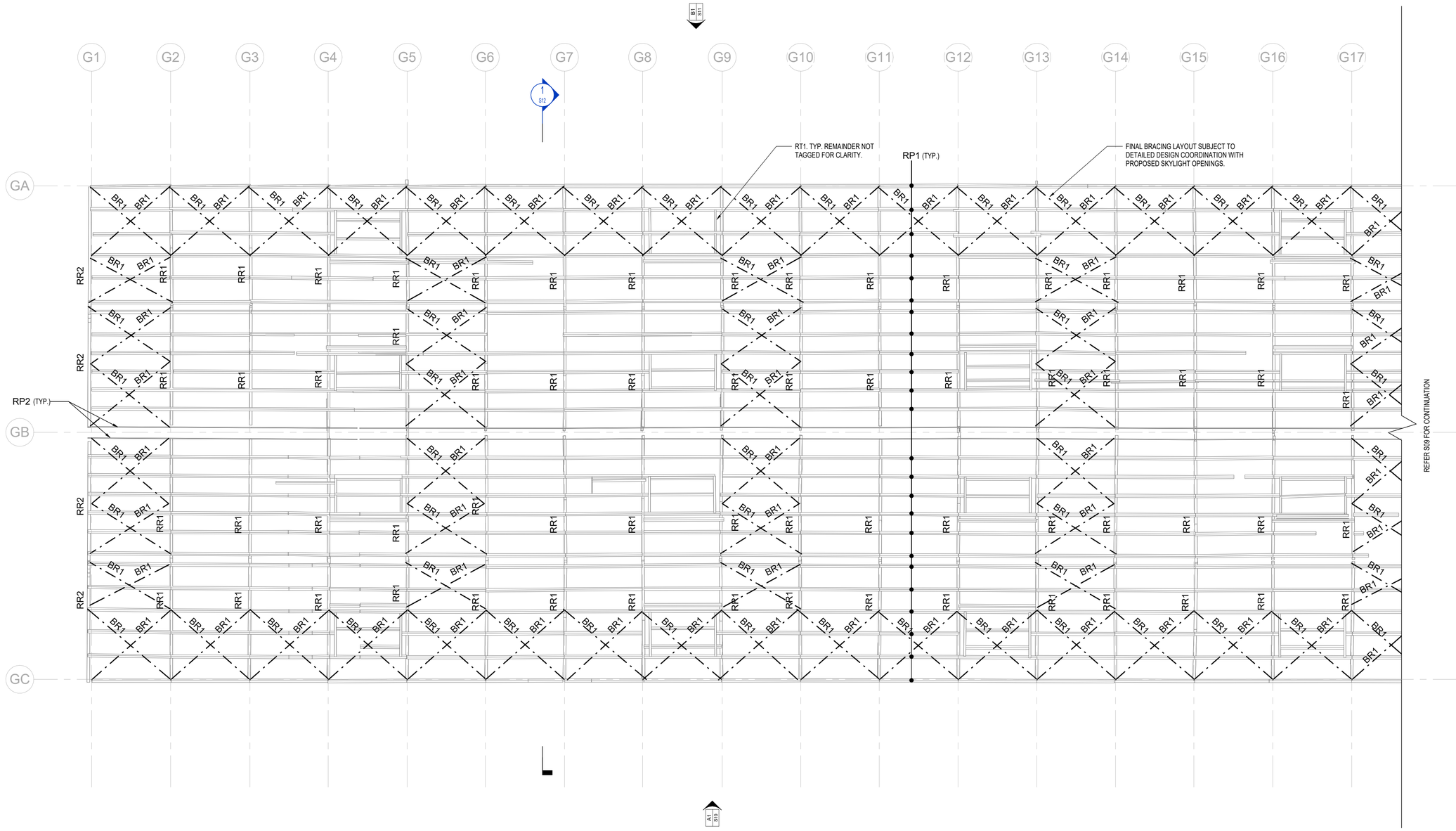
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STRUCTURAL
ROOF PLAN AT EAVE LEVEL - ZONE 2

PROJECT NO. 250811CS
DWG NO. S07
REVISION P1

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ROOF FRAMING SCHEDULE		
MARK	DIMENSIONS	COMMENTS
RP1	100 x 150	ROOF PURLIN. TIMBER SPECIES UNKNOWN.
RP2	30 x 170	VALLEY PURLN. TIMBER SPECIES UNKNOWN.
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
RR2	125 x 180	DOUGLAS FIR TOP RAFTER
RT1	VARIES	ROOF TRIMMING MEMBER

BR1 — 30 x 1.2mm PAINTED GALV STRAP ABOVE 'RP1'. TURN DOWN ENDS AND PRIOVIDE MIN 5 30 x 2.8mm GLAV FLAT-HEAD NAILS. TYP.



RAFTER AND PURLIN PLAN - ZONE 1

SCALE 1 : 100

0 1 2 3 4 5m
SCALE 1:100

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PROJECT
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41 EVANS STREET, HOBART

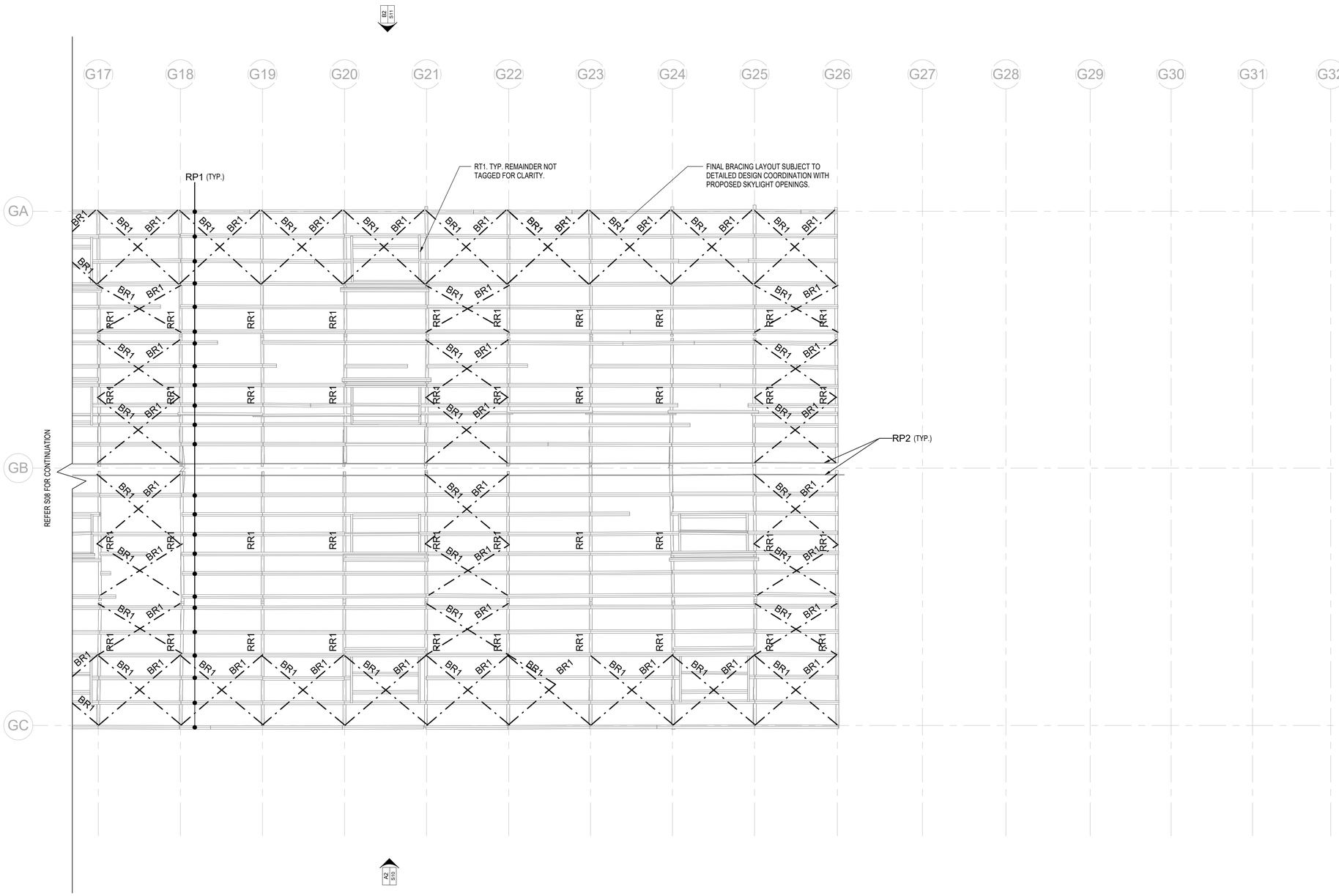
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STRUCTURAL
RAFTER AND PURLIN PLAN - ZONE 1

PROJECT NO. 250811CS
DWG NO. S08
REVISION P1

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ROOF FRAMING SCHEDULE		
MARK	DIMENSIONS	COMMENTS
RP1	100 x 150	ROOF PURLIN. TIMBER SPECIES UNKNOWN.
RP2	30 x 170	VALLEY PURLN. TIMBER SPECIES UNKNOWN.
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
RT1	VARIES	ROOF TRIMMING MEMBER

BR1 — 30 x 1.2mm PAINTED GALV STRAP ABOVE 'RP1'. TURN DOWN ENDS AND PRIOVIDE MIN 5 30 x 2.8mm GLAV FLAT-HEAD NAILS. TYP.



RAFTER AND PURLIN PLAN - ZONE 2

SCALE 1 : 100

0 1 2 3 4 5m
SCALE 1:100

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
RAFTER AND PURLIN PLAN - ZONE 2

PROJECT NO. 250811CS
DWG NO. S09
REVISION P1

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COLUMN SCHEDULE

MARK	DIMENSIONS	COMMENTS
SC2	230 x 230	DOUGLAS FIR WALL COLUMN

WALL MEMBER SCHEDULE

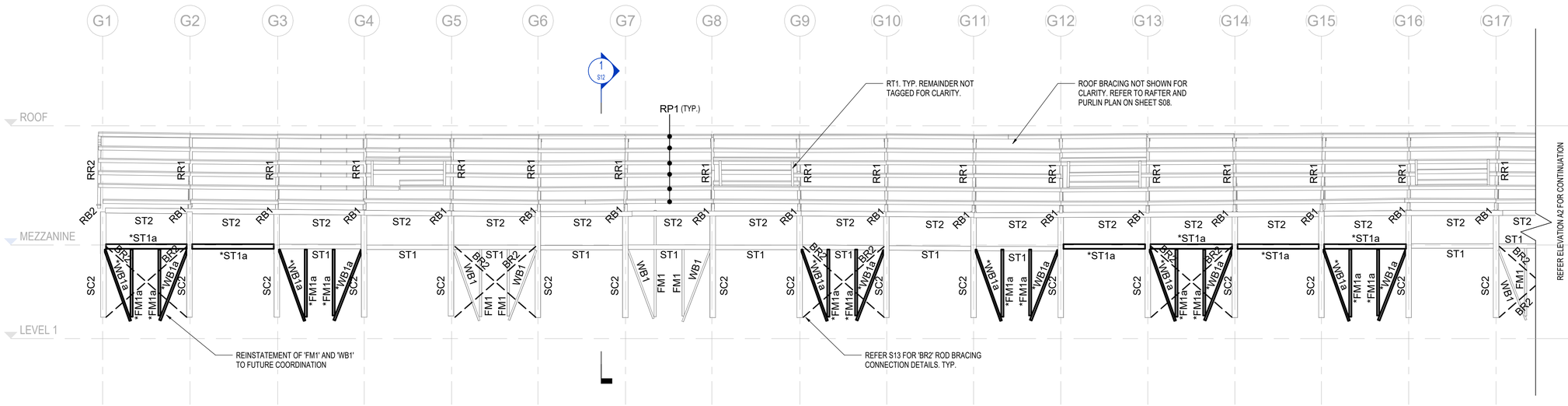
MARK	DIMENSIONS	COMMENTS
FM1	90 x 130	DOUGLAS FIR WALL MULLION
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
WB1	130 x 70	DOUGLAS FIR WALL BRACING

ROOF FRAMING SCHEDULE

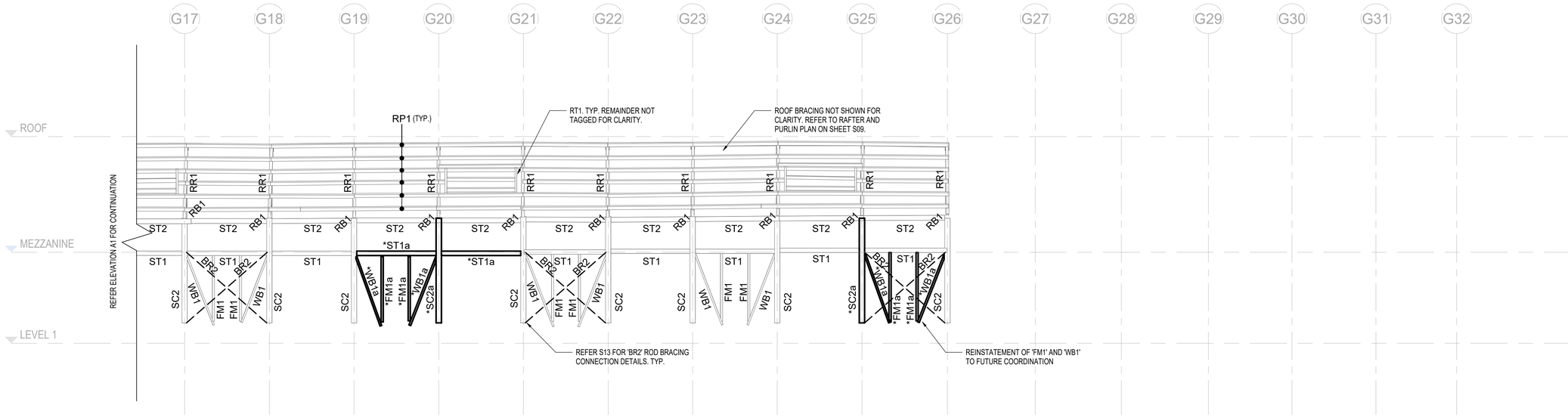
MARK	DIMENSIONS	COMMENTS
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RB2	TBC	BOTTOM CHORD
RP1	100 x 150	ROOF PURLIN. TIMBER SPECIES UNKNOWN.
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
RR2	125 x 180	DOUGLAS FIR TOP RAFTER
RT1	VARIES	ROOF TRIMMING MEMBER
ST1		

*(MEMBER)a: DENOTES MEMBERS RE-USED FROM NORTHERN EXTENSION FOR RECYCLING. REFER TO SCHEDULE FOR MEMBER DIMENSIONS AND COMMENTS.

BR2 — 12 DIA ROD BRACING



ELEVATION A1 — 1 : 100 — S04



ELEVATION A2 — 1 : 100 — S05

0 1 2 3 4 5m
SCALE 1:100

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P1	31.07.26	PRELIMINARY ISSUE

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Accepted (Principal)	CJM	Date 31.07.26

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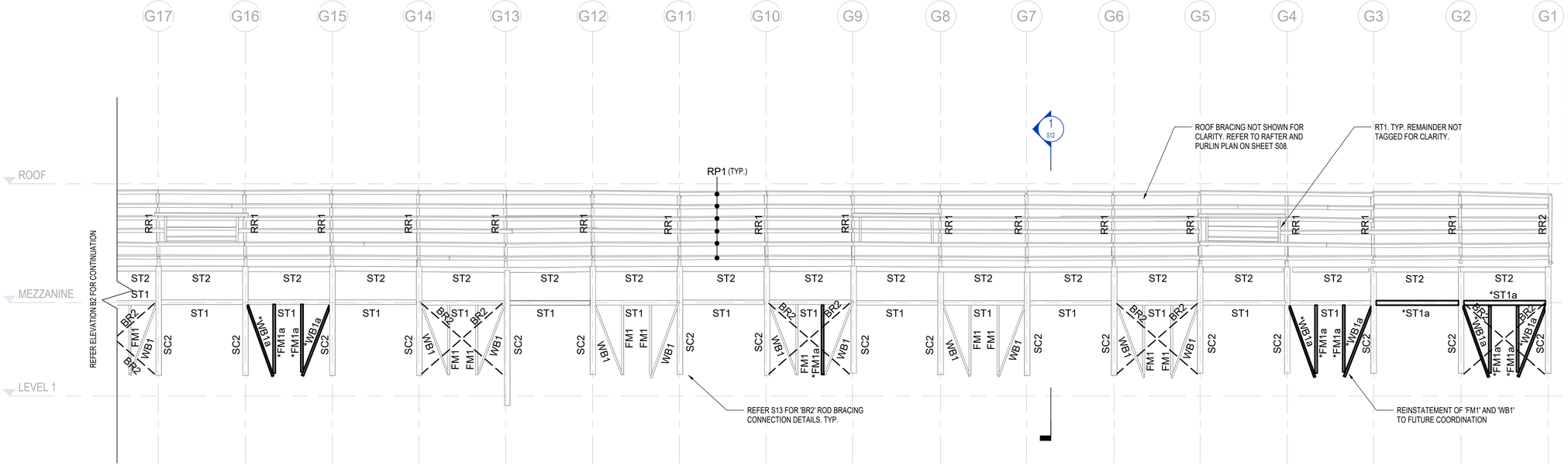
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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

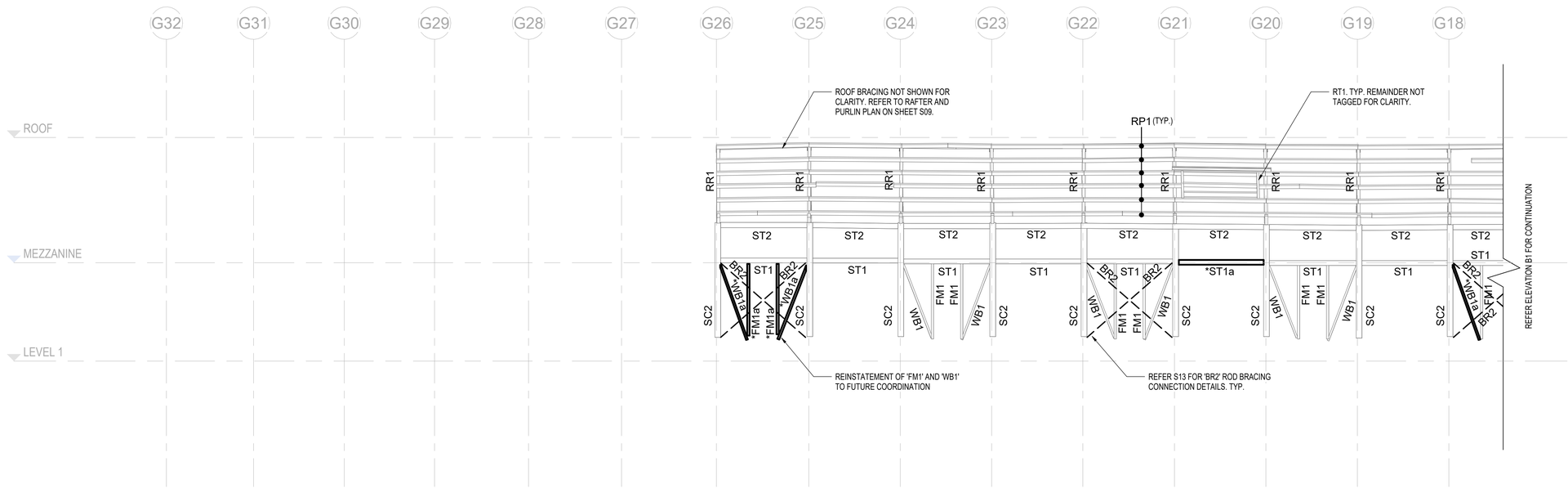
TITLE
STRUCTURAL
ELEVATIONS SHEET 1

PROJECT NO. 250811CS
DWG NO. S10
REVISION P1

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ELEVATION B1 — 1 : 100 — S04



ELEVATION B2 — 1 : 100 — S05

COLUMN SCHEDULE

MARK	DIMENSIONS	COMMENTS
SC2	230 x 230	DOUGLAS FIR WALL COLUMN

WALL MEMBER SCHEDULE

MARK	DIMENSIONS	COMMENTS
FM1	90 x 130	DOUGLAS FIR WALL MULLION
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
WB1	130 x 70	DOUGLAS FIR WALL BRACING

ROOF FRAMING SCHEDULE

MARK	DIMENSIONS	COMMENTS
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RB2	TBC	BOTTOM CHORD
RP1	100 x 150	ROOF PURLIN. TIMBER SPECIES UNKNOWN.
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
RR2	125 x 180	DOUGLAS FIR TOP RAFTER
RT1	VARIES	ROOF TRIMMING MEMBER

*(MEMBER)a: DENOTES MEMBERS RE-USED FROM NORTHERN EXTENSION FOR RECYCLING. REFER TO SCHEDULE FOR MEMBER DIMENSIONS AND COMMENTS.

BR2 — 12 DIA ROD BRACING

0 1 2 3 4 5m
SCALE 1:100

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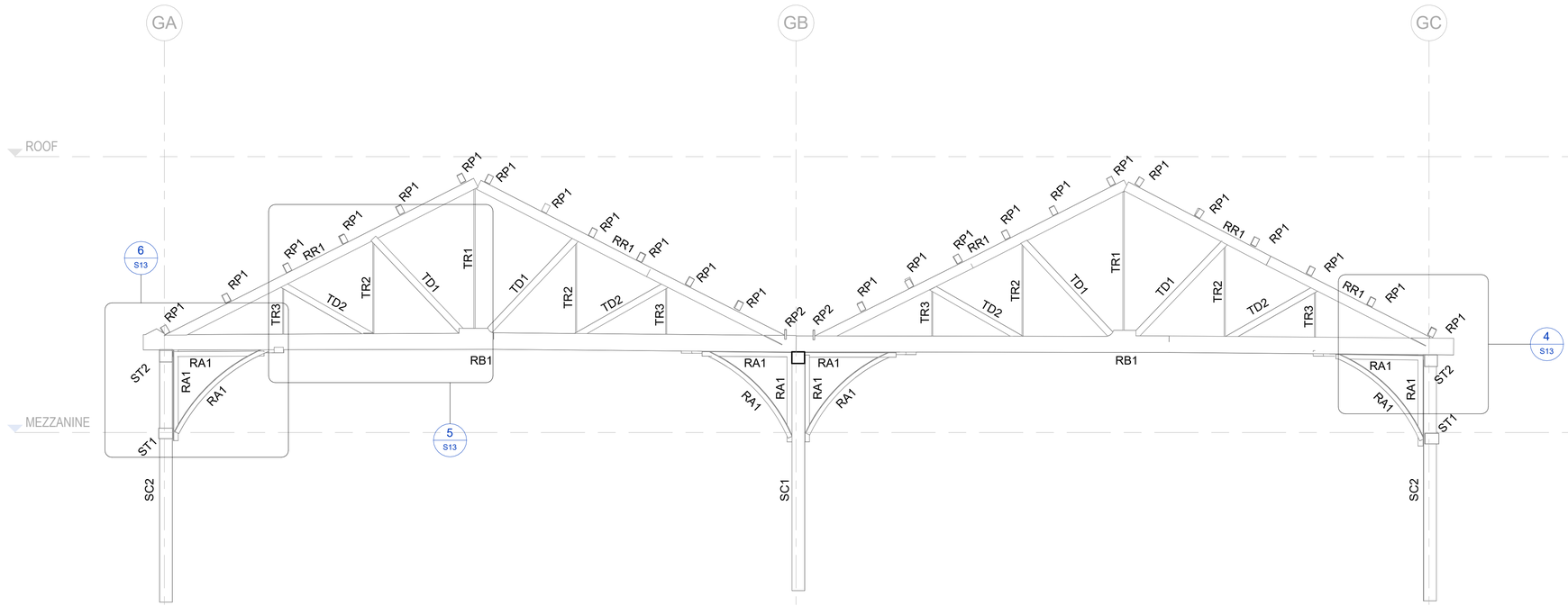
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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
ELEVATIONS SHEET 2

PROJECT NO. 250811CS
DWG NO. S11
REVISION P1

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SECTION 1 / S03
1 : 50

COLUMN SCHEDULE

MARK	DIMENSIONS	COMMENTS
SC1	230 x 230	DOUGLAS FIR CENTRAL COLUMN
SC2	230 x 230	DOUGLAS FIR WALL COLUMN

WALL MEMBER SCHEDULE

MARK	DIMENSIONS	COMMENTS
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
ST3	230 x 210	DOUGLAS FIR MAIN STRUT ALONG CENTRE OF BUILDING
WB1	130 x 70	DOUGLAS FIR WALL BRACING

ROOF FRAMING SCHEDULE

MARK	DIMENSIONS	COMMENTS
HB1	130 x 100	DOUGLAS FIR HORIZONTAL BRACING. ON FLAT.
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RP1	100 x 150	ROOF PURLIN. TIMBER SPECIES UNKNOWN.
RP2	30 x 170	VALLEY PURLN. TIMBER SPECIES UNKNOWN.
RR1	125 x 180	DOUGLAS FIR TOP RAFTER

TRUSS SCHEDULE

MARK	DESCRIPTION	COMMENTS
RA1	90 x 90 x 10 EA	
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
TD1	120x 120	
TD2	95 x 115	
TR1	25 ROD	
TR2	21 ROD	
TR3	18 ROD	

0 0.5 1 1.5 2 2.5m
SCALE 1:50

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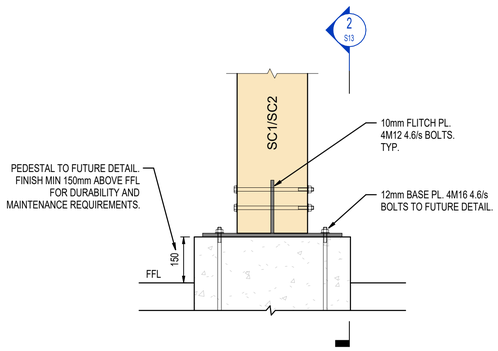
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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL SECTIONS

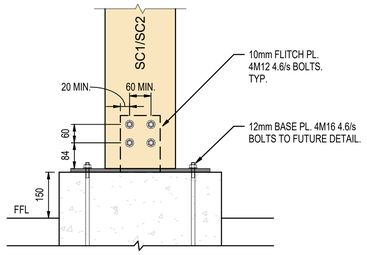
PROJECT NO. 250811CS
DWG NO. S12
REVISION P1

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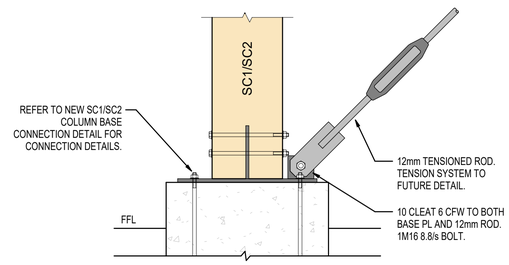


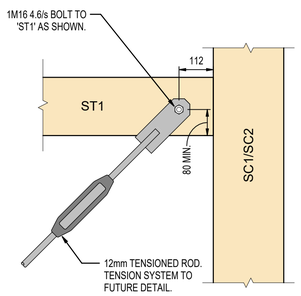
NEW 'SC1/SC2' COLUMN BASE CONNECTION DETAIL

SCALE 1 : 10



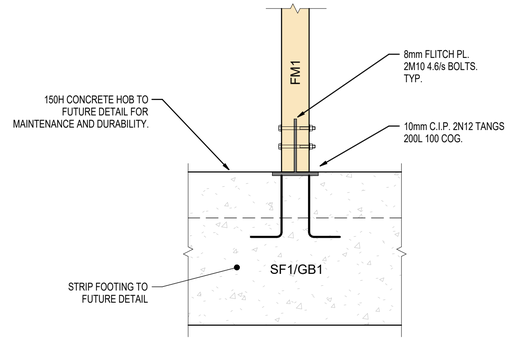
SECTION 2 / 1 : 10 / S13





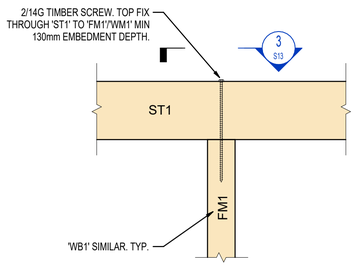
NEW ROOF AND WALL STEEL BRACING CONNECTION DETAILS

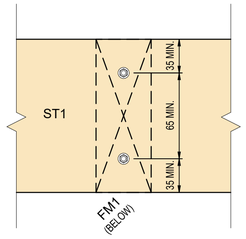
SCALE 1 : 10



UPGRADED 'FM1'/'WB1' BASE CONNECTION

SCALE 1 : 10

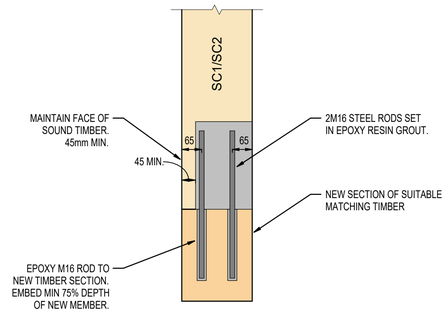




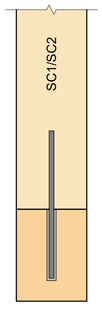
UPGRADED 'ST1' TO 'FM1'/'WB1' CONNECTION

SCALE 1 : 10

SECTION 3 / 1 : 5 / S13

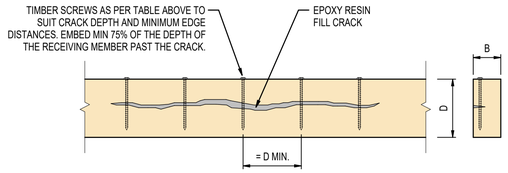


SIDE



REAR

SCREW	MIN EDGE DISTANCE
6G	18mm
8G	21mm
10G	25mm
12G	28mm



TIMBER NOTCH AND SECTION LOSS REPAIR COLUMN BASE DETAIL

SCALE 1 : 10

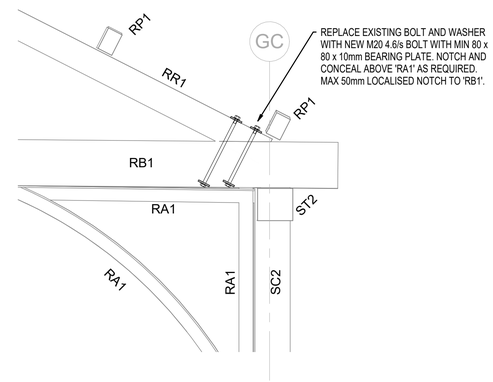
NOTE: REFER HERITAGE STRUCTURAL SPECIFICATION TO FUTURE DETAIL FOR NON-STRUCTURAL NOTCH AND SECTION LOSS REPAIR WHERE IDENTIFIED ELEMENTS HAVE ADEQUATE REDUNDANCY.

NOTE: SIMILAR REPAIR METHODOLOGY FOR LARGER STRUCTURAL MEMBERS. 'RB1', 'ST1/ST2/ST3' SUBJECT TO FUTURE ENGINEERING DETAIL FOR LOCATION SPECIFIC LOAD REQUIREMENTS.

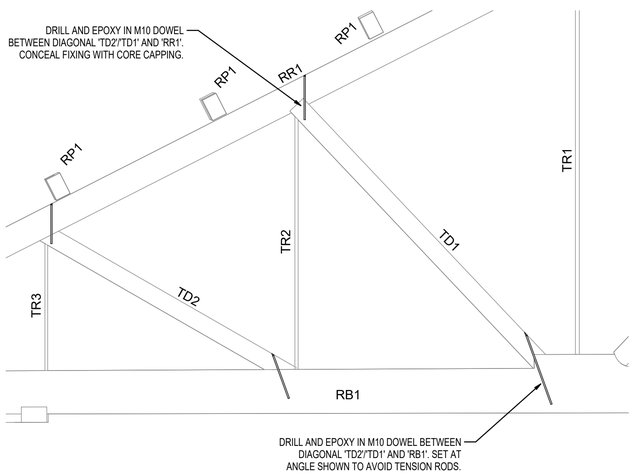
TIMBER SPLIT REPAIR LESS THAN 50% MEMBER DEPTH DETAIL

SCALE 1 : 10

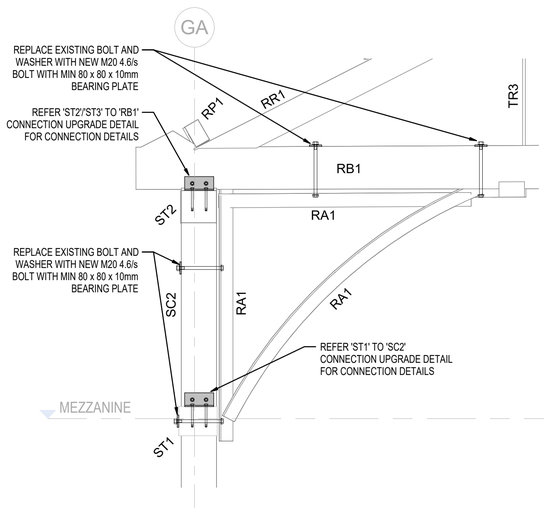
NOTE: REFER REPORT >50% ORDER OF PREFERENCE



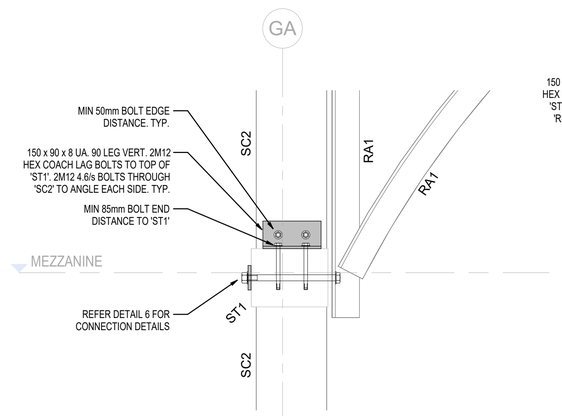
DETAIL 4 / 1 : 20 / S12



DETAIL 5 / 1 : 20 / S12



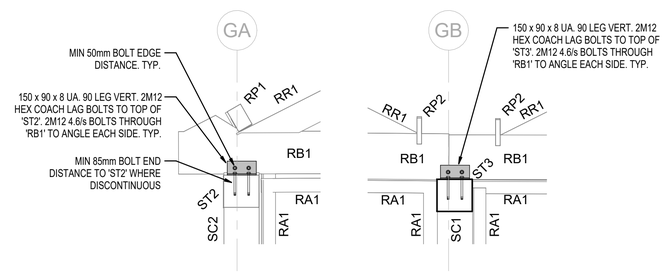
DETAIL 6 / 1 : 20 / S12



'ST1' TO 'SC2' CONNECTION UPGRADE DETAIL

SCALE 1 : 10

NOTE: DETAIL SHOWN GENERALLY. CONNECTIONS AND TIMBER DEPTH VARIES. DEPTH AND CONTINUITY BY LOCATION. ENSURE ALL MINIMUM TIMBER EDGE DISTANCES ARE ADHERED TO. CONTACT ENGINEER FOR ADDITIONAL DETAIL AS REQUIRED.



'ST2'/'ST3' TO 'RB1' CONNECTION UPGRADE DETAIL

SCALE 1 : 20

NOTE: DETAIL SHOWN GENERALLY. CONNECTIONS AND TIMBER DEPTH VARIES. DEPTH AND CONTINUITY BY LOCATION. ENSURE ALL MINIMUM TIMBER EDGE DISTANCES ARE ADHERED TO. CONTACT ENGINEER FOR ADDITIONAL DETAIL AS REQUIRED.

0 50 100 150 200 250mm SCALE 1:5

0 100 200 300 400 500mm SCALE 1:10

0 0.2 0.4 0.6 0.8 1m SCALE 1:20

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL DETAILS

PROJECT NO. 250811CS

DWG NO. S13

REVISION P1

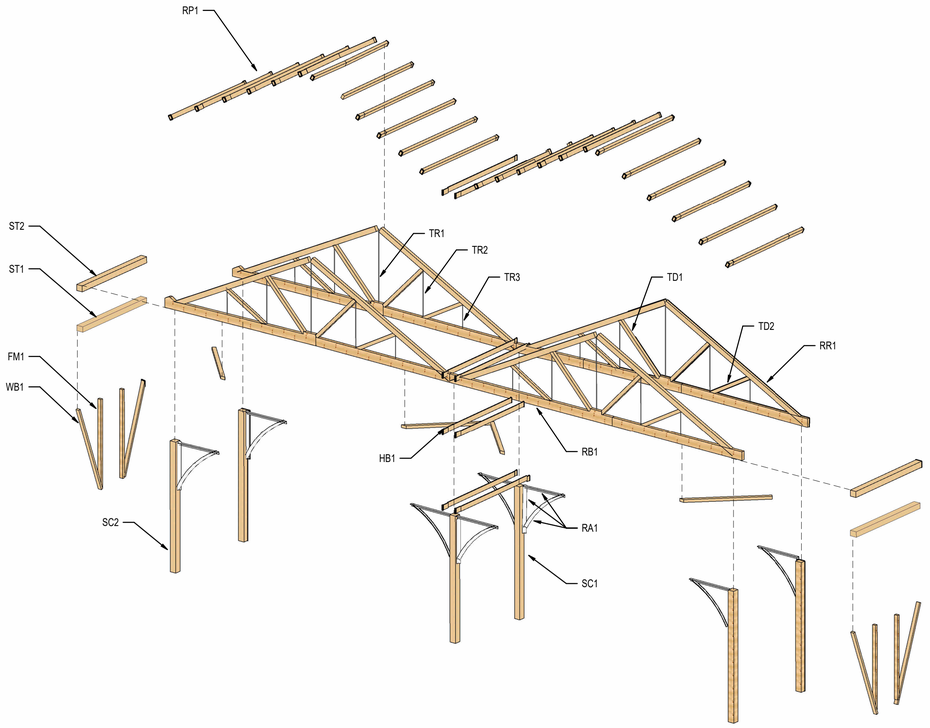
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COLUMN SCHEDULE		
MARK	DIMENSIONS	COMMENTS
SC1	230 x 230	DOUGLAS FIR CENTRAL COLUMN
SC2	230 x 230	DOUGLAS FIR WALL COLUMN

WALL MEMBER SCHEDULE		
MARK	DIMENSIONS	COMMENTS
FM1	90 x 130	DOUGLAS FIR WALL MULLION
ST1	250 x 190	DOUGLAS FIR WALL STRUT AT WINDOW HEIGHT
ST2	230 x 210	DOUGLAS FIR WALL STRUT AT EAVE HEIGHT
WB1	130 x 70	DOUGLAS FIR WALL BRACING

ROOF FRAMING SCHEDULE		
MARK	DIMENSIONS	COMMENTS
HB1	130 x 100	DOUGLAS FIR HORIZONTAL BRACING. ON FLAT.
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RP1	100 x 150	ROOF PURLIN. TIMBER SPECIES UNKNOWN.
RR1	125 x 180	DOUGLAS FIR TOP RAFTER

TRUSS SCHEDULE		
MARK	DESCRIPTION	COMMENTS
RA1	90 x 90 x 10 EA	
RB1	300 x 120	DOUGLAS FIR BOTTOM CHORD
RR1	125 x 180	DOUGLAS FIR TOP RAFTER
TD1	120x 120	
TD2	95 x 115	
TR1	25 ROD	
TR2	21 ROD	
TR3	18 ROD	



TYPICAL BAY EXPLODED VIEW

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PROJECT
THE GOODS SHED RELOCATION
41 EVANS STREET, HOBART

TITLE
STRUCTURAL
TYPICAL BAY EXPLODED VIEW

PROJECT NO. 250811CS
DWG NO. S14
REVISION P1

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Prepared for
Cox Architecture
ABN: 72 426 372 646

Condition and Remaining Life Assessment Report

Hobart Railway Goods Shed

30-Apr-2025
Macquarie Point Multi-Purpose Stadium
Doc No. MPMS-AEC-RP-DU-03-11-01-E

Condition and Remaining Life Assessment Report

Hobart Railway Goods Shed

Client: Cox Architecture

ABN: 72 426 372 646

Prepared by

AECOM Australia Pty Ltd
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T +61 1800 868 654 www.aecom.com
ABN 20 093 846 925

30-Apr-2025

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Executive Summary

AECOM Australia Pty Ltd was engaged by Cox Architecture to carry out a condition, remaining life and structural compliance assessment for the heritage-listed Hobart Railway Goods Shed (or the Goods Shed) as part of the 'Phase B: Schematic Design – Gap Analysis'.

The objectives of the assessment are to:

- Determine the current condition and estimated remaining life of the building.
- Identify the areas of structural non-compliance.

A visual inspection was conducted across timber and steel structural elements comprising the Goods Shed. Condition ratings were assigned to inspected elements and defects using a generalised condition grading adapted from the International Infrastructure Management Manual (IIMM) 5th (2015) edition as follows: CR1 (As New), CR2 (Good), CR3 (Average), CR4 (Poor), CR5 (Very Poor), CR6 (Obscured / Not Inspected).

The main findings from the condition assessment are summarised in Figure A.

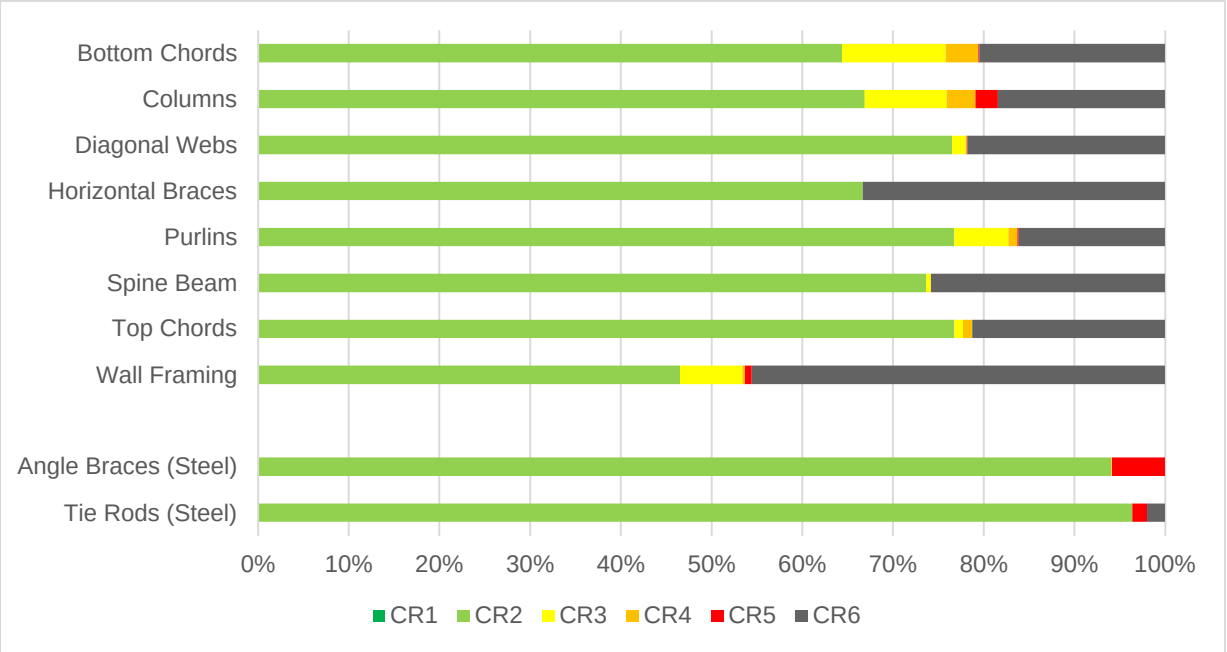


Figure A Condition rating breakdown across Goods Shed structural elements

Key defects have been identified as rot, splitting, section loss, mechanical impact damage, misalignment (e.g., displacement, twisting) and corrosion. Of the inspected structural elements, 83% were assigned a maximum condition rating of CR2 (Good) or CR3 (Average), indicating overall the structural members were in good-average condition but had localised deterioration or notable defects requiring an additional rating of C4 and/or C5.

Defects affecting overall durability and/or structural integrity of an element require some form of intervention i.e. repair (splice, strengthening, recoating) or replacement. Once interventions are undertaken for durability or structurally compromised elements, the service life of the Goods Shed elements will return to the required design life ~50 years.

1.0 Introduction

AECOM Australia Pty Ltd (AECOM) was engaged by Cox Architecture to carry out a condition, remaining life and structural compliance assessment for the heritage-listed Hobart Railway Goods Shed (or the Goods Shed) as part of the 'Phase B: Schematic Design – Gap Analysis'.

The objectives of the assessment are to:

- Determine the current condition and estimated remaining life of the building.
- Identify the areas of structural non-compliance.

This report focuses on the condition and remaining life assessment of the key structural elements of the Goods Shed. AECOM Report No. MPMS-AEC-RP-ST-03-11-01-E has been prepared by AECOM's structural engineers, which includes the structural assessment of the Goods Shed for gravity loads (self-weight) and lateral loads (i.e. wind and earthquake loads).

1.1 Scope of Work

To achieve the assessment objectives, the following scope of work was undertaken:

1. Desktop review of all available drawings.
2. Visual condition assessment of external and internal structural elements.
3. Site measurement of timber structural elements accessible from ground level (see AECOM Report No. MPMS-AEC-RP-ST-03-11-01-E).
4. Provide a brief for the selective sampling of timber structural elements for species identification and characterisation by others.

   Note: This revision of the report does not include the results of any materials sampling and testing.

1.2 Assumptions

The following assumptions have been considered for the above scope of work:

1. Minimum design life extension is 50 years.
2. Unless specified, structural elements have not been replaced since construction (i.e., truss rows 1 to 25 constructed in 1914-1915, truss rows 26 to 32 constructed in 1946-1949).
3. All structural timber elements comprise Huon pine, Oregon (known in Australia as Douglas Fir) or an unknown hardwood species, as per Section 2.1.
4. The structural elements included in the assessment are summarised in Table 1.

Table 1 Goods Shed – Inspected Elements

Element Type	Material
• Bottom chords • Column • Truss diagonals • Horizontal braces • Purlins • Spine beam • Top chords • Wall framing	Timber
• Buffer block	Timber/concrete
• Angle bracing • Tie rods	Steel

1.3 Exclusions

The following items were not in scope:

1. Inspection of non-structural elements, except for the original buffer blocks.
2. Inspection of non-original structural elements including retrofit wall framing and new structures (e.g., toilet block, office fit-out).
3. Structural grading of timber elements and timber type identification.

1.4 Reviewed Documents

The reference documents and drawings listed in Table 2 were reviewed for the Hobart Goods Shed condition and remaining life assessment.

Table 2 Provided Drawings - The Goods Shed

Document ID	Document Name	Date
3090984 (B672870)[1]	Plan Drawing of Goods Shed at Hobart Town (*Tasmanian MainLine Railway Company*)	1870
3060944 (B672472)[1]	Goods Shed – Hobart – Plan, Elevations, Sections and Details (*Tasmanian Government Railways*)	1914
7807567 (B672460)[1]	Main Line – Hobart Station Goods Yard – Nomenclature of Tracks (*Tasmanian Government Railways*)	1956-1962
B-a-1 (P1332/1/783)	Hobart Good's Shed – Proposed Office Alterations (*Transport Commission Railway Branch*)	1958
B-c-21 (P1332/1/826[1])	Hobart Goods Shed – Joinery Details for Proposed New Goods Shed Offices (*Transport Commission TAS Railway Branch*)	1964
B-c-19 (P1332/1/824[1])	Hobart Goods Shed – Proposed New Layout of Goods Shed Offices (*Transport Commission TAS Railway Branch*)	1964
B-c-24 (P1332/1/829[1])	Hobart Goods Shed – Proposed Ladies Toilet for Goods Shed Offices (*Transport Commission TAS Railway Branch*)	1969
129083/A1 (AE417-8-475[1])	Goods Shed – Extent of Work (*JMG Consulting Engineers*)	1983
129083/C2 (AE417-8-475[1])	Goods Shed Office Upgrading – Elevations (*JMG Consulting Engineers*)	1984
DOC/21/3342	Conservation Management Plan – Goods Shed (*Macquarie Point Development Corporation*)	2021
THR ID 10995	Tasmanian Heritage Register Datasheet – Hobart Railway Goods Shed	2024

Notes:

1. Tasmania Archives item number.

1.5 Other Assessments Undertaken

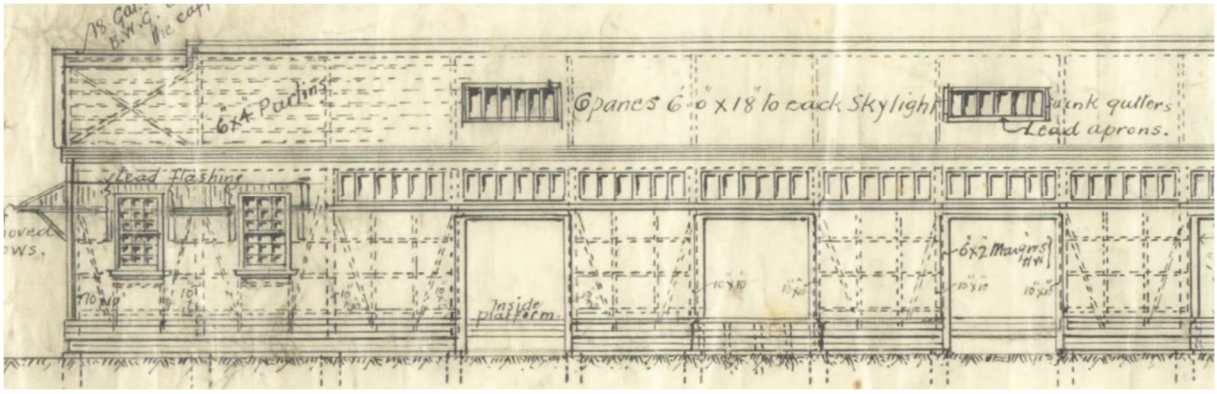
This report should be read in conjunction with:

- Structural Compliance Assessment Report - Hobart Railway Goods Shed (AECOM Report No. MPMS-AEC-RP-ST-03-11-01-E)
- Macquarie Point Multi-Purpose Stadium Fire Engineering Report
- Notice of Advice – Preliminary Environmental Exposure Category Advice (AECOM Ref. NOA-DU-01)

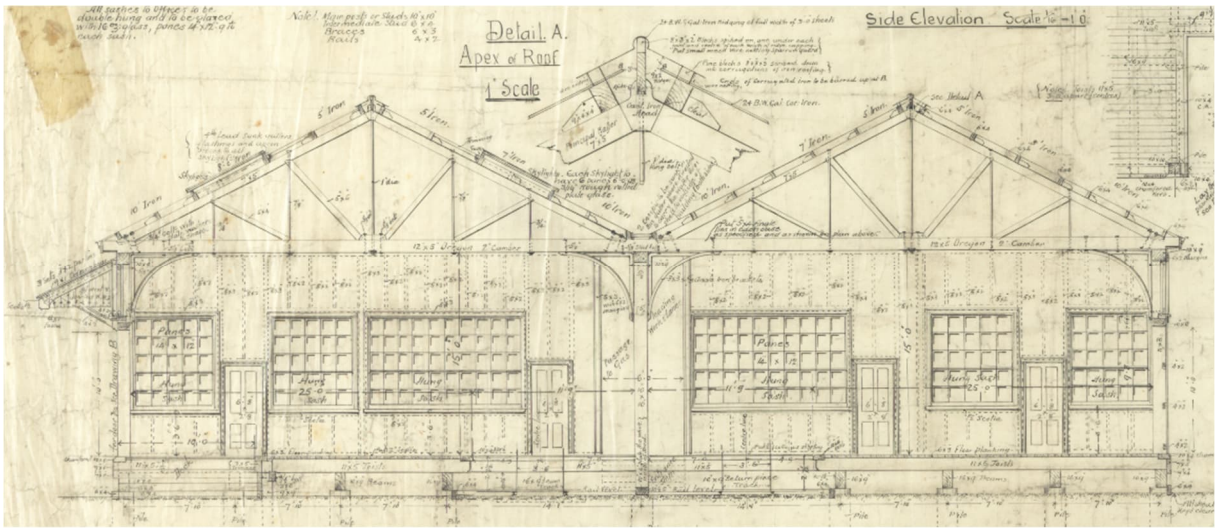
2.0 Background

The Hobart Railway Goods Shed was constructed circa 1914 to 1915 (currently ~110 years old). The building was modified between 1946 and 1949 with the addition of six new structural bays added to the northern end of the building. Further works were completed in the 1980s, 1990s and 2010s, including the conversion to a transit warehouse for truck use, the installation of a brick extension with toilet facilities on the east side, and multiple office renovations.

The Goods Shed is a predominantly timber structure, consisting of a dual gable timber roof comprised of repeated trusses running in the transverse direction, in addition to timber columns, spine beam, purlins, bracing and struts. The perimeter walls consist of alternating braced and unbraced bays, indicative of the former locations of doors as shown in Figure 1-a. The structure also incorporates rolled steel angle bracing in the transverse direction and tie rods in the trusses (refer to Figure 1-b). The shed walls and roof are clad with painted corrugated steel sheeting with galvanized steel capping.



(a)



(b)

Figure 1 Goods Shed – Side Elevation (a), Section View (b) (Ref: Tasmania Archive ID 3060944 (B672472))

2.1 Timber

Based on historical drawing *National Archives of Australia Item ID 3060944*, it is understood that the Goods Shed structural timber elements comprise of Huon pine, Oregon (i.e., Douglas fir) and an unknown hardwood species. While details of the timber species for the additional six bays were unavailable, it is probable the same timber species as the original structure was used.

Huon pine (Lagarostrobos franklinii) and Oregon (Pseudotsuga menziesii) are species of conifer softwoods. In accordance with AS 5604:2022, the natural durability of the species in above-ground external conditions yields the following average probable life expectancy:

- Huon pine: 7 to 15 years (Classification 3)
- Oregon: 0 to 7 years (Classification 4)

Note that the above-ground external conditions described in AS 5604 assume outdoor conditions subject to periodic, moderate wetting. Timber elements in the Goods Shed have been protected from inclement weather and wetting by the shed's roof and wall cladding for the most part though prior to change of use to a transit storage warehouse in 1984, timber elements near the wall and north end openings may have experienced intermittent localised wetting. Prior to installation of the roller doors, the relative humidity in the internal shed would be expected to have been similar to that externally however once the roller doors were installed, the internal shed relative humidity is likely to have become more consistent, increasing the probable life expectancy.

Above ground timber fully protected from weather and termites for all natural durability classes (Class 1 to Class 4) has a probable heartwood life expectancy of 50+ years[1].

2.2 Element Nomenclature

The structural element identification and nomenclature in this report listed in Table 3 and illustrated in Figures 2 to 4 is consistent with Section 2.2 of the Hobart Goods Shed Structural Assessment (AECOM Report No. MPMS-AEC-RP-ST-03-11-01-E) .

Table 3 Structural element nomenclature

Tag	Description	Cross Section (mm x mm)	Timber Species
RP1	Roof purlins	100x150	Unknown
RR1	Top Rafter	180x125	Douglas Fir
RB1	Bottom chord (braced bay)	300x120	Douglas Fir
RB2	Bottom chord (typical bay)	300x120	Douglas Fir
TD1	Truss diagonal	120x120	Douglas Fir
TD2	Truss diagonal	115x95	Douglas Fir
HB1	Horizontal bracing	130x100 (on flat)	Douglas Fir
SC1	Central column	230x230	Douglas Fir
SC2	Wall column	230x230	Douglas Fir
STB1	Stub over wall column	230x230	Douglas Fir
WB1	Wall bracing	130x70	Douglas Fir
FM1	Wall mullion	130x90	Douglas Fir
ST1	Wall strut at window height	190x250 (on flat)	Douglas Fir
ST2	Wall strut at eve height	230x210	Douglas Fir
ST3	Main strut along centre of building	230x210	Douglas Fir
RA1	Rolled steel angle brace	90x10 EA	N/A
TR1	Truss tie rod (25 mm dia)	N/A	N/A
TR2	Truss tie rod (21 mm dia)	N/A	N/A
TR3	Truss tie rod (18 mm dia)	N/A	N/A

[1] *Design Guide 5 - Timber Service Life Design for Durability*, Wood Solutions, Forest and Wood Products Australia, p16, 2012.

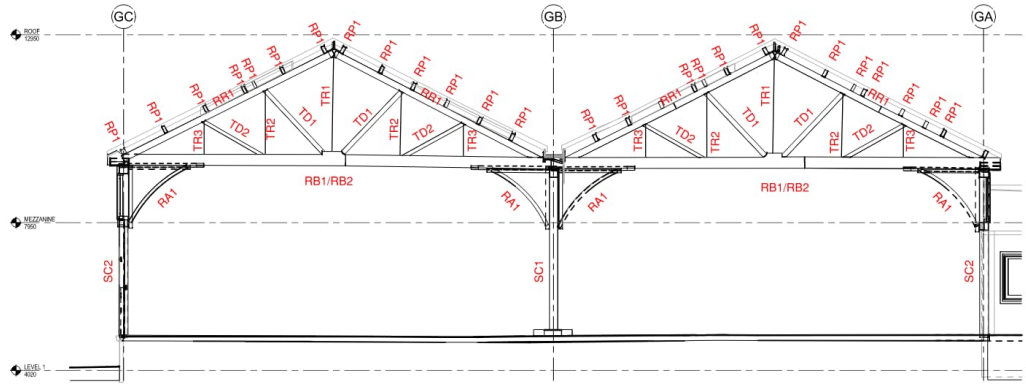


Figure 2 Typical cross section structural members.

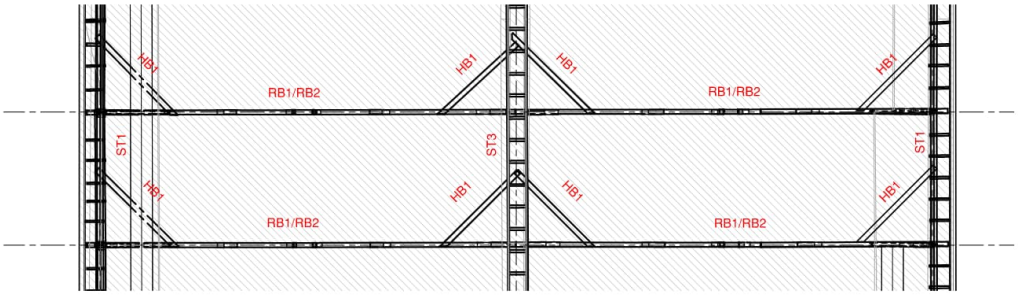


Figure 3 Typical plan at eve level structural members.

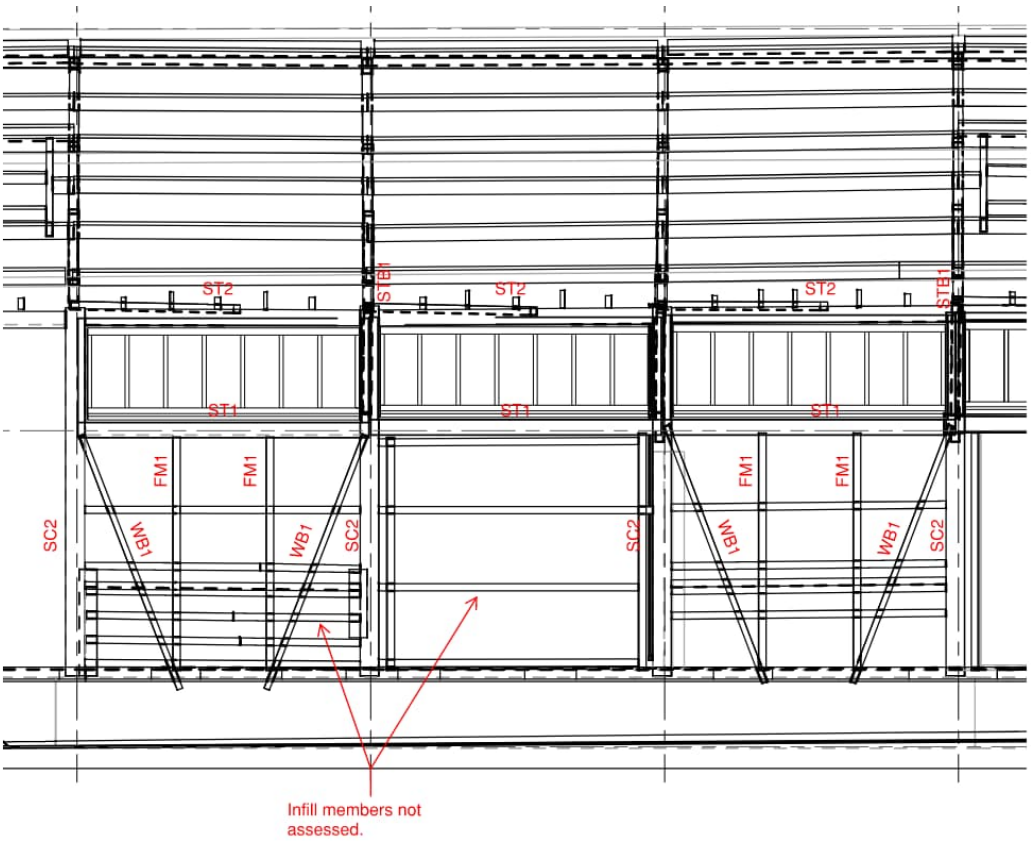


Figure 4 Typical wall elevation structural members.

3.0 Methodology

3.1 Condition Assessment

The Goods Shed was inspected by AECOM's materials engineers (Kerryn Wilson, Ava Thornley) and structural engineers (Zac Hankin, Robert Ranzolin, Khang Nguyen) between 28th to 30th January 2025.

The visual condition of visible Good's Shed structural elements including external wall cladding and windows was conducted from ground level and within accessible areas in the mezzanine roof space above the ground floor office. All inspection works were performed on foot without ladders or elevated work platforms.

The following information was collected during the inspection:

- Condition ratings for each structural element (in accordance with Table 4).
- Type and location of any existing defects.
- Photo records of structural element current condition.

3.1.1 Condition Ratings

For building assets, the International Infrastructure Management Manual (IIMM) (2015) suggests the use of generalised condition grading. Element condition ratings were assigned in accordance with the general condition rating matrix presented in Table 4, adapted from the International Infrastructure Management Manual 5th (2015) Edition (IIMM) guidelines.

The condition of inspected elements is allocated as a percentage of relevant condition ratings, typically based on the visual estimate of condition over the length or area of the element. Furthermore, defects were assigned individual condition rating scores based on their visual condition and/or structural integrity.

Table 4 General framework for scoring condition of Goods Shed structural elements (adapted from IIMM)

Rating	Condition	Description
CR1	As New	Condition and performance near the top of the expected range of operation.
CR2	Good	Condition and performance have experienced minor deterioration and there are limited visible defects.
CR3	Average	Condition and performance may have minor impact in integrity. Localised area/s of moderate deterioration may be present.
CR4	Poor	Condition and performance may have moderate impact on integrity. Localised areas with advanced deterioration may be present.
CR5	Failed / Unserviceable	Condition and performance may have major impact on integrity and may constitute failure of the element. Further deterioration will compromise the safety of the structure.
CR6	Not Assessed[1]	Condition and performance have not been assessed and/or condition rated.

Notes:

1. Condition rating CR6 was assigned to elements that could not be inspected/accessed, typically due to being obstructed by building features or when elements were situated in inaccessible areas (e.g., bond store, office fit-out, infill areas).

3.1.2 Moisture Content

As moisture affects the dimensional stability and mechanical properties of timber resulting in swelling, shrinking, losing strength if too high, or becoming brittle and cracking if too dry, monitoring moisture content helps identify moisture issues in the timber, and inform repairs to extend the service life of the structure.

Moisture content testing was performed on a range of readily accessible elements in representative areas such as columns, truss bottom chord, truss incline diagonals, central box gutter and south end

window framing using a Crommelin Moisture meter, with results interpreted in accordance with the manufacturer's instructions (refer to Table 5).

Table 5 Moisture content guide (adapted from Crommelin moisture meter manufacturer's instructions)

Moisture content (%)	Relative moisture content – timber
< 5.9	Very Low
5.9 to 9.9	Low
10.0 to 19.9	Medium
≥ 20	High

3.2 Remaining Service Life

The condition of an asset can be used to predict the asset's remaining service life, how long the asset can perform its function.

The condition data was collected at element level, asset – sub-area (external/internal) – structure – element. The condition data is presented in Appendix A. To assess the remaining life, the condition ratings were averaged for each element of the asset.

3.2.1 Design Life

The design life is the expected life of an asset at its design. The design life of the building elements summarised in Table 6 is based on a combination of design life guidelines from the Building Code of Australia (BCA), the National Construction Code (NCC) and industry experience with heritage rail goods shed buildings. Further design life data is presented in Appendix A.

Table 6 Asset element design life

Building Elements	Design Life	Estimated Current Age
External wall cladding	20	41 y (replaced 1984)
External roof sheet	25	5 y (replaced ~2019)
External windowpanes	30	41 y (replaced 1984)
Internal top chord (truss)	100	111 y (constructed 1914-1915) 76 y (extension 1949)
Internal bottom chord (truss)	100	
Internal diagonal web (truss)	100	
Internal horizontal braces	100	
Internal truss – top chord	100	
Internal column	100	
Internal spine beam	100	
Internal purlins	50	
Internal tie rods (truss)	100	
Internal angle braces	100	*Multiple members have been replaced over service life
Internal wall framing*	50	

3.2.2 Degradation Profile

A degradation profile is a representation of how an asset may deteriorate over time. The degradation profile used, illustrated in Figure 5, is based on an interpretation of the Institute of Public Works Engineering Australasia (IPWEA) Practice Note 3 and 5 for building and infrastructure assets and

supplemented by industry experience. This information is used to determine the condition-based age of the asset and inform where interventions may be necessary to bring the Goods Shed back to its expected age.

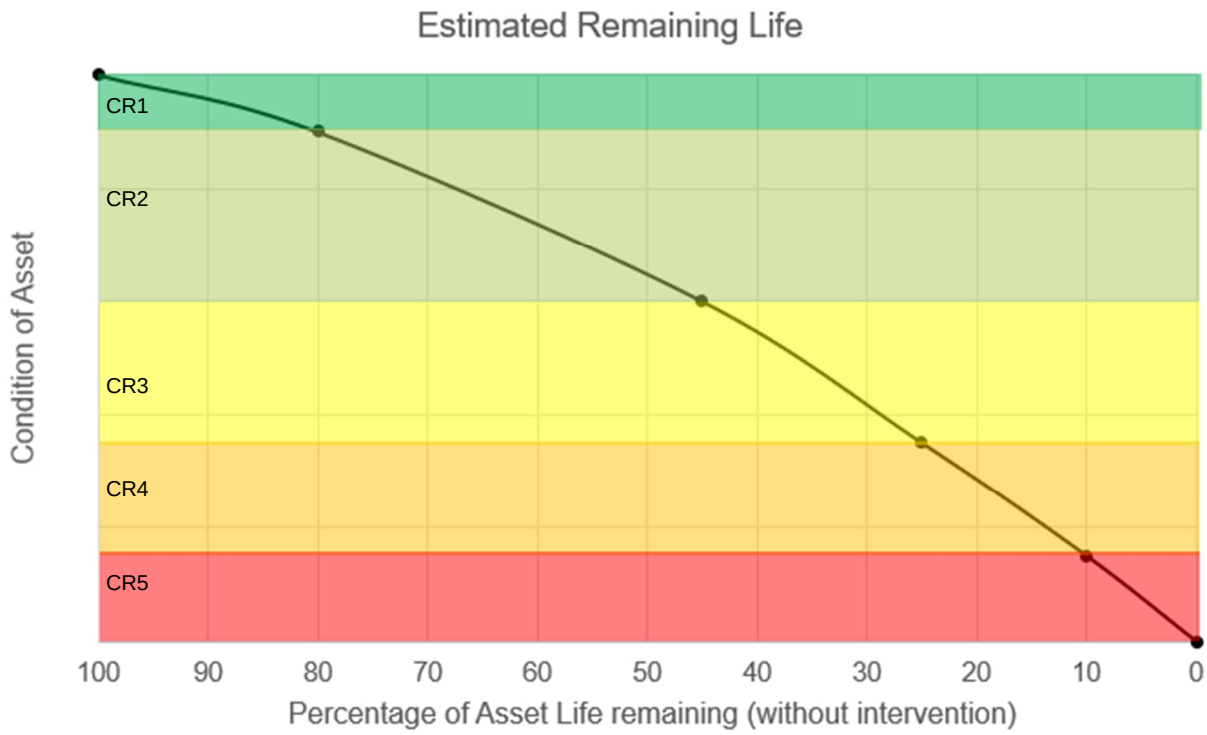


Figure 5 Remaining Life Deterioration Curve (adapted from IPWEA Practice Note 5)

The typical actions associated with the remaining design life of an asset is noted in Table 7.

Table 7 Degradation profile

Rating	Condition	Action	Expected Remaining Service Life (% of original design life)
CR1	As New	No repairs required. Inspect at next scheduled inspection.	80-100
CR2	Good	Inspect at next scheduled inspection Continue planned and preventative maintenance. No repairs required.	45-80
CR3	Average	Further testing is justified and mostly reactive maintenance and some minor upgrades. Priority of repairs is low.	25-45
CR4	Poor	Maintenance, upgrade or rehabilitation works are required within 5 years or as dictated by expected remaining life. Structural assessment is recommended.	10-25
CR5	Failed / Unserviceable	Rehabilitation or renewal required immediately. Structural assessment is recommended.	0-10
CR6	Not Assessed[1]		N/A

3.2.3 Remaining Service Life

The condition data collected on site was used to assess the asset's estimated average and lower remaining life. The average and lower limits are calculated by multiplying the condition rating detailed in Table 7 by the percentage of design life for each element type outlined in Table 6.

The condition ratings collated and interpreted are outlined in Appendix B. The output shows the effect of a localised defect on a particular element section.

4.0 Condition Assessment

4.1 Overview

The Good's Shed structural element condition ratings are summarised in Figure 6 and a breakdown of each individual element condition rating is presented in Appendix A.

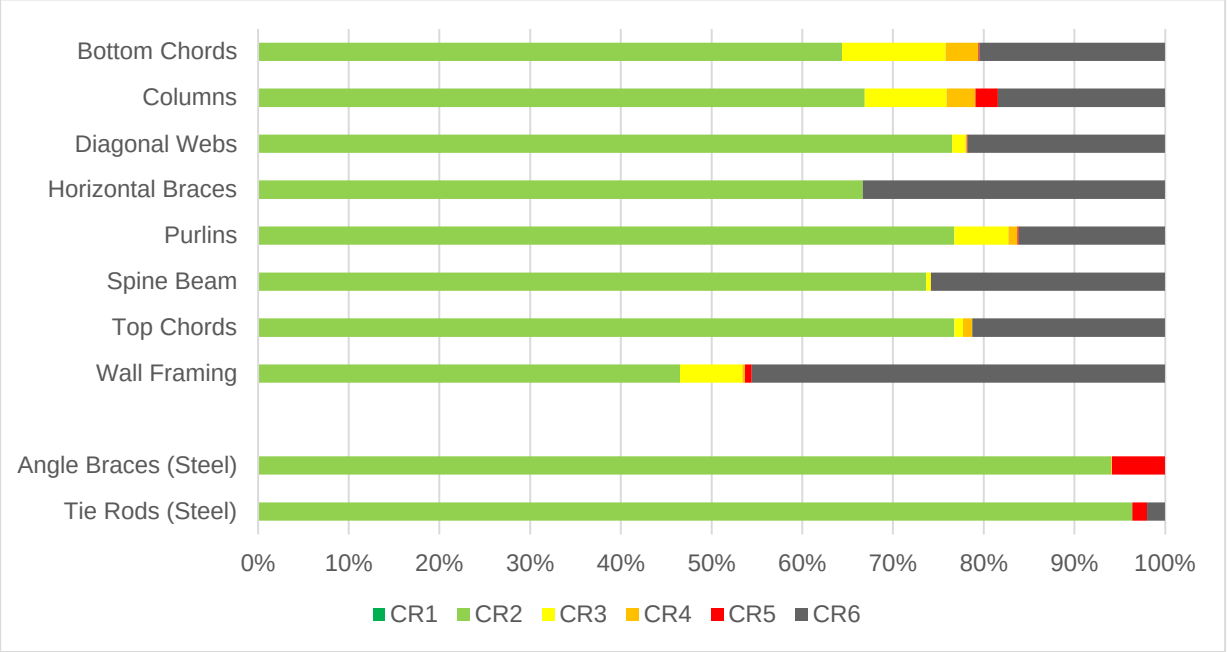


Figure 6 Condition rating breakdown across Goods Shed structural elements

Of the inspected structural elements, 83% were assigned a maximum condition rating of CR2 (Good) or CR3 (Average), indicating that overall the structural members were in good-average condition.

Where elements comprised a % CR4 and/or CR5 rating the timber or steel members had visible deterioration more than general wear and tear, or a notable defect which compromised the integrity of the member. Of the 228 no. total defects identified across the structural elements, approximately 29% and 15% were rated CR4 (Poor) or CR5 (Very Poor) respectively.

The following sections provide a summary of the condition assessment findings by element type.

4.1.1 Moisture Content

Moisture measurements were taken in 74 representative locations across internal Good's Shed timber elements, in addition to timber box gutter and window framing elements.

Overall, the moisture content of the timber was determined as 'Low' despite evidence of widespread water-staining on box gutter and truss elements, with an average moisture content of 7.4% and measurements varying between 5.2% and 12.8% across the tested elements. Staining was confirmed to be superficial, with no evidence of rot or softening of the surface when inspected in close proximity (<1 m).

Table 8 summarises the moisture content measurements by element type.

Table 8 Summary of moisture content results

Location	Element	Average moisture content (%)	No. measurements
Shed – Internal	Column (central)	7.1	20
Shed – Internal	Column (walls)	7.3	8
Shed – Internal	Vertical framing (walls)	7.4	14
Shed – Internal	Horizontal framing (walls)	7.4	6
Shed – Internal	Diagonal bracing (walls)	7.3	4
Office Roof Space – Internal	Bottom chord	7.2	1
Office Roof Space – Internal	Box gutter[1]	8.1	14
Office Roof Space – Internal	Windowpanes	8.3	7

Notes:

1. Non-structural timber elements.

4.2 Bottom Chords

The truss bottom chords were typically in a good condition, with 79% of inspected elements assigned a maximum condition rating of CR2 or CR3.

Water staining and discolouration were observed on most bottom chords, with evidence of moisture tracking along diagonal webs. Further, evidence of an aged, red/pink coating system was noted on some chords. All CR4 (9 total) and CR5 (1 total) defects involved splitting extending along the majority of the chord length. Table 9 summarises the CR5 (Very Poor) defects observed across the bottom chords.

Table 9 Summary of CR5 defects – bottom chords

Grid ID		Defect type	Comments	Photo
G24	GB-GC	Splitting	Splitting on both sides and underside of bottom chord, extending most of length.	

4.3 Columns

Wall and central columns were inspected as part of the assessment. Generally, columns were in good condition with 76% of inspected columns assigned a condition rating of CR2 or CR3. However, columns had the most CR4 (10 total) and CR5 (11 total) defects of any structural element, with defects typically affecting the centrally located columns.

Typical CR4 and CR5 defects include splitting with section loss, mechanical impact damage, column misalignment (e.g., displacement, twisting) and concave column faces, often accompanied by a hollow sound when tapped indicative of degradation of heartwood in the base of the column. The central columns in rows G12, G13, G28, G30 and G31 were located in a grout/concrete filled steel drum. While the encased sections could not be inspected, it is anticipated the encased timber will be in very poor condition with rot and possible section loss due to the rising moisture from the foundations.

The CR5 (Very Poor) defects noted on the columns are summarised in Table 10.

Table 10 Summary of CR5 defects - columns

Grid ID		Defect type	Comments	Photo
G5	GB	Splitting	Splitting on all sides, likely extends into column.	
G9	GB	Section Loss	Section loss up to 50% depth, affecting approximately half of column height. Column believed to have been replaced since construction.	
G10	GB	Section Loss	Splitting and section loss approximately 15% at north-east corner.	
G15	GB	Splitting	Splitting on all sides, likely extends into column.	

Grid ID		Defect type	Comments	Photo
G18	GB	Displacement	Out of alignment, twisted and displaced southward.	
G21	GB	Deformation	Concave on all sides, indicating degradation of heartwood affecting approximately 50% of column height from base.	
G21	GB	Section Loss	Splitting and section loss near bottom of column.	*Refer to G20-GB (Deformation)*
G26	GB	Section Loss	Up to 100% section loss at bottom of column due to rot, no base remaining to provide structural support.	
G30	GB	Displacement	Out of alignment, leaning northward.	

Grid ID		Defect type	Comments	Photo
G30	GB	Splitting	Splitting affecting 25% of column height, approximately 30% loss of section. Strapping present in above grout/concrete in lower column section.	
G31	GB	Displacement	Out of alignment, twisted and leaning northward.	*Refer to G30-GB (Misalignment)*
G31	GB	Section Loss	Rot and splitting with section loss at top of column, splitting and degradation of heartwood for most of length above grout/concrete. Strapping present on lower half of column. **Safety concern** – column to be reviewed by competent structural engineer, consider propping to provide vertical structural support in the short-term.	 

4.4 Diagonal Webs

The diagonal webs were typically in a good condition, with 98% of inspected members assigned a condition rating of CR2 or CR3.

A total of six defects were identified across the inspected webs, including one CR4 and one CR5 defect. The majority of defects comprised of splitting, typically near the ends of affected members The CR5 (Very Poor) defect observed on the diagonal web is summarised in Table 11.

Table 11 Summary of CR5 defects – diagonal webs

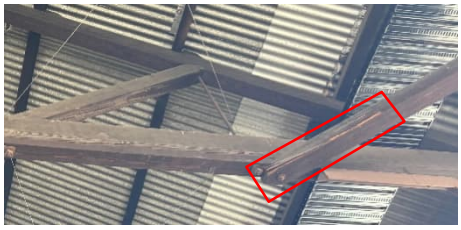
Grid ID		Defect type	Comments	Photo
G27	GB-GC	Splitting	Splitting affecting approximately 50% of the section on the northern side. Splitting extends full length of web.	

4.5 Horizontal Braces

Of the ninety-two (92) horizontal braces that were inspected across the Goods Shed, 91% had a condition rating of CR2 or CR3.

A maximum allocation of 30% CR4 and/or CR5 was assigned to defective horizontal brace members. Insect damage with associated section loss was identified on four braces, and assigned a CR4 rating. The CR5 (Very Poor) defects observed on the horizontal braces are summarised in Table 12.

Table 12 Summary of CR5 defects – horizontal braces

Grid ID		Defect type	Comments	Photo
G15	GA-GB	Splitting	Splitting through majority of section, unclear if load could be supported.	
G31	GB-GC	Insect Damage	Insect damage with section loss on brace near bottom chord connection.	

4.6 Purlins

The roof purlins were typically in good condition, with 77% of inspected purlins assigned a condition rating of CR2 or CR3.

Widespread water staining and discolouration of purlins as a result of white staining was observed. Typical CR4 (Poor) defects identified on the purlins included splitting and insect damage with section loss (maximum 20%) in addition to localised water damage and rot. The CR5 rating was assigned in two locations where purlins were broken or cut. The CR5 (Very Poor) defects on the purlins are summarised in Table 13.

Table 13 Summary of CR5 defects – purlins

Grid ID		Defect type	Comments	Photo
G20	GB-GC	Missing Section	1 purlin broken midspan, supported by new spliced member.	
G24	GB-GC	Missing Section	1 purlin cut/missing	

4.7 Spine Beam

Twenty-three (23) of thirty-one (31) sections of spine beam along the length of the Good's Shed were inspected, with 74% of the elements assigned a condition rating of CR2 and CR3. A maximum condition rating of CR4 was noted in five locations, representing less than 1% of the total inspected area. No CR5 defects were present.

Widespread water staining was observed along the spine beam, likely to have tracked to lower members from leakage through the roof sheet. Typical CR3 and CR4 defects include splitting with section loss in some locations, in addition to non-structural, internal defects.

4.8 Top Chords

The truss top chords were typically in a good condition, with 97% of inspected elements assigned a condition rating of CR2 or CR3. Note 21% of the top chords were unable to be inspected (i.e., assigned 100% CR6 rating).

Widespread water staining was observed across most of the top chords, water staining is proposed to have tracked to lower members from leakage through the roof sheet. A total of two CR4 defects were identified, with no CR5 defects. Both CR4 defects comprised of splitting with no section loss.

4.9 Wall Framing

Wall framing elements were evaluated by bay, and included all vertical, horizontal and diagonal members, except for columns (refer to Section 4.3). A singular condition rating was assigned per bay.

Overall, inspected wall framing elements were in a good to average condition, with 76% assigned a maximum condition rating of CR2 or CR3, and 16% CR5. Typical defects observed on the wall framing include splitting, section loss, insect damage and missing sections. Note 46% of the wall framing was not able to be inspected (i.e., assigned 100% CR6 rating) due to the following:

- Removed sections from Goods Shed works since 1914-1915.
- Obscured by new structures including panelling.
- Obscured by office fit out structures (may have been previously removed).
- Bays with majority or all non-original wall framing.

The CR5 (Very Poor) wall framing defects are summarised in Table 14.

Table 14 Summary of CR5 defects – wall framing

Grid ID		Defect type	Comments	Photo
G17	GA	Missing Section	Broken horizontal member. Supported by new member.	
G19	GC	Missing Section	Missing section/cut in diagonal member.	
G21	GC	Missing Section	Missing section/cut in diagonal member.	
G29	GC	Splitting	Splitting on horizontal member.	
G30	GC	Insect Damage	Insect damage and splitting on horizontal member. Non-original member.	

Grid ID		Defect type	Comments	Photo
G32	GB-GC	Insect Damage	Insect damage on vertical member.	

4.10 Angle Braces (Steel)

In total, eighty-five (85) steel angle braces were inspected across the Goods Shed. The braces were typically found to be in good condition, with 94% assigned a condition rating of CR2. In some locations, surface corrosion, water staining and evidence of an aged, red (potentially red lead) coating were apparent.

Five instances of cut braces with missing sections were observed along the eastern wall, within the vicinity of new structures including the toilet block. These defects have been assigned a CR5 rating as the elements no longer provide structural support.

The CR5 (Very Poor) defects observed across the angle braces are summarised in Table 13.

Table 15 Summary of CR5 defects – angle braces

Grid ID		Defect type	Comments	Photo
G9	GA	Missing Section	Half of angle brace missing, previously cut.	
G12	GA	Missing Section	Half of angle brace missing, previously cut.	*Refer to G8-GA (Missing Section) for typical appearance.*
G13	GA	Missing Section	Half of angle brace missing, previously cut.	*Refer to G8-GA (Missing Section) for typical appearance.*
G16	GA	Missing Section	Half of angle brace missing, previously cut.	*Refer to G8-GA (Missing Section) for typical appearance.*
G17	GA	Missing Section	Half of angle brace missing, previously cut.	*Refer to G8-GA (Missing Section) for typical appearance.*

4.11 Tie Rods (Steel)

Tie rods were evaluated by truss (GA-GB and GB-GC), including four outer rods and one central rod.

The truss tie rods were generally in a good condition, with 88% of rods assigned a maximum condition rating of CR2.

Five misaligned tie rods were identified, typically outer rod locations (4 no.) rather than the central rods (1 no.). Misaligned rods were assigned a CR5 condition rating based on their compromised structural integrity. The CR5 (Very Poor) defects observed across the tie rods are summarised in Table 14.

Table 16 Summary of CR5 defects – tie rods

Grid ID		Defect type	Comments	Photo
G18	GA-GB	Misalignment	Bend in outer vertical strut, west side.	
G18	GB-GC	Misalignment	Bend in outer vertical strut, east side.	*Refer to G18-GA-GB (Misalignment) for typical appearance.*
G19	GA-GB	Misalignment	Bend in outer vertical strut, west side.	*Refer to G18-GA-GB (Misalignment) for typical appearance.*
G28	GA-GB	Misalignment	Bend in outer vertical strut, east side.	*Refer to G18-GA-GB (Misalignment) for typical appearance.*
G30	GB-GC	Misalignment	Bend in central vertical strut.	*Refer to G18-GA-GB (Misalignment) for typical appearance.*

5.0 Remaining Service Life

The average percentage remaining service life for condition-based age Goods Shed elements is shown on the degradation curves in Figure 7. Results for all members are included in Appendix C. As most of the elements had an overwhelming majority of the element length / surface area in condition CR2 (45-80% remaining service life), the average CR for each element was significantly greater than the contribution from deterioration or defects represented by conditions C3 to C5 which for the most part do not show on the degradation curve. Defects affecting overall durability and/or structural integrity of an element indicating some form of intervention i.e. repair (splice, strengthening, recoating) or replacement is required are summarised in Appendix A and B. Once interventions are undertaken for durability or structurally compromised elements, the Goods Shed asset can return to the required design life ~50 years.

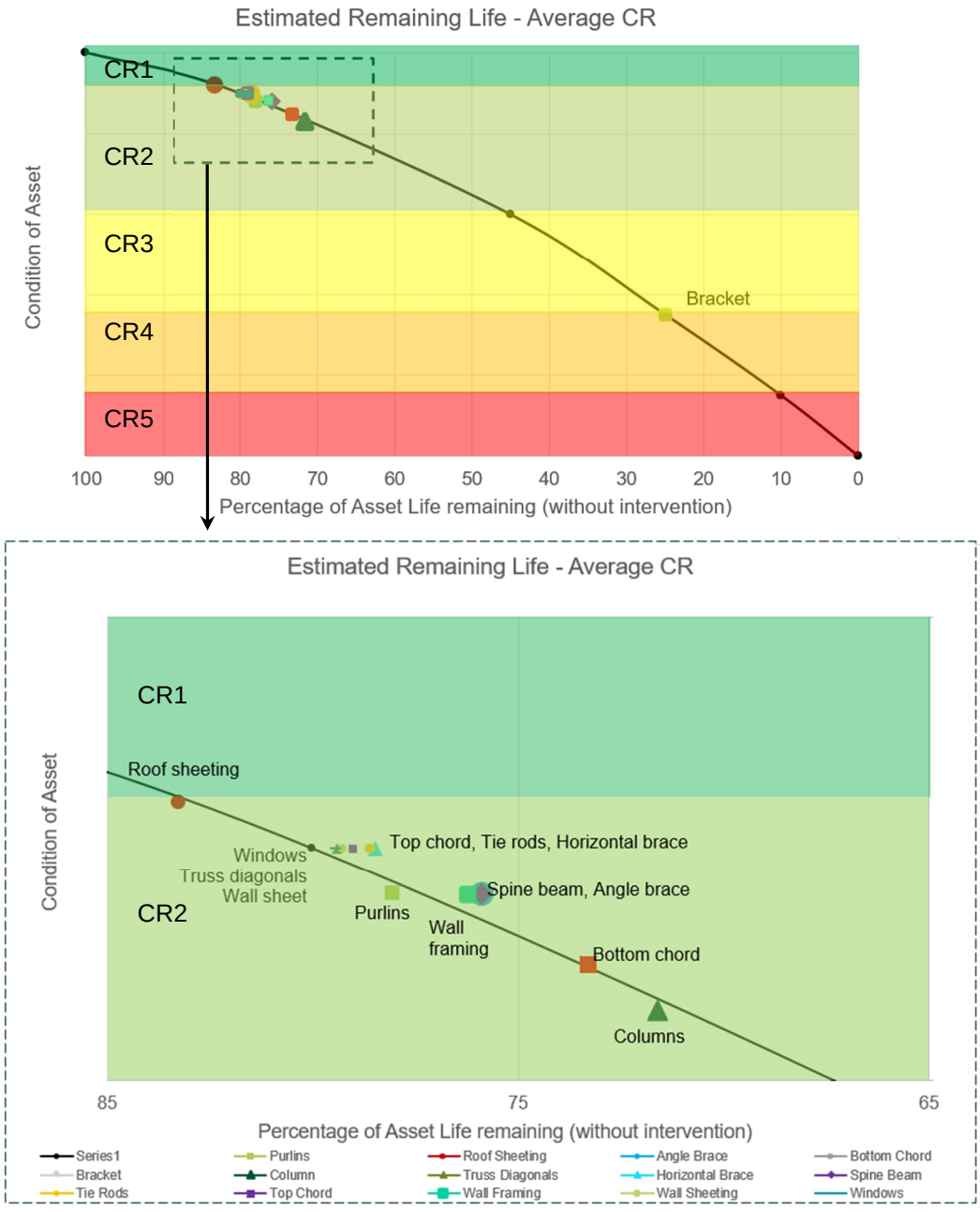


Figure 7 Remaining service life of Good Shed elements without intervention based on the current overall average condition rating as a percentage of expected design life.

Table 17 Remaining service with no intervention life for Good Shed elements based on condition-based age and typical design life

Building Elements	Material	Typical Design Life (years)	Remaining Service Life with no intervention based on avg CR (years)	Remaining Service Life with no intervention based on max. CR (years)
External wall sheet	Metal sheet	20	15.9	5.0
External roof sheet	Metal sheet	25	20.8	6.3
External windowpanes	Glass	30	23.8	3.0
Internal top chord (truss)	Timber	100	79.0	25.0
Internal bottom chord (truss)	Timber	100	73.3	10.0
Internal diagonal (truss)	Timber	100	79.4	10.0
Internal horizontal braces	Timber	100	78.5	10.0
Internal column	Timber	100	71.6	10.0
Internal spine beam	Timber	100	75.9	25.0
Internal purlins	Timber	50	39.0	5.0
Internal tie rods (truss)	Steel	100	78.6	10.0
Internal angle braces	Steel	100	75.9	10.0
Internal wall framing*	Timber	50	38.1	3.0

6.0 Conclusions

6.1.1 Timber Elements

Overall, the timber structural elements comprising the Goods Shed are in good to average condition with localised defects only. Widespread water staining and accumulation of dirt have worsened the visual condition of the timber.

Based on the results of the visual inspection, it is expected that elements assigned a condition rating of CR2 or CR3 will meet the minimum design life extension of 50 years provided that the similar exposure conditions to the current conditions are maintained (refer to NOA-DU-01 (Preliminary Environmental Exposure Category Advice)). This includes factors including, but not limited to:

- Relative humidity.
- Microenvironments, including exposure to atmospheric contaminants (including salts and pollution), rain/moisture ingress.

Where the current conditions cannot be maintained, then a suitable surface treatment may be required to extend the life of the timber elements.

Based on the results of the visual inspection, elements with a maximum condition rating of CR4 and CR5 should be reviewed on a case-by-case basis. In most locations, CR5 defects have reduced the structural capacity of the elements, requiring repair or replacement in locations with missing sections, significant section loss and deformation.

6.1.2 Steel Elements

Overall, the steel structural elements comprising the Goods Shed are in a good condition, with defects limited to missing sections or deformation.

Similarly to the timber elements, it is expected that the inspected steel elements will meet the minimum design life extension of 50 years provided that the similar exposure conditions to the current conditions are maintained. Notably for steel elements, exposure to the external environment without a protective coating increases the risk and rate of mild steel corrosion (in accordance with AS 4312) – refer to NOA-DU-01 (Preliminary Environmental Exposure Category Advice). If loss of section cannot be tolerated, steel elements should be coated.

6.2 Next Steps

6.2.1 Timber Materials Sampling and Testing

Materials sampling and testing should be performed on representative timber structural elements for species identification and characterisation. A minimum sample size of approximately 20-30 mm by 5-10 mm (Ref: *Wood Solutions*) is required for testing. Samples may be broken off from damaged elements or extracted using a timber auger / core drill bit.

Materials testing for structural properties are detailed in Section 4.0 of the Structural Compliance Assessment Report – Hobart Railway Goods Shed (AECOM Report No. MPMS-AEC-RP-ST-03-11-01-E).

Appendix A

Element Condition Ratings

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G01	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G01	GB-GC	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G01	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G01	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G01	GB-GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G01	GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G01	GA-GB	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G01	GB-GC	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G01	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G01	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G01	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G01	GB-GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G01	GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G01	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G01	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G02	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G02	GB-GC	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G02	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G02	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G02	GB-GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G02	GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G02	GA-GB	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G02	GB-GC	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G02	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G02	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G02	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G02	GB-GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G02	GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G02	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G02	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G03	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G03	GB-GC	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G03	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G03	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G03	GB-GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G03	GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G03	GA-GB	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G03	GB-GC	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G03	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G03	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G03	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G03	GB-GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G03	GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G03	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G03	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G04	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G04	GB-GC	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured
G04	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured
G04	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured
G04	GB-GC	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured
G04	GC	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured
G04	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G04	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G04	GB-GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G04	GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G04	GC	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G04	GB-GC	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G04	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G04	GA-GB	Roof	Purlins	Timber	0	0	95	5	0	0	
G04	GB-GC	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured
G04	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G04	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G04	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G04	GB-GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G04	GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G04	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G04	GA	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G05	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G05	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G05	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G05	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G05	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G05	GB	Roof Truss	Column	Timber	0	30	40	30	0	0	
G05	GB-GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G05	GC	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured
G05	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G05	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G05	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G05	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G05	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G05	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G05	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G05	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G05	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G05	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G05	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G05	GB-GC	Roof Truss	Top Chord	Timber	0	70	0	0	0	30	Partly obscured
G05	GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G05	GA	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G05	GC	Walls	Wall Framing	Timber	0	60	40	0	0	0	
G06	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G06	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G06	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G06	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G06	GA-GB	Roof Truss	Bottom Chord	Timber	0	98	2	0	0	0	
G06	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G06	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G06	GC	Roof Truss	Column	Timber	0	95	5	0	0	0	
G06	GB	Roof Truss	Column	Timber	0	60	30	10	0	0	
G06	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G06	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G06	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G06	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G06	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G06	GB-GC	Roof Truss	Horizontal Brace	Timber	0	85	15	0	0	0	
G06	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G06	GA-GB	Roof	Purlins	Timber	0	90	10	0	0	0	
G06	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G06	GB	Roof Truss	Spine Beam	Timber	0	70	30	0	0	0	
G06	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G06	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G06	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G06	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G06	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G06	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G06	GA	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G06	GC	Walls	Wall Framing	Timber	0	70	30	0	0	0	
G07	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G07	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G07	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G07	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G07	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	70	30	0	0	
G07	GB-GC	Roof Truss	Bottom Chord	Timber	0	99	1	0	0	0	
G07	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G07	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G07	GB	Roof Truss	Column	Timber	0	50	50	0	0	0	
G07	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G07	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G07	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G07	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G07	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G07	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G07	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G07	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G07	GA-GB	Roof	Purlins	Timber	0	80	15	5	0	0	
G07	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G07	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G07	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G07	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G07	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G07	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G07	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G07	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G07	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G07	GA	Walls	Wall Framing	Timber	0	90	10	0	0	0	
G07	GC	Walls	Wall Framing	Timber	0	90	5	5	0	0	
G08	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G08	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G08	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G08	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G08	GA-GB	Roof Truss	Bottom Chord	Timber	0	85	15	0	0	0	
G08	GB-GC	Roof Truss	Bottom Chord	Timber	0	85	15	0	0	0	
G08	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G08	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G08	GB	Roof Truss	Column	Timber	0	0	60	40	0	0	
G08	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G08	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G08	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G08	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G08	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G08	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G08	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G08	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G08	GA-GB	Roof	Purlins	Timber	0	95	5	0	0	0	
G08	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G08	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G08	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G08	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G08	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G08	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G08	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G08	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G08	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G08	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G09	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	100	0	
G09	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G09	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G09	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G09	GA-GB	Roof Truss	Bottom Chord	Timber	0	99	1	0	0	0	
G09	GB-GC	Roof Truss	Bottom Chord	Timber	0	0	70	30	0	0	
G09	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G09	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G09	GB	Roof Truss	Column	Timber	0	0	40	10	50	0	
G09	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G09	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G09	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G09	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G09	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G09	GB-GC	Roof Truss	Horizontal Brace	Timber	0	90	10	0	0	0	
G09	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G09	GB-GC	Roof	Purlins	Timber	0	85	15	0	0	0	
G09	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G09	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G09	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G09	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G09	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G09	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G09	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G09	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G09	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G09	GC	Walls	Wall Framing	Timber	0	85	15	0	0	0	
G10	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G10	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G10	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G10	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G10	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	70	30	0	0	
G10	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G10	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G10	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G10	GB	Roof Truss	Column	Timber	0	35	40	20	5	0	
G10	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G10	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G10	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G10	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G10	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G10	GB-GC	Roof Truss	Horizontal Brace	Timber	0	0	70	30	0	0	
G10	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G10	GA-GB	Roof	Purlins	Timber	0	90	10	0	0	0	
G10	GB-GC	Roof	Purlins	Timber	0	90	10	0	0	0	
G10	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G10	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G10	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G10	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G10	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G10	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G10	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G10	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G10	GC	Walls	Wall Framing	Timber	0	80	20	0	0	0	
G11	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G11	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G11	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	80	20	0	0	
G11	GB-GC	Roof Truss	Bottom Chord	Timber	0	20	65	15	0	0	
G11	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No column or angle braces
G11	GB-GC	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No column or angle braces
G11	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G11	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G11	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	No column
G11	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G11	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G11	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G11	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G11	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G11	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G11	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G11	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	
G11	GB-GC	Roof	Purlins	Timber	0	65	30	5	0	0	
G11	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G11	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G11	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G11	GA	Roof Truss	Top Chord	Timber	0	85	15	0	0	0	
G11	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G11	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G11	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G11	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G11	GC	Walls	Wall Framing	Timber	0	70	30	0	0	0	
G12	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	
G12	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G12	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G12	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G12	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G12	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured
G12	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G12	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G12	GB	Roof Truss	Column	Timber	0	35	35	0	0	30	Partly obscured
G12	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G12	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G12	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G12	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G12	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G12	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G12	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G12	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	
G12	GB-GC	Roof	Purlins	Timber	0	85	15	0	0	0	
G12	GB	Roof Truss	Spine Beam	Timber	0	99	1	0	0	0	
G12	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G12	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G12	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G12	GA-GB	Roof Truss	Top Chord	Timber	0	90	10	0	0	0	
G12	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G12	GC	Roof Truss	Top Chord	Timber	0	85	15	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G12	GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured
G12	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G12	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G13	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	
G13	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G13	GB-GC	Roof Truss	Angle Brace	Steel	0	95	5	0	0	0	
G13	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G13	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G13	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G13	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G13	GC	Roof Truss	Column	Timber	0	85	15	0	0	0	
G13	GB	Roof Truss	Column	Timber	0	40	20	10	0	30	Partly obscured
G13	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G13	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G13	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G13	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G13	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G13	GB-GC	Roof Truss	Horizontal Brace	Timber	0	90	10	0	0	0	
G13	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G13	GA-GB	Roof	Purlins	Timber	0	95	5	0	0	0	
G13	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G13	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G13	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G13	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G13	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G13	GA-GB	Roof Truss	Top Chord	Timber	0	90	10	0	0	0	
G13	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G13	GC	Roof Truss	Top Chord	Timber	0	0	50	50	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G13	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G13	GC	Walls	Wall Framing	Timber	0	70	30	0	0	0	
G14	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G14	GA-GB	Roof Truss	Bottom Chord	Timber	0	20	55	25	0	0	
G14	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G14	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G14	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G14	GB-GC	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G14	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G14	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G14	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	No column
G14	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G14	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G14	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G14	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G14	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G14	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G14	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G14	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	
G14	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G14	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G14	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G14	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G14	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G14	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G14	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G14	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G14	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G14	GC	Walls	Wall Framing	Timber	0	80	20	0	0	0	
G15	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G15	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G15	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G15	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G15	GB-GC	Roof Truss	Bottom Chord	Timber	0	85	15	0	0	0	
G15	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G15	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G15	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G15	GB	Roof Truss	Column	Timber	0	40	30	30	0	0	
G15	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G15	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G15	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G15	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G15	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G15	GB-GC	Roof Truss	Horizontal Brace	Timber	0	80	20	0	0	0	
G15	GA-GB	Roof Truss	Horizontal Brace	Timber	0	95	0	0	5	0	
G15	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	
G15	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G15	GB	Roof Truss	Spine Beam	Timber	0	40	45	15	0	0	
G15	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G15	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G15	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G15	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G15	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G15	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G15	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G15	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G16	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	
G16	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G16	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G16	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G16	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	
G16	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G16	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G16	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G16	GB	Roof Truss	Column	Timber	0	65	15	20	0	0	
G16	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G16	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G16	GB-GC	Roof Truss	Diagonal Webs	Timber	0	85	15	0	0	0	
G16	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G16	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G16	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G16	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G16	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G16	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	
G16	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G16	GB	Roof Truss	Spine Beam	Timber	0	85	0	15	0	0	
G16	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G16	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G16	GA	Roof Truss	Top Chord	Timber	0	99	0	1	0	0	
G16	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G16	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G16	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G16	GA	Walls	Wall Framing	Timber	0	85	10	5	0	0	
G16	GC	Walls	Wall Framing	Timber	0	85	15	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G17	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	
G17	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G17	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G17	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G17	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G17	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G17	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G17	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G17	GB	Roof Truss	Column	Timber	0	95	0	5	0	0	
G17	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G17	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G17	GB-GC	Roof Truss	Diagonal Webs	Timber	0	85	15	0	0	0	
G17	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G17	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G17	GB-GC	Roof Truss	Horizontal Brace	Timber	0	60	40	0	0	0	
G17	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G17	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G17	GA-GB	Roof	Purlins	Timber	0	90	10	0	0	0	
G17	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G17	GB	Roof Truss	Spine Beam	Timber	0	60	40	0	0	0	
G17	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G17	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G17	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G17	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G17	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G17	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G17	GA	Walls	Wall Framing	Timber	0	80	15	0	5	0	
G17	GC	Walls	Wall Framing	Timber	0	85	15	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G18	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G18	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G18	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G18	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G18	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G18	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G18	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G18	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G18	GB	Roof Truss	Column	Timber	0	0	65	25	10	0	
G18	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G18	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G18	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G18	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G18	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G18	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G18	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G18	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G18	GA-GB	Roof	Purlins	Timber	0	90	5	5	0	0	
G18	GB-GC	Roof	Purlins	Timber	0	85	15	0	0	0	
G18	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G18	GA-GB	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	
G18	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G18	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G18	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G18	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G18	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G18	GA	Walls	Wall Framing	Timber	0	90	10	0	0	0	
G18	GC	Walls	Wall Framing	Timber	0	85	15	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G19	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G19	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G19	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G19	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	
G19	GB-GC	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	
G19	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G19	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G19	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G19	GB	Roof Truss	Column	Timber	0	80	15	5	0	0	
G19	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G19	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G19	GB-GC	Roof Truss	Diagonal Webs	Timber	0	90	10	0	0	0	
G19	GC	Roof Truss	Diagonal Webs	Timber	0	90	10	0	0	0	
G19	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G19	GB-GC	Roof Truss	Horizontal Brace	Timber	0	50	50	0	0	0	
G19	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G19	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G19	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G19	GB-GC	Roof	Purlins	Timber	0	90	10	0	0	0	
G19	GB	Roof Truss	Spine Beam	Timber	0	15	80	5	0	0	
G19	GA-GB	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	
G19	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G19	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G19	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G19	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G19	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G19	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G19	GC	Walls	Wall Framing	Timber	0	85	13	0	2	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G20	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G20	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G20	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G20	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	
G20	GB-GC	Roof Truss	Bottom Chord	Timber	0	80	20	0	0	0	
G20	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G20	GA	Roof Truss	Column	Timber	0	90	10	0	0	0	
G20	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G20	GB	Roof Truss	Column	Timber	0	0	45	30	25	0	
G20	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G20	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G20	GB-GC	Roof Truss	Diagonal Webs	Timber	0	80	20	0	0	0	
G20	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G20	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G20	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G20	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G20	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G20	GB-GC	Roof	Purlins	Timber	0	90	5	0	5	0	
G20	GB	Roof Truss	Spine Beam	Timber	0	95	5	0	0	0	
G20	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G20	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G20	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G20	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G20	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G20	GC	Roof Truss	Top Chord	Timber	0	80	20	0	0	0	
G20	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G20	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G21	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G21	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G21	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G21	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	
G21	GB-GC	Roof Truss	Bottom Chord	Timber	0	95	5	0	0	0	
G21	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G21	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G21	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G21	GB	Roof Truss	Column	Timber	0	25	40	10	0	0	
G21	GA	Roof Truss	Diagonal Webs	Timber	0	90	10	0	0	0	
G21	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G21	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G21	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G21	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G21	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G21	GA-GB	Roof Truss	Horizontal Brace	Timber	0	90	0	10	0	0	
G21	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G21	GA-GB	Roof	Purlins	Timber	0	95	0	5	0	0	
G21	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G21	GB	Roof Truss	Spine Beam	Timber	0	90	0	10	0	0	
G21	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G21	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G21	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G21	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G21	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G21	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G21	GA	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G21	GC	Walls	Wall Framing	Timber	0	85	10	0	5	0	
G22	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G22	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G22	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G22	GA-GB	Roof Truss	Bottom Chord	Timber	0	98	2	0	0	0	
G22	GB-GC	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	
G22	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G22	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G22	GB	Roof Truss	Column	Timber	0	50	50	0	0	0	
G22	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G22	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G22	GB-GC	Roof Truss	Diagonal Webs	Timber	0	95	5	0	0	0	
G22	GC	Roof Truss	Diagonal Webs	Timber	0	85	10	0	0	0	
G22	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G22	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G22	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G22	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G22	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G22	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G22	GB	Roof Truss	Spine Beam	Timber	0	70	30	0	0	0	
G22	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G22	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G22	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G22	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G22	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G22	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G22	GA	Walls	Wall Framing	Timber	0	100	0	0	0	0	
G22	GC	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G23	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G23	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G23	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G23	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G23	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured (bond shed)
G23	GA	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G23	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G23	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G23	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G23	GB-GC	Roof Truss	Horizontal Brace	Timber	0	75	20	5	0	0	
G23	GA-GB	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G23	GA	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G23	GA-GB	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G23	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G23	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G23	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G23	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G23	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G23	GA	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G23	GA-GB	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G23	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G23	GC	Walls	Wall Framing	Timber	0	85	15	0	0	0	
G24	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G24	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G24	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GB-GC	Roof Truss	Bottom Chord	Timber	0	30	40	25	5	0	
G24	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured (bond shed)
G24	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured (bond shed)
G24	GA	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G24	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G24	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G24	GC	Roof Truss	Horizontal Brace	Timber	0	80	10	10	0	0	
G24	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G24	GA-GB	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G24	GA	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G24	GA-GB	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GB-GC	Roof	Purlins	Timber	0	75	10	10	5	0	
G24	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G24	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G24	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G24	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G24	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G24	GA	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G24	GA-GB	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G24	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G24	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G25	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G25	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G25	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GB-GC	Roof Truss	Bottom Chord	Timber	0	95	5	0	0	0	
G25	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured (bond shed)
G25	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured (bond shed)
G25	GA	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G25	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G25	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G25	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G25	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G25	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G25	GA-GB	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G25	GA	Roof Truss	Horizontal Brace	Timber	0	0	0	0	0	100	Obscured
G25	GA-GB	Roof	Purlins	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G25	GB	Roof Truss	Spine Beam	Timber	0	0	0	0	0	100	Obscured
G25	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G25	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G25	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G25	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G25	GA	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G25	GA-GB	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G25	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G25	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G26	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GB-GC	Roof Truss	Bottom Chord	Timber	0	50	0	0	0	50	Partly obscured
G26	GA-GB	Roof Truss	Bracket	Steel	0	0	0	0	0	100	Obscured (bond shed)
G26	GB-GC	Roof Truss	Bracket	Steel	0		0	0	0	100	No angle brace
G26	GC	Roof Truss	Bracket	Steel	0		0	0	0	100	No angle brace
G26	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G26	GA	Roof Truss	Column	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GC	Roof Truss	Column	Timber	0	50	0	0	0	50	Partly obscured
G26	GB	Roof Truss	Column	Timber	0	0	70	10	20	0	
G26	GA	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GA-GB	Roof Truss	Diagonal Webs	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GB-GC	Roof Truss	Diagonal Webs	Timber	0	50	0	0	0	50	Partly obscured
G26	GC	Roof Truss	Diagonal Webs	Timber	0	50	0	0	0	50	Partly obscured
G26	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G26	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G26	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G26	GB-GC	Roof Truss	Tie Rods	Steel	0	50	0	0	0	50	Partly obscured
G26	GC	Roof Truss	Tie Rods	Steel	0	50	0	0	0	50	Partly obscured
G26	GA	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GA-GB	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GB-GC	Roof Truss	Top Chord	Timber	0	0	0	0	0	100	Obscured (bond shed)
G26	GC	Roof Truss	Top Chord	Timber	0	50	0	0	0	50	Partly obscured
G26	GA	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G26	GA-GB	Roof Truss	Vertical Struts	Steel	0	0	0	0	0	100	Obscured (bond shed)
G26	GA	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G26	GC	Walls	Wall Framing	Timber	0	90	10	0	0	0	
G27	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G27	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G27	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G27	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G27	GA-GB	Roof Truss	Bottom Chord	Timber	0	98	2	0	0	0	
G27	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G27	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G27	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G27	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	No column
G27	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G27	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G27	GB-GC	Roof Truss	Diagonal Webs	Timber	0	90	0	0	10	0	
G27	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G27	GC	Roof Truss	Horizontal Brace	Timber	0	85	15	0	0	0	
G27	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G27	GA-GB	Roof Truss	Horizontal Brace	Timber	0	85	15	0	0	0	
G27	GA	Roof Truss	Horizontal Brace	Timber	0	90	0	10	0	0	
G27	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G27	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	
G27	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G27	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G27	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G27	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G27	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G27	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G27	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G27	GA	Walls	Wall Framing	Timber	0	95	5	0	0	0	
G27	GC	Walls	Wall Framing	Timber	0	85	15	0	0	0	
G28	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G28	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G28	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G28	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G28	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G28	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G28	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G28	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G28	GB	Roof Truss	Column	Timber	0	50	25	0	0	25	Partly obscured
G28	GA	Roof Truss	Diagonal Webs	Timber	0	0	85	15	0	0	
G28	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G28	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G28	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G28	GC	Roof Truss	Horizontal Brace	Timber	0	95	5	0	0	0	
G28	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G28	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G28	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G28	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G28	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G28	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G28	GA-GB	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	
G28	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G28	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G28	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G28	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G28	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G28	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G28	GC	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G29	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G29	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G29	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G29	GA-GB	Roof Truss	Bottom Chord	Timber	0	30	60	10	0	0	
G29	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G29	GA	Roof Truss	Bracket	Steel	0	0	0	0	0	100	No angle brace
G29	GA	Roof Truss	Column	Timber	0	0	0	0	0	100	No column
G29	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G29	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	No column
G29	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G29	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G29	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G29	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G29	GC	Roof Truss	Horizontal Brace	Timber	0	95	5	0	0	0	
G29	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G29	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G29	GA	Roof Truss	Horizontal Brace	Timber	0	95	0	5	0	0	
G29	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G29	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G29	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G29	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G29	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G29	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G29	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G29	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G29	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G29	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G29	GC	Walls	Wall Framing	Timber	0	75	0	0	25	0	
G30	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G30	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G30	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G30	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G30	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G30	GB-GC	Roof Truss	Bottom Chord	Timber	0	70	20	10	0	0	
G30	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G30	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G30	GB	Roof Truss	Column	Timber	0	15	30	0	15	25	Partly obscured
G30	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G30	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G30	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G30	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G30	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G30	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G30	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G30	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G30	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G30	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G30	GB	Roof Truss	Spine Beam	Timber	0	80	15	5	0	0	
G30	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G30	GB-GC	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	
G30	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G30	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G30	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G30	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G30	GA	Walls	Wall Framing	Timber	0	80	20	0	0	0	
G30	GC	Walls	Wall Framing	Timber	0	83	15	0	2	0	
G31	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G31	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G31	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G31	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	
G31	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	
G31	GB-GC	Roof Truss	Bottom Chord	Timber	0	50	25	25	0	0	
G31	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	
G31	GB	Roof Truss	Column	Timber	0	0	0	0	75	25	Partly obscured

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G31	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	
G31	GB	Roof Truss	Column	Timber	0	0	0	0	0	100	No column
G31	GA	Roof Truss	Diagonal Webs	Timber	0	95	5	0	0	0	
G31	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G31	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G31	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	
G31	GC	Roof Truss	Horizontal Brace	Timber	0	70	0	15	15	0	
G31	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G31	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G31	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G31	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	
G31	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	
G31	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	
G31	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G31	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	
G31	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G31	GA-GB	Roof Truss	Top Chord	Timber	0	25	0	75	0	0	
G31	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G31	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	
G31	GA	Walls	Wall Framing	Timber	0	100	0	0	0	0	
G31	GC	Walls	Wall Framing	Timber	0	90	10	0	0	0	
G32	GC	Roof Truss	Horizontal Brace	Timber	0	75	25	0	0	0	
G32	GB-GC	Roof Truss	Horizontal Brace	Timber	0	80	20	0	0	0	
G32	GA-GB	Roof Truss	Horizontal Brace	Timber	0	80	20	0	0	0	
G32	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	
G32	GA	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured
G32	GA-GB	Walls	Wall Framing	Timber	0	80	10	0	10	0	
G32	GB	Walls	Wall Framing	Timber	0	0	0	0	0	100	Obscured

Appendix A - Element Condition Ratings

Location					Condition Rating (%)						
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Comment
G32	GB	Walls	Wall Framing	Timber	0	80	20	0	0	0	
G32	GB-GC	Walls	Wall Framing	Timber	0	80	10	10	0	0	
G32	GC	Walls	Wall Framing	Timber	0	95	5	0	0	0	

Appendix B

Defect Condition Rating

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	Grid ID2	Asset	Element	Type	Condition Rating	Comment
G04	GA-GB	Roof Truss	Purlin	Water Damage	4	Water damage, peeling timber bottom purlin
G04	GA	Wall	Wall Framing	Splitting	3	Splitting on horizontal member, north end
G05	GA	Wall	Wall Framing	Splitting	3	Splitting on vertical member, south side
G05	GA	Wall	Column	Section Loss	3	Fraying with section loss, column south side
G05	GB	Roof	Column	Splitting	5	Splitting on all sides, appears to extend into column max 50%
G05	GB	Roof	Column	Deformation	4	Concave on all faces, especially on bottom third where hollow sounding
G06	GA-GB	Roof Truss	Bottom Chord	Splitting	3	Splitting, western half
G06	GB	Roof Truss	Spine Beam	Splitting	3	Splitting on western side
G06	GB	Roof	Column	Splitting	3	General splitting/wear, loss of moisture
G06	GB	Roof	Column	Deformation	4	Concave on all faces, especially on bottom third where hollow sounding
G06	GB	Roof	Column	Hollow	4	Hollow sounding when tapped, bottom third
G07	GA-GB	Roof Truss	Bottom Chord	Previous Fixing	3	Hole from previous fixing, western half
G07	GA-GB	Roof Truss	Purlin	Rotting	4	Rotting midspan bottom purlin
G07	GB	Roof	Column	Splitting	3	Splitting, impact scrapes, loss of moisture
G07	GB-GC	Roof Truss	Bottom Chord	Splitting	4	Spliting on both sides, extending most of bottom chord
G07	GA	Wall	Wall Framing	Splitting	3	Splitting on vertical member, south side
G07	GA	Wall	Wall Framing	Section Loss	3	Section loss on diagonal member, outer face
G08	GB-GC	Roof Truss	Bottom Chord	Splitting	3	Splitting south side only, eastern half
G08	GA-GB	Roof Truss	Bottom Chord	Internal Defect	3	Internal defect/deterioration
G08	GB	Roof	Column	Splitting	3	Split corner, impact damage
G08	GB	Roof	Column	Splitting	4	Splitting, corner coming off/section loss
G08	GC	Wall	Column	Section Loss	4	Section loss at bottom of column
G09	GB-GC	Roof Truss	Column	Splitting	3	Small splits in three locations across chord
G09	GA-GB	Roof Truss	Column	Missing Section	5	Half of angle brace missing, previously cut
G09	GB	Roof	Column	Section Loss	5	Section loss up to 50% depth, affects approx half of column
G09	GA-GB	Roof Truss	Bottom Chord	Splitting	4	Spliting on both sides, extending most of bottom chord
G09	GC	Wall	Column	Section Loss	4	Section loss at bottom of column
G10	GB-GC	Roof Truss	Purlin	Section Loss	3	Localised section loss on AB side

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	Grid ID2	Asset	Element	Type	Condition Rating	Comment
G10	GB	Roof	Column	Section Loss	5	Splitting and section loss approximtaley 15% on north-east corner
G10	GB	Roof	Column	Hollow	4	Hollow sounding midheight
G10	GC	Wall	Wall Framing	Splitting	3	Splitting and weathering on horizontal members
G11	GB-GC	Roof Truss	Bottom Chord	Splitting	4	Spliting on both sides, extending most of bottom chord
G11	GA	Roof Truss	Angle Brace	Missing Section	5	Half of angle brace missing, previously cut
G11	GA-GB	Roof Truss	Bottom Chord	Splitting	4	Splitting north side only, both ends of bottom chord
G11	GB-GC	Roof Truss	Purlin	Splitting	4	Splitting and possible insect damage on north end of purlin third from bottom
G11	GA-GB	Roof Truss	Purlin	Splitting	4	Splitting and possible insect damage midspan on purlin third from bottom
G11	GC	Wall	Wall Framing	Splitting	3	Splitting on vertical member, south side
G11	GC	Wall	Column	Splitting	3	Vertical splitting on column south end
G12	GA	Roof Truss	Angle Brace	Missing Section	5	Half of angle brace missing, previously cut
G12	GB-GC	Roof Truss	Purlin	Splitting	3	Splitting on purlins second and fourth from bottom
G12	GB-GC	Roof Truss	Bottom Chord	Splitting	3	Splitting north side only, western half
G12	GB-GC	Roof Truss	Purlin	Water Damage	3	Water damage, purlin fifth from bottom
G12	GB	Roof Truss	Spine Beam	Splitting	3	Spliting on western side
G12	GA-GB	Roof Truss	Purlin	Insect Damage	4	Insect damage, purlins third and fourth from bottom
G12	GB	Roof	Column	Section Loss	6	Assumed deterioration and section loss where obscured by barrels/footing
G13	GA-GB	Roof Truss	Bottom Chord	Water Damage	3	Possible water damage south side only, eastern half
G13	GB-GC	Roof Truss	Bottom Chord	Splitting	4	Spliting on both sides and underside, extending most of bottom chord
G13	GA	Roof Truss	Angle Brace	Missing Section	5	Half of angle brace missing, previously cut
G13	GA-GB	Roof Truss	Purlin	Water Damage	3	Water damage purlin second from bottom
G13	GB	Roof	Column	Section Loss	6	Assumed deterioration and section loss where obscured by barrels/footing
G13	GC	Wall	Wall Framing	Splitting	3	Splitting/fraying some section loss on horizontal members
G14	GA-GB	Roof Truss	Bottom Chord	Splitting	4	Spliting north side only , extending most of bottom chord
G14	GA-GB	Roof Truss	Purlin	Insect Damage	4	Insect damage or rot extending most of bottom purlin, section loss 10-20%
G14	GC	Wall	Wall Framing	Section Loss	3	Section loss on horizontal member, north end
G15	GB-GC	Roof Truss	Bottom Chord	Splitting	3	Splitting south side only, central
G15	GB	Roof	Column	Splitting	5	Mechanicl damage, splitting on all sides. Splitting likely extends into column

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	Grid ID2	Asset	Element	Type	Condition Rating	Comment
G15	GA-GB	Roof Truss	Horizontal Brace	Splitting	5	Splitting through most of section, would fail if loaded. Central brace
G15	GB	Roof Truss	Spine Beam	Section Loss	4	Section loss on western side
G15	GA-GB	Roof Truss	Purlin	Splitting	3	Splitting or water damage, bottom purlin
G15	GB	Roof	Column	Hollow	4	Hollow sounding near bottom
G15	GA-GB	Roof Truss	Purlin	Insect Damage	4	Insect damage or rot extending most of bottom purlin from previous bay, section loss 10-20%
G15	GB	Roof	Column	Splitting	3	Splitting and mechanical damage
G16	GB-GC	Roof Truss	Diagonal Webs	Internal Defect	3	Deterioration on south side only, near connection to bottom chord
G16	GA-GB	Roof Truss	Angle Brace	Missing Section	5	Half of angle brace missing, previously cut
G16	GA-GB	Roof Truss	Top Chord	Splitting	4	Splitting on top chord, eastern side
G16	GA-GB	Roof Truss	Bottom Chord	Splitting	4	Splitting, eastern half
G16	GB	Roof Truss	Spine Beam	Splitting	4	Splitting on eastern side, from splice connection
G16	GB	Roof	Column	Section Loss	4	Some section loss, mechanical damage
G16	GA-GB	Roof Truss	Purlin	Splitting	4	Splitting with section loss, second and fifth from bottom purlins
G16	GA-GB	Roof Truss	Purlin	Rotting	4	Possible rot, bottom and fourth from bottom purlins
G16	GA	Wall	Wall Framing	Section Loss	4	Rotting with section loss approx 20%, vertical member adjacent to column G16
G16	GC	Wall	Wall Framing	Misalignment	3	Loose connections between framing
G17	GB-GC	Roof Truss	Diagonal Webs	Splitting	3	Splitting on south side, splitting on north side near connection to bottom chord
G17	GA-GB	Roof Truss	Angle Brace	Missing Section	5	Half of angle brace missing, previously cut
G17	GA-GB	Roof Truss	Purlin	Splitting	3	Splitting and possible rot midspan, fourth from bottom purlin
G17	GB	Roof Truss	Spine Beam	Internal Defect	3	Deterioration on western side
G17	GB-GC	Roof Truss	Horizontal Brace	Splitting	3	Splitting on eastern side, central brace
G17	GB	Roof	Column	Hollow	4	Hollow sounding from base to mid-height
G17	GA	Wall	Wall Framing	Splitting	3	Splitting on horizontal member, north end
G17	GA	Wall	Wall Framing	Missing Section	5	Broken horizontal member
G17	GC	Wall	Wall Framing	Splitting	3	Splitting on vertical member - painted bay
G18	GB	Roof	Column	Misalignment	5	Out of alignment, twisted and leaning southward
G18	GA-GB	Roof Truss	Tie Rod	Misalignment	5	Bend in western outer tie rod
G18	GB-GC	Roof Truss	Tie Rod	Misalignment	5	Bend in eastern outer tie rod

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	Grid ID2	Asset	Element	Type	Condition Rating	Comment
G18	GB-GC	Roof Truss	Purlin	Water Damage	3	Water damage with possible warping bottom and second from bottom purlins south end
G18	GB	Roof	Column	Deformation	4	Concave on south face, not drummy
G18	GA-GB	Roof Truss	Purlin	Section Loss	4	Section loss, possible insect damage south end, fourth from bottom purlin
G18	GB	Roof	Column	Splitting	3	Splitting on south face
G18	GA	Wall	Wall Framing	Insect Damage	3	Insect exit holes on horizontal member, north end
G18	GA	Wall	Column	Section Loss	3	Section loss on column, south end
G18	GC	Wall	Wall Framing	Section Loss	3	Splitting/fraying on horizontal member
G19	GA-GB	Roof Truss	Bottom Chord	Splitting	3	Splitting on north side only, central
G19	GA-GB	Roof Truss	Tie Rod	Misalignment	5	Bend in western outer tie rod
G19	GB-GC	Roof Truss	Purlin	Splitting	3	Splitting with possible section loss and rotting midspan bottom purlin
G19	GB-GC	Roof Truss	Horizontal Brace	Internal Defect	3	Deterioration on western side, central brace
G19	GB	Roof Truss	Spine Beam	Splitting	4	Splitting on western side
G19	GB	Roof	Column	Splitting	4	Splitting with loss of material, coating failure
G19	GB	Roof	Column	Insect Damage	3	Insect exit holes
G19	GC	Wall	Wall Framing	Missing Section	5	Missing section/cut in diagonal member
G20	GA-GB	Roof Truss	Bottom Chord	Splitting	3	Splitting on south side only, eastern half
G20	GB	Roof Truss	Spine Beam	Section Loss	3	Section loss near splice connection, western side
G20	GB	Roof	Column	Splitting	4	Splitting and mechanical damage
G20	GB-GC	Roof Truss	Purlin	Missing Section	5	Broken midspan supported by new member, bottom purlin
G21	GA-GB	Roof Truss	Bottom Chord	Splitting	3	Splitting south side only, western half
G21	GA-GB	Roof Truss	Diagonal Webs	Splitting	3	Splitting north side only, bottom half. Inner web on eastern side
G21	GB-GC	Roof Truss	Bottom Chord	Splitting	3	Splitting south side only, western half
G21	GB	Roof	Column	Deformation	5	Concave on all sides
G21	GB	Roof	Column	Section Loss	5	Section loss near bottom
G21	GB	Roof Truss	Spine Beam	Section Loss	4	Section loss on both sides, possible insect damage
G21	GA-GB	Roof Truss	Horizontal Brace	Section Loss	4	Section loss with possible insect damage, central brace
G21	GA-GB	Roof Truss	Purlin	Splitting	4	Splitting with section loss approx 20%, fifth from bottom purlin
G21	GA	Wall	Wall Framing	Splitting	3	Splitting on vertical member, south side

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	Grid ID2	Asset	Element	Type	Condition Rating	Comment
G21	GC	Wall	Wall Framing	Missing Section	5	Missing section/cut in diagonal member
G21	GC	Wall	Wall Framing	Misalignment	3	Loose connections between framing
G22	GA-GB	Roof Truss	Bottom Chord	Internal Defect	3	Internal defect south side only, western half
G22	GB-GC	Roof Truss	Bottom Chord	Splitting	3	Splitting south side only, western half
G22	GB	Roof Truss	Spine Beam	Section Loss	3	Section loss on western side
G22	GB-GC	Roof Truss	Diagonal Webs	Splitting	4	Splitting approx 30% section, bottom half. Inner web on western side.
G22	GB	Roof	Column	Mechanical Damage	3	Mechanical damage
G22	GC	Wall	Wall Framing	Splitting	3	Splitting on horizontal member, north end
G23	GB-GC	Roof Truss	Horizontal Brace	Section Loss	4	Section loss at internal defect (knot), central brace
G23	GC	Wall	Wall Framing	Splitting	3	Widespread splitting on horziontal, vertical and diagonal members
G24	GB-GC	Roof Truss	Bottom Chord	Splitting	5	Splitting on both sides and underside, extending most of bottom chord
G24	GB-GC	Roof Truss	Purlin	Section Loss	4	Splitting and section loss south and north ends on bottom, second and fifth purlins
G24	GB-GC	Roof Truss	Horizontal Brace	Insect Damage	4	Insect damage at bottom chord connection, outer brace
G24	GB-GC	Roof Truss	Purlin	Missing Section	5	Member cut/missing, fourth purlin from bottom
G25	GB-GC	Roof Truss	Purlin	Splitting	3	Splitting north end, third purlin from bottom
G26	GB	Roof	Column	Section Loss	5	Section loss at bottom of column, not supported - column needs replacement
G26	GB	Roof	Column	Splitting	3	Splitting, areas cut near top
G27	GA-GB	Roof Truss	Bottom Chord	Internal Defect	3	Knot/internal defect on eastern half
G27	GB-GC	Roof Truss	Purlin	Splitting	3	Splitting and possible water damage midspan, third purlin from bottom
G27	GB-GC	Roof Truss	Horizontal Brace	Splitting	3	Splitting at bottom chord connection, outer brace
G27	GB-GC	Roof Truss	Diagonal Webs	Splitting	5	Splitting approx 50% section on north side, extending full length of web. Inner web on eastern side
G27	GA-GB	Roof Truss	Horizontal Brace	Insect Damage	4	Insect damage and section loss near bottom chord connection, outer brace
G27	GC	Wall	Wall Framing	Splitting	3	Splitting with evidence of putty repair horziontal member, north end
G28	GB-GC	Roof Truss	Horizontal Brace	Splitting	3	Splitting at bottom chord connection, outer brace
G28	GA-GB	Roof Truss	Tie Rod	Misalignment	5	Bend in eastern outer tie rod
G28	GB	Roof	Column	Misalignment	3	Possibly twisted/misaligned
G28	GB	Roof	Column	Section Loss	6	Assumed deterioration and section loss where obscured by barrels/footing

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	Grid ID2	Asset	Element	Type	Condition Rating	Comment
G29	GB-GC	Roof Truss	Horizontal Brace	Splitting	3	Splitting at bottom chord connection, outer brace
G29	GA-GB	Roof Truss	Bottom Chord	Splitting	4	Splitting on both sides and underside, extending most of bottom chord
G29	GA-GB	Roof Truss	Horizontal Brace	Insect Damage	4	Insect damage and section loss near bottom chord connection, outer brace
G29	GC	Wall	Wall Framing	Splitting	5	Splitting on horizontal member, south end
G30	GB	Roof Truss	Spine Beam	Internal Defect	3	Deterioration along bottom of spine beam
G30	GB	Roof	Column	Misalignment	5	Misaligned leaning north
G30	GB	Roof	Column	Splitting	5	Splitting affecting 25% of height, 30% section - held by strap near base
G30	GB-GC	Roof Truss	Tie Rod	Misalignment	5	Bend in central tie rod
G30	GB-GC	Roof Truss	Bottom Chord	Splitting	4	Splitting on north side only, western half
G30	GB	Roof Truss	Spine Beam	Splitting	4	Splitting on western side
G30	GB	Roof	Column	Misalignment	3	Misaligned leaning north
G30	GB	Roof	Column	Section Loss	6	Assumed deterioration and section loss where obscured by barrels/footing
G30	GA	Wall	Wall Framing	Splitting	3	Splitting on vertical members and horizontal member
G30	GC	Wall	Wall Framing	Splitting	3	Widespread splitting on vertical and horziontal members, gaps on diagonal members at wall
G30	GC	Wall	Wall Framing	Insect Damage	5	Insect damage and splitting on horizontal member
G31	GA-GB	Roof Truss	Diagonal Webs	Splitting	3	Splitting on top of web bottom half, inner eastern
G31	GB	Roof	Column	Misalignment	5	Misaligned leaning north
G31	GB	Roof	Column	Section Loss	5	Splitting with section loss near top. Splitting and concave full height - held by straps near base
G31	GB-GC	Roof Truss	Horizontal Brace	Insect Damage	5	Insect damage and section loss near bottom chord connection, outer brace
G31	GB	Roof	Column	Section Loss	6	Assumed deterioration and section loss where obscured by barrels/footing
G31	GA-GB	Roof Truss	Top Chord	Splitting	4	Splitting approx 30% section on north side only, western side
G31	GB-GC	Roof Truss	Bottom Chord	Splitting	4	Splitting on north side only, extending most of bottom chord
G31	GC	Wall	Wall Framing	Splitting	3	Splitting on diagonal member, underside
G32	GB-GC	Wall	Wall Framing	Splitting	3	Splitting on vertical framing members
G32	GA-GB	Roof Truss	Horizontal Brace	Splitting	3	Splitting near spine beam connection, central brace
G32	GB-GC	Wall	Wall Framing	Insect Damage	5	Insect damage on vertical framing member
G32	GA-GB	Wall	Wall Framing	Splitting	4	Splitting on diagonal and horizontal framing members

Appendix B - Defect Condition Ratings

Location				Defect		
Grid ID	**Grid ID2**	**Asset**	**Element**	**Type**	**Condition Rating**	**Comment**
G32	GA-GB	Wall	Wall Framing	Section Loss	4	Section loss on 2x vertical framing members below truss structure

Appendix C

Remaining Service Life

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G05	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	100		Original	5.0	5	100	10	10
G09	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	100		Original	5.0	5	100	10	10
G12	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	100		Original	5.0	5	100	10	10
G13	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GB-GC	Roof Truss	Angle Brace	Steel	0	95	5	0	0	0	100		Original	2.1	3	100	80	45
G13	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	100		Original	5.0	5	100	10	10
G16	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GA	Roof Truss	Angle Brace	Steel	0	0	0	0	100	0	100		Original	5.0	5	100	10	10
G17	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G18	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G27	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA-GB	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GB-GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GC	Roof Truss	Angle Brace	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G05	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA-GB	Roof Truss	Bottom Chord	Timber	0	98	2	0	0	0	100		Original	2.0	3	100	80	45
G06	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	70	30	0	0	100		Original	3.3	4	100	41	25
G07	GB-GC	Roof Truss	Bottom Chord	Timber	0	99	1	0	0	0	100		Original	2.0	3	100	80	45
G08	GA-GB	Roof Truss	Bottom Chord	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G08	GB-GC	Roof Truss	Bottom Chord	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G09	GA-GB	Roof Truss	Bottom Chord	Timber	0	99	1	0	0	0	100		Original	2.0	3	100	80	45
G09	GB-GC	Roof Truss	Bottom Chord	Timber	0	0	70	30	0	0	100		Original	3.3	4	100	41	25
G10	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	70	30	0	0	100		Original	3.3	4	100	41	25
G10	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GA-GB	Roof Truss	Bottom Chord	Timber	0	0	80	20	0	0	100		Original	3.2	4	100	43	25
G11	GB-GC	Roof Truss	Bottom Chord	Timber	0	20	65	15	0	0	100		Original	3.0	4	100	48.5	25
G12	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GA-GB	Roof Truss	Bottom Chord	Timber	0	20	55	25	0	0	100		Original	3.1	4	100	45	25
G14	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB-GC	Roof Truss	Bottom Chord	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G16	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G16	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G19	GB-GC	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G18	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G20	GB-GC	Roof Truss	Bottom Chord	Timber	0	80	20	0	0	0	100		Original	2.2	3	100	76.5	45
G21	GA-GB	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G21	GB-GC	Roof Truss	Bottom Chord	Timber	0	95	5	0	0	0	100		Original	2.1	3	100	80	45
G22	GA-GB	Roof Truss	Bottom Chord	Timber	0	98	2	0	0	0	100		Original	2.0	3	100	80	45
G22	GB-GC	Roof Truss	Bottom Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G23	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GB-GC	Roof Truss	Bottom Chord	Timber	0	30	40	25	5	0	100		Original	3.1	5	100	45	10
G25	GB-GC	Roof Truss	Bottom Chord	Timber	0	95	5	0	0	0	100		Original	2.1	3	100	80	45
G26	GB-GC	Roof Truss	Bottom Chord	Timber	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G27	GA-GB	Roof Truss	Bottom Chord	Timber	0	98	2	0	0	0	100		Extension	2.0	3	100	80	45
G27	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA-GB	Roof Truss	Bottom Chord	Timber	0	30	60	10	0	0	100		Extension	2.8	4	100	55.5	25
G29	GB-GC	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB-GC	Roof Truss	Bottom Chord	Timber	0	70	20	10	0	0	100		Extension	2.4	4	100	69.5	25
G31	GA-GB	Roof Truss	Bottom Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GB-GC	Roof Truss	Bottom Chord	Timber	0	50	25	25	0	0	100		Extension	2.8	4	100	55.5	25

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G05	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GB	Roof Truss	Column	Timber	0	30	40	30	0	0	100		Original	3.0	4	100	45	25
G06	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GC	Roof Truss	Column	Timber	0	95	5	0	0	0	100		Original	2.1	3	100	80	45
G06	GB	Roof Truss	Column	Timber	0	60	30	10	0	0	100		Original	2.5	4	100	66	25
G07	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GB	Roof Truss	Column	Timber	0	50	50	0	0	0	100		Original	2.5	3	100	66	45
G08	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB	Roof Truss	Column	Timber	0	0	60	40	0	0	100		Original	3.4	4	100	39	25
G09	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB	Roof Truss	Column	Timber	0	0	40	10	50	0	100		Original	4.1	5	100	25	10
G10	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB	Roof Truss	Column	Timber	0	35	40	20	5	0	100		Original	3.0	5	100	48.5	10
G11	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GB	Roof Truss	Column	Timber	0	35	35	0	0	30	100	Partly obscured	Original	2.5	3	100	66	45
G13	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GC	Roof Truss	Column	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G13	GB	Roof Truss	Column	Timber	0	40	20	10	0	30	100	Partly obscured	Original	2.6	4	100	62.5	25
G14	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB	Roof Truss	Column	Timber	0	40	30	30	0	0	100		Original	2.9	4	100	52	25
G16	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GB	Roof Truss	Column	Timber	0	65	15	20	0	0	100		Original	2.6	4	100	62.5	25
G17	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB	Roof Truss	Column	Timber	0	95	0	5	0	0	100		Original	2.1	4	100	80	25
G19	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GB	Roof Truss	Column	Timber	0	80	15	0	0	0	95		Original	2.2	3	100	76.5	45
G18	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GB	Roof Truss	Column	Timber	0	0	65	25	10	0	100		Original	3.5	5	100	37	10
G20	GA	Roof Truss	Column	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G20	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GB	Roof Truss	Column	Timber	0	0	45	30	25	0	100		Original	3.8	5	100	31	10
G21	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GB	Roof Truss	Column	Timber	0	25	65	10	0	0	100		Original	2.9	4	100	52	25
G22	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GB	Roof Truss	Column	Timber	0	50	50	0	0	0	100		Original	2.5	3	100	66	45

Appendix C - Remaining Service Life

Location					Condition Rating (%)												
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G23	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G26	GC	Roof Truss	Column	Timber	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G26	GB	Roof Truss	Column	Timber	0	0	70	10	20	0	100		Extension	3.5	5	100	37	10
G27	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GB	Roof Truss	Column	Timber	0	50	25	0	0	25	100	Partly obscured	Extension	2.3	3	100	69.5	45
G29	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB	Roof Truss	Column	Timber	0	15	30	0	15	40	100	Partly obscured	Extension	3.3	5	100	41	10
G31	GA	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GB	Roof Truss	Column	Timber	0	0	0	0	75	25	100	Partly obscured	Extension	5.0	5	100	10	10
G31	GC	Roof Truss	Column	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)								Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment						
G04	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GB-GC	Roof Truss	Horizontal Brace	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G06	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB-GC	Roof Truss	Horizontal Brace	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G10	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB-GC	Roof Truss	Horizontal Brace	Timber	0	0	70	30	0	0	100		Original	3.3	4	100	41	25
G10	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GB-GC	Roof Truss	Horizontal Brace	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G13	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB-GC	Roof Truss	Horizontal Brace	Timber	0	80	20	0	0	0	100		Original	2.2	3	100	76.5	45
G15	GA-GB	Roof Truss	Horizontal Brace	Timber	0	95	0	0	5	0	100		Original	2.2	5	100	76.5	10
G16	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB-GC	Roof Truss	Horizontal Brace	Timber	0	60	40	0	0	0	100		Original	2.4	3	100	69.5	45
G17	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GB-GC	Roof Truss	Horizontal Brace	Timber	0	50	50	0	0	0	100		Original	2.5	3	100	66	45
G19	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G20	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GA-GB	Roof Truss	Horizontal Brace	Timber	0	90	0	10	0	0	100		Original	2.2	4	100	76.5	25
G21	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GB-GC	Roof Truss	Horizontal Brace	Timber	0	75	20	5	0	0	100		Original	2.3	4	100	73	25
G24	GC	Roof Truss	Horizontal Brace	Timber	0	80	10	10	0	0	100		Original	2.3	4	100	73	25
G24	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G27	GC	Roof Truss	Horizontal Brace	Timber	0	85	15	0	0	0	100		Extension	2.2	3	100	76.5	45
G27	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GA-GB	Roof Truss	Horizontal Brace	Timber	0	85	15	0	0	0	100		Extension	2.2	3	100	76.5	45
G27	GA	Roof Truss	Horizontal Brace	Timber	0	90	0	10	0	0	100		Extension	2.2	4	100	76.5	25
G28	GC	Roof Truss	Horizontal Brace	Timber	0	95	5	0	0	0	100		Extension	2.1	3	100	80	45
G28	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GC	Roof Truss	Horizontal Brace	Timber	0	95	5	0	0	0	100		Extension	2.1	3	100	80	45
G29	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA	Roof Truss	Horizontal Brace	Timber	0	95	0	5	0	0	100		Extension	2.1	4	100	80	25
G30	GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GC	Roof Truss	Horizontal Brace	Timber	0	70	0	15	15	0	100		Extension	2.8	5	100	55.5	10
G31	GB-GC	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA-GB	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G32	GC	Roof Truss	Horizontal Brace	Timber	0	75	25	0	0	0	100		Extension	2.3	3	100	73	45
G32	GB-GC	Roof Truss	Horizontal Brace	Timber	0	80	20	0	0	0	100		Extension	2.2	3	100	76.5	45
G32	GA-GB	Roof Truss	Horizontal Brace	Timber	0	80	20	0	0	0	100		Extension	2.2	3	100	76.5	45
G32	GA	Roof Truss	Horizontal Brace	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G04	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GB	Roof Truss	Spine Beam	Timber	0	70	30	0	0	0	100		Original	2.3	3	100	73	45
G07	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GB	Roof Truss	Spine Beam	Timber	0	99	1	0	0	0	100		Original	2.0	3	100	80	45
G15	GB	Roof Truss	Spine Beam	Timber	0	40	45	15	0	0	100		Original	2.8	4	100	55.5	25
G16	GB	Roof Truss	Spine Beam	Timber	0	85	0	15	0	0	100		Original	2.3	4	100	73	25
G18	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0		100		Original	2.0	2	100	80	80
G17	GB	Roof Truss	Spine Beam	Timber	0	60	40	0	0	0	100		Original	2.4	3	100	69.5	45
G19	GB	Roof Truss	Spine Beam	Timber	0	15	80	5	0	0	100		Original	2.9	4	100	52	25
G20	GB	Roof Truss	Spine Beam	Timber	0	95	5	0	0	0	100		Original	2.1	3	100	80	45
G21	GB	Roof Truss	Spine Beam	Timber	0	90	0	10	0	0	100		Original	2.2	4	100	76.5	25
G22	GB	Roof Truss	Spine Beam	Timber	0	70	30	0	0	0	100		Original	2.3	3	100	73	45
G26	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB	Roof Truss	Spine Beam	Timber	0	80	15	5	0	0	100		Extension	2.3	4	100	73	25
G31	GB	Roof Truss	Spine Beam	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G05	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA-GB	Roof Truss	Tie Rods	Steel	0	80	0	0	20		100		Original	2.6	5	100	62.5	10
G18	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0		100		Original	2.0	2	100	80	80
G17	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GA-GB	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	100		Original	2.6	5	100	62.5	10
G19	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G26	GB-GC	Roof Truss	Tie Rods	Steel	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G26	GC	Roof Truss	Tie Rods	Steel	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G27	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA-GB	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	100		Extension	2.6	5	100	62.5	10
G28	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB-GC	Roof Truss	Tie Rods	Steel	0	80	0	0	20	0	100		Extension	2.6	5	100	62.5	10
G31	GA-GB	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GB-GC	Roof Truss	Tie Rods	Steel	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G05	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GB-GC	Roof Truss	Top Chord	Timber	0	70	0	0	0	30	100	Partly obscured	Original	2.0	2	100	80	80
G06	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GA	Roof Truss	Top Chord	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G11	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA-GB	Roof Truss	Top Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G12	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GC	Roof Truss	Top Chord	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G13	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GA-GB	Roof Truss	Top Chord	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G13	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GC	Roof Truss	Top Chord	Timber	0	0	50	50	0	0	100		Original	3.5	4	100	37	25
G14	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA	Roof Truss	Top Chord	Timber	0	99	0	1	0	0	100		Original	2.0	4	100	80	25
G16	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0		100		Original	2.0	2	100	80	80
G17	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G19	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GC	Roof Truss	Top Chord	Timber	0	80	20	0	0	0	100		Original	2.2	3	100	76.5	45
G21	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G26	GC	Roof Truss	Top Chord	Timber	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G27	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA-GB	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA-GB	Roof Truss	Top Chord	Timber	0	25	0	75	0	0	100		Extension	3.5	4	100	37	25
G31	GB-GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GC	Roof Truss	Top Chord	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G19	GA	Roof Truss	Bracket	Steel	0	0	0	100	0	0	100	No angle brace	Original	4.0	4	100	25	25

Appendix C - Remaining Service Life

Location					Condition Rating (%)								Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment						
G05	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G05	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G06	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G07	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G08	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G09	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G10	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G11	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G12	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G13	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G14	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G15	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G16	GB-GC	Roof Truss	Diagonal Webs	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G16	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G17	GB-GC	Roof Truss	Diagonal Webs	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G17	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G19	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G19	GB-GC	Roof Truss	Diagonal Webs	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G19	GC	Roof Truss	Diagonal Webs	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G18	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G18	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G20	GB-GC	Roof Truss	Diagonal Webs	Timber	0	80	20	0	0	0	100		Original	2.2	3	100	76.5	45
G20	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GA	Roof Truss	Diagonal Webs	Timber	0	90	10	0	0	0	100		Original	2.1	3	100	80	45
G21	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G21	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G22	GB-GC	Roof Truss	Diagonal Webs	Timber	0	95	5	0	0	0	100		Original	2.1	3	100	80	45
G22	GC	Roof Truss	Diagonal Webs	Timber	0	85	15	0	0	0	100		Original	2.2	3	100	76.5	45
G23	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G23	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G24	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G25	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Original	2.0	2	100	80	80
G26	GB-GC	Roof Truss	Diagonal Webs	Timber	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G26	GC	Roof Truss	Diagonal Webs	Timber	0	50	0	0	0	50	100	Partly obscured	Extension	2.0	2	100	80	80
G27	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G27	GB-GC	Roof Truss	Diagonal Webs	Timber	0	90	0	0	10	0	100		Extension	2.3	5	100	73	10
G27	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GA	Roof Truss	Diagonal Webs	Timber	0	0	85	15	0	0	100		Extension	3.2	4	100	43	25
G28	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G28	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G29	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G30	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GA	Roof Truss	Diagonal Webs	Timber	0	95	5	0	0	0	100		Extension	2.1	3	100	80	45
G31	GA-GB	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GB-GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80
G31	GC	Roof Truss	Diagonal Webs	Timber	0	100	0	0	0	0	100		Extension	2.0	2	100	80	80

Appendix C - Remaining Service Life

Location					Condition Rating (%)								Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment						
G04	GA-GB	Roof	Purlins	Timber	0	0	95	5	0	0	100		Original	3.1	4	50	22.5	12.5
G05	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G05	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G06	GA-GB	Roof	Purlins	Timber	0	90	10	0	0	0	100		Original	2.1	3	50	40	22.5
G06	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G07	GA-GB	Roof	Purlins	Timber	0	80	15	5	0	0	100		Original	2.3	4	50	36.5	12.5
G07	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G08	GA-GB	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G08	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G09	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G09	GB-GC	Roof	Purlins	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G10	GA-GB	Roof	Purlins	Timber	0	90	10	0	0	0	100		Original	2.1	3	50	40	22.5
G10	GB-GC	Roof	Purlins	Timber	0	90	10	0	0	0	100		Original	2.1	3	50	40	22.5
G11	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	100		Original	2.2	4	50	38.25	12.5
G11	GB-GC	Roof	Purlins	Timber	0	65	30	5	0	0	100		Original	2.4	4	50	34.75	12.5
G12	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	100		Original	2.2	4	50	38.25	12.5
G12	GB-GC	Roof	Purlins	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G13	GA-GB	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G13	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G14	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	100		Original	2.2	4	50	38.25	12.5
G14	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G15	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	100		Original	2.2	4	50	38.25	12.5
G15	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G16	GA-GB	Roof	Purlins	Timber	0	85	10	5	0	0	100		Original	2.2	4	50	38.25	12.5
G16	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G16	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G19	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G19	GB-GC	Roof	Purlins	Timber	0	90	10	0	0	0	100		Original	2.1	3	50	40	22.5
G17	GA-GB	Roof	Purlins	Timber	0	90	10	0	0	0	100		Original	2.1	3	50	40	22.5
G17	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G18	GA-GB	Roof	Purlins	Timber	0	90	5	5	0	0	100		Original	2.2	4	50	38.25	12.5
G18	GB-GC	Roof	Purlins	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G20	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G20	GB-GC	Roof	Purlins	Timber	0	90	5	0	5	0	100		Original	2.2	5	50	38.25	5
G21	GA-GB	Roof	Purlins	Timber	0	95	0	5	0	0	100		Original	2.1	4	50	40	12.5
G21	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G22	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G22	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G23	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G24	GB-GC	Roof	Purlins	Timber	0	75	10	10	5	0	100		Original	2.5	5	50	33	5
G25	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G26	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G26	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G27	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G27	GB-GC	Roof	Purlins	Timber	0	95	5	0	0	0	100		Extension	2.1	3	50	40	22.5
G28	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G28	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G29	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G29	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G30	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G30	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G31	GA-GB	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G31	GB-GC	Roof	Purlins	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G05	GA-GB	Roof	Roof Sheeting	Steel	25	20	15	0	0	40	100	Partly obscured	Original	1.8	3	25	21	11.25
G05	GB-GC	Roof	Roof Sheeting	Steel	0	75	25	0	0	0	100		Original	2.3	3	25	18.25	11.25
G06	GA-GB	Roof	Roof Sheeting	Steel	50	30	20	0	0	0	100		Original	1.7	3	25	22	11.25
G06	GB-GC	Roof	Roof Sheeting	Steel	0	50	50	0	0	0	100		Original	2.5	3	25	16.5	11.25
G07	GA-GB	Roof	Roof Sheeting	Steel	50	25	25	0	0	0	100		Original	1.8	3	25	21.5	11.25
G07	GB-GC	Roof	Roof Sheeting	Steel	0	95	5	0	0	0	100		Original	2.1	3	25	20	11.25
G08	GA-GB	Roof	Roof Sheeting	Steel	50	35	15	0	0	0	100		Original	1.7	3	25	22	11.25
G08	GB-GC	Roof	Roof Sheeting	Steel	0	75	25	0	0	0	100		Original	2.3	3	25	18.25	11.25
G09	GA-GB	Roof	Roof Sheeting	Steel	50	35	15	0	0	0	100		Original	1.7	3	25	22	11.25
G09	GB-GC	Roof	Roof Sheeting	Steel	0	80	20	0	0	0	100		Original	2.2	3	25	19.125	11.25
G10	GA-GB	Roof	Roof Sheeting	Steel	50	45	5	0	0	0	100		Original	1.6	3	25	22.5	11.25
G10	GB-GC	Roof	Roof Sheeting	Steel	0	75	25	0	0	0	100		Original	2.3	3	25	18.25	11.25
G11	GA-GB	Roof	Roof Sheeting	Steel	50	40	10	0	0	0	100		Original	1.6	3	25	22.5	11.25
G11	GB-GC	Roof	Roof Sheeting	Steel	0	75	25	0	0	0	100		Original	2.3	3	25	18.25	11.25
G12	GA-GB	Roof	Roof Sheeting	Steel	0	50	45	5	0	0	100		Original	2.6	4	25	15.625	6.25
G12	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	25	20	11.25
G13	GA-GB	Roof	Roof Sheeting	Steel	50	49	1	0	0	0	100		Original	1.5	3	25	22.5	11.25
G13	GB-GC	Roof	Roof Sheeting	Steel	0	95	5	0	0	0	100		Original	2.1	3	25	20	11.25
G14	GA-GB	Roof	Roof Sheeting	Steel	50	50	0	0	0	0	100		Original	1.5	2	25	23	20
G14	GB-GC	Roof	Roof Sheeting	Steel	0	95	5	0	0	0	100		Original	2.1	3	25	20	11.25
G15	GA-GB	Roof	Roof Sheeting	Steel	50	35	15	0	0	0	100		Original	1.7	3	25	22	11.25
G15	GB-GC	Roof	Roof Sheeting	Steel	0	75	25	0	0	0	100		Original	2.3	3	25	18.25	11.25
G16	GA-GB	Roof	Roof Sheeting	Steel	50	30	20	0	0	0	100		Original	1.7	3	25	22	11.25
G16	GB-GC	Roof	Roof Sheeting	Steel	0	85	15	0	0	0	100		Original	2.2	3	25	19.125	11.25
G16	GA-GB	Roof	Roof Sheeting	Steel	50	30	20	0	0	0	100		Original	1.7	3	25	22	11.25
G16	GB-GC	Roof	Roof Sheeting	Steel	0	85	15	0	0	0	100		Original	2.2	3	25	19.125	11.25
G19	GA-GB	Roof	Roof Sheeting	Steel	50	40	10	0	0	0	100		Original	1.6	3	25	22.5	11.25
G17	GA-GB	Roof	Roof Sheeting	Steel	50	40	10	0	0	0	100		Original	1.6	3	25	22.5	11.25
G17	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	25	20	11.25
G18	GA-GB	Roof	Roof Sheeting	Steel	50	30	5	15	0	0	100		Original	1.9	4	25	21	6.25
G18	GB-GC	Roof	Roof Sheeting	Steel	0	80	10	10	0	0	100		Original	2.3	4	25	18.25	6.25
G19	GB-GC	Roof	Roof Sheeting	Steel	0	75	10	15	0	0	100		Original	2.4	4	25	17.375	6.25
G20	GA-GB	Roof	Roof Sheeting	Steel	50	35	15	0	0	0	100		Original	1.7	3	25	22	11.25
G20	GB-GC	Roof	Roof Sheeting	Steel	0	85	10	0	0	0	95		Original	2.1	3	25	19.125	11.25
G21	GA-GB	Roof	Roof Sheeting	Steel	50	30	20	0	0	0	100		Original	1.7	3	25	22	11.25
G21	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	25	20	11.25
G22	GA-GB	Roof	Roof Sheeting	Steel	50	35	15	0	0	0	100		Original	1.7	3	25	22	11.25
G22	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	25	20	11.25
G23	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	25	20	11.25
G24	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	25	20	11.25
G25	GB-GC	Roof	Roof Sheeting	Steel	0	95	5	0	0	0	100		Original	2.1	3	25	20	11.25
G26	GA-GB	Roof	Roof Sheeting	Steel	100	0	0	0	0	0	100		Extension	1.0	1	25	25	25
G26	GB-GC	Roof	Roof Sheeting	Steel	0	98	2	0	0	0	100		Extension	2.0	3	25	20	11.25
G27	GA-GB	Roof	Roof Sheeting	Steel	100	0	0	0	0	0	100		Extension	1.0	1	25	25	25
G27	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Extension	2.1	3	25	20	11.25
G28	GA-GB	Roof	Roof Sheeting	Steel	100	0	0	0	0	0	100		Extension	1.0	1	25	25	25
G28	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Extension	2.1	3	25	20	11.25
G29	GA-GB	Roof	Roof Sheeting	Steel	100	0	0	0	0	0	100		Extension	1.0	1	25	25	25
G29	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Extension	2.1	3	25	20	11.25
G30	GA-GB	Roof	Roof Sheeting	Steel	100	0	0	0	0	0	100		Extension	1.0	1	25	25	25
G30	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Extension	2.1	3	25	20	11.25
G31	GA-GB	Roof	Roof Sheeting	Steel	100	0	0	0	0	0	100		Extension	1.0	1	25	25	25
G31	GB-GC	Roof	Roof Sheeting	Steel	0	90	10	0	0	0	100		Extension	2.1	3	25	20	11.25

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G04	GA	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G05	GA	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G05	GC	Wall	Wall Framing	Timber	0	60	40	0	0	0	100		Original	2.4	3	50	34.75	22.5
G06	GA	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G06	GC	Wall	Wall Framing	Timber	0	70	30	0	0	0	100		Original	2.3	3	50	36.5	22.5
G07	GA	Wall	Wall Framing	Timber	0	90	10	0	0	0	100		Original	2.1	3	50	40	22.5
G07	GC	Wall	Wall Framing	Timber	0	90	5	5	0	0	100		Original	2.2	4	50	38.25	12.5
G09	GC	Wall	Wall Framing	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G10	GC	Wall	Wall Framing	Timber	0	80	20	0	0	0	100		Original	2.2	3	50	38.25	22.5
G11	GC	Wall	Wall Framing	Timber	0	70	30	0	0	0	100		Original	2.3	3	50	36.5	22.5
G13	GC	Wall	Wall Framing	Timber	0	70	30	0	0	0	100		Original	2.3	3	50	36.5	22.5
G14	GC	Wall	Wall Framing	Timber	0	80	20	0	0	0	100		Original	2.2	3	50	38.25	22.5
G16	GA	Wall	Wall Framing	Timber	0	85	10	5	0	0	100		Original	2.2	4	50	38.25	12.5
G16	GC	Wall	Wall Framing	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G18	GA	Wall	Wall Framing	Timber	0	90	10	0	0		100		Original	2.1	3	50	40	22.5
G18	GC	Wall	Wall Framing	Timber	0	85	15	0	0		100		Original	2.2	3	50	38.25	22.5
G17	GA	Wall	Wall Framing	Timber	0	80	15	0	5	0	100		Original	2.3	5	50	36.5	5
G17	GC	Wall	Wall Framing	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G19	GC	Wall	Wall Framing	Timber	0	85	13	0	2	0	100		Original	2.2	5	50	38.25	5
G21	GA	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G21	GC	Wall	Wall Framing	Timber	0	85	10	0	5	0	100		Original	2.3	5	50	36.5	5
G22	GA	Wall	Wall Framing	Timber	0	100	0	0	0	0	100		Original	2.0	2	50	40	40
G22	GC	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Original	2.1	3	50	40	22.5
G23	GC	Wall	Wall Framing	Timber	0	85	15	0	0	0	100		Original	2.2	3	50	38.25	22.5
G26	GA	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Extension	2.1	3	50	40	22.5
G26	GC	Wall	Wall Framing	Timber	0	90	10	0	0	0	100		Extension	2.1	3	50	40	22.5
G27	GA	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Extension	2.1	3	50	40	22.5
G27	GC	Wall	Wall Framing	Timber	0	85	15	0	0	0	100		Extension	2.2	3	50	38.25	22.5
G29	GC	Wall	Wall Framing	Timber	0	75	0	0	25	0	100		Extension	2.8	5	50	27.75	5
G30	GA	Wall	Wall Framing	Timber	0	80	20	0	0	0	100		Extension	2.2	3	50	38.25	22.5
G30	GC	Wall	Wall Framing	Timber	0	83	15	0	2	0	100		Extension	2.2	5	50	36.5	5
G31	GA	Wall	Wall Framing	Timber	0	100	0	0	0	0	100		Extension	2.0	2	50	40	40
G31	GC	Wall	Wall Framing	Timber	0	90	10	0	0	0	100		Extension	2.1	3	50	40	22.5
G32	GA-GB	Wall	Wall Framing	Timber	0	80	10	0	10	0	100		Extension	2.4	5	50	34.75	5
G32	GB	Wall	Wall Framing	Timber	0	80	20	0	0	0	100		Extension	2.2	3	50	38.25	22.5
G32	GB-GC	Wall	Wall Framing	Timber	0	80	10	10	0	0	100		Extension	2.3	4	50	36.5	12.5
G32	GC	Wall	Wall Framing	Timber	0	95	5	0	0	0	100		Extension	2.1	3	50	40	22.5

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G01	GA (S)	Wall	Wall Sheeting	Steel	0	48	2	0	0	50	100	Obscured	Original	2.0	3	20	16	9
G01	GA (E)	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	Obscured	Original	2.0	2	20	16	16
G01	GA-GB	Wall	Wall Sheeting	Steel	0	48	2	0	0	50	100	Obscured	Original	2.0	3	20	16	9
G01	GB	Wall	Wall Sheeting	Steel	0	48	2	0	0	50	100	Obscured	Original	2.0	3	20	16	9
G01	GB-GC	Wall	Wall Sheeting	Steel	0	48	2	0	0	50	100	Obscured	Original	2.0	3	20	16	9
G01	GC (S)	Wall	Wall Sheeting	Steel	0	45	5	0	0	50	100	Obscured	Original	2.1	3	20	16	9
G01	GC (W)	Wall	Wall Sheeting	Steel	0	45	5	0	0	50	100	Obscured	Original	2.1	3	20	16	9
G02	GA	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	Internal obscured/not accessible	Original	2.0	2	20	16	16
G02	GC	Wall	Wall Sheeting	Steel	0	45	5	0	0	50	100	Internal obscured/not accessible	Original	2.1	3	20	16	9
G03	GA	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	Internal obscured/not accessible	Original	2.0	2	20	16	16
G03	GC	Wall	Wall Sheeting	Steel	0	45	5	0	0	50	100	Internal obscured/not accessible	Original	2.1	3	20	16	9
G04	GA	Wall	Wall Sheeting	Steel	0	75	0	0	0	25	100	Half of internal obscured/not accessible	Original	2.0	2	20	16	16
G04	GC	Wall	Wall Sheeting	Steel	0	45	5	0	0	50	100	Internal obscured/not accessible	Original	2.1	3	20	16	9
G05	GA	Wall	Wall Sheeting	Steel	0	100	0	0	0	0	100		Original	2.0	2	20	16	16
G05	GC	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	External obscured/not accessible	Original	2.0	2	20	16	16
G06	GA	Wall	Wall Sheeting	Steel	0	75	0	0	0	25	100	Half of internal obscured/not accessible	Original	2.0	2	20	16	16
G06	GC	Wall	Wall Sheeting	Steel	0	25		0	0	75	100	Half of internal obscured/not accessible, External obscured/not accessible	Original	2.0	2	20	16	16
G07	GA	Wall	Wall Sheeting	Steel	0	100	0	0	0	0	100		Original	2.0	2	20	16	16
G07	GC	Wall	Wall Sheeting	Steel	0	49	0	1	0	50	100	External obscured/not accessible	Original	2.0	4	20	16	5
G08	GA	Wall	Wall Sheeting	Steel	50	45	5	0	0	0	100	Roller door	Original	1.6	3	20	18	9
G08	GC	Wall	Wall Sheeting	Steel	95	5	0	0	0	0	100	Roller door	Original	1.1	2	20	20	16
G09	GA	Wall	Wall Sheeting	Steel	0	25	0	0	0	75	100	Internal obscured/not accessible, half obscured/not accessible external	Original	2.0	2	20	16	16
G09	GC	Wall	Wall Sheeting	Steel	0	73	2	0	0	25	100	Half of internal obscured/not accessible	Original	2.0	3	20	16	9
G10	GC	Wall	Wall Sheeting	Steel	0	90	10	0	0	0	100		Original	2.1	3	20	16	9
G11	GC	Wall	Wall Sheeting	Steel	0	90	9	1	0	0	100		Original	2.1	4	20	15.3	5
G13	GC	Wall	Wall Sheeting	Steel	0	98	2	0	0	0	100		Original	2.0	3	20	16	9
G14	GC	Wall	Wall Sheeting	Steel	0	65	5	0	0	30	100	Door insert	Original	2.1	3	20	16	9
G15	GC	Wall	Wall Sheeting	Steel	0	48	2	0	0	50	100	Internal obscured/not accessible	Original	2.0	3	20	16	9
G16	GA	Wall	Wall Sheeting	Steel	0	75	0	0	0	25	100	Approx half external obscured/not accessible	Original	2.0	2	20	16	16
G16	GC	Wall	Wall Sheeting	Steel	0	85	15	0	0	0	100		Original	2.2	3	20	15.3	9
G18	GA	Wall	Wall Sheeting	Steel	0	99	1	0	0	0	100		Original	2.0	3	20	16	9
G18	GC	Wall	Wall Sheeting	Steel	0	80	5	15	0	0	100	Approx one third internal obscured/not accessible	Original	2.4	4	20	13.9	5
G17	GA	Wall	Wall Sheeting	Steel	0	75	0	0	0	25	100	Approx half external obscured/not accessible	Original	2.0	2	20	16	16
G17	GC	Wall	Wall Sheeting	Steel	0	75	20	5	0	0	100		Original	2.3	4	20	14.6	5
G19	GC	Wall	Wall Sheeting	Steel	0	70	13	2	0	15	100	Approx one third internal obscured/not accessible	Original	2.2	4	20	15.3	5
G21	GA	Wall	Wall Sheeting	Steel	0	95	4	1	0	0	100		Original	2.1	4	20	16	5
G21	GC	Wall	Wall Sheeting	Steel	0	40	9	1	0	50	100	External not accessible	Original	2.2	4	20	14.6	5
G22	GA	Wall	Wall Sheeting	Steel	0	73	2	0	0	25	100	Approx half internal obscured/not accessible.	Original	2.0	3	20	16	9
G22	GC	Wall	Wall Sheeting	Steel	0	30	4	1	0	65	100	Approx one third internal obscured/not accessible. External not accessible	Original	2.2	4	20	15.3	5

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G23	GA	Wall	Wall Sheeting	Steel	0	48	2	0	0	50	100	Internal obscured/not accessible	Original	2.0	3	20	16	9
G23	GC	Wall	Wall Sheeting	Steel	0	40	5	5	0	50	100	External not accessible	Original	2.3	4	20	14.6	5
G24	GA	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	Internal obscured/not accessible	Original	2.0	2	20	16	16
G24	GC	Wall	Wall Sheeting	Steel	0	20	0	0	0	80	100	Door insert. External not accessible.	Original	2.0	2	20	16	16
G25	GA	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	Internal obscured/not accessible	Original	2.0	2	20	16	16
G25	GC	Wall	Wall Sheeting	Steel	0	25	25	0	0	50	100	Different sheeting material. External not accessible.	Original	2.5	3	20	13.2	9
G26	GA	Wall	Wall Sheeting	Steel	0	95	5	0	0	0	100		Extension	2.1	3	20	16	9
G26	GC	Wall	Wall Sheeting	Steel	0	45	5	0	0	50	100	External not accessible.	Extension	2.1	3	20	16	9
G27	GA	Wall	Wall Sheeting	Steel	0	90	10	0	0	0	100		Extension	2.1	3	20	16	9
G27	GC	Wall	Wall Sheeting	Steel	0	43	5	2	0	50	100	External not accessible	Extension	2.2	4	20	15.3	5
G28	GA	Wall	Wall Sheeting	Steel	0	90	5	5	0	0	100		Extension	2.2	4	20	15.3	5
G28	GC	Wall	Wall Sheeting	Steel	0	25	25	0	0	50	100	Roller door, different sheeting material. External not accessible.	Extension	2.5	3	20	13.2	9
G29	GA	Wall	Wall Sheeting	Steel	0	83	15	2	0	0	100		Extension	2.2	4	20	15.3	5
G29	GC	Wall	Wall Sheeting	Steel	0	45	5			50	100	External not accessible.	Extension	2.1	3	20	16	9
G30	GA	Wall	Wall Sheeting	Steel	0	83	2	0	0	15	100	Approx one third internal obscured/not accessible	Extension	2.0	3	20	16	9
G30	GC	Wall	Wall Sheeting	Steel	0	43	5	2	0	50	100	External not accessible	Extension	2.2	4	20	15.3	5
G31	GA	Wall	Wall Sheeting	Steel	0	63	2	0	0	35	100	Approx two thirds internal obscured/not accessible	Extension	2.0	3	20	16	9
G31	GC	Wall	Wall Sheeting	Steel	0	50	0	0	0	50	100	External not accessible.	Extension	2.0	2	20	16	16
G32	GA	Wall	Wall Sheeting	Steel	0	88	10	2	0	0	100		Extension	2.1	4	20	15.3	5
G32	GA-GB	Wall	Wall Sheeting	Steel	0	98	2	0	0	0	100		Extension	2.0	3	20	16	9
G32	GB	Wall	Wall Sheeting	Steel	98	2	0	0	0	0	100	Roller door	Extension	1.0	2	20	20	16
G32	GB-GC	Wall	Wall Sheeting	Steel	0	95	5	0	0	0	100	Approx one third internal obscured/not accessible	Extension	2.1	3	20	16	9
G32	GC	Wall	Wall Sheeting	Steel	0	90	9	1	0	0	100		Extension	2.1	4	20	15.3	5

Appendix C - Remaining Service Life

Location					Condition Rating (%)													
Grid ID	Grid ID2	Asset	Element	Material	CR1	CR2	CR3	CR4	CR5	CR6	Total	Comment	Section	Average CR	Maximum CR	Design Life	Remaining Life (Years) - Average CR - using design life	Remaining Life (Years) - Maximum CR - using design life
G03	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G03	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G04	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G04	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	7 original, 0 replacement	Original	2.0	2	30	24	24
G05	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G05	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G06	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G06	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G07	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	7 original, 0 replacement	Original	2.0	2	30	24	24
G07	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G08	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G08	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G09	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G10	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G11	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G13	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	3 original, 4 replacement	Original	2.0	2	30	24	24
G14	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	7 original, 0 replacement	Original	2.0	2	30	24	24
G15	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G16	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G16	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G18	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G18	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G17	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G17	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Original	2.0	2	30	24	24
G19	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G21	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	0 original, 7 replacement	Original	2.0	2	30	24	24
G21	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G22	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G22	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G23	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	1 original, 6 replacement	Original	2.0	2	30	24	24
G23	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G24	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G24	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G25	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Original	2.0	2	30	24	24
G25	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Original	2.0	2	30	24	24
G26	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Extension	2.0	2	30	24	24
G26	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	0 original, 7 replacement	Extension	2.0	2	30	24	24
G27	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	6 original, 1 replacement	Extension	2.0	2	30	24	24
G27	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Extension	2.0	2	30	24	24
G29	GC	Wall	Window panes	Glass	0	86	0	0	14	0	100	5 original, 2 replacement. Hole in 1 original pane	Extension	2.4	5	30	19.8	3
G30	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Extension	2.0	2	30	24	24
G30	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Extension	2.0	2	30	24	24
G31	GA	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Extension	2.0	2	30	24	24
G31	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	5 original, 2 replacement	Extension	2.0	2	30	24	24
G32	GB-GC	Wall	Window panes	Glass	0	86	0	0	14	0	100	4 original, 2 replacement, 1 broken	Extension	2.4	5	30	19.8	3
G32	GC	Wall	Window panes	Glass	0	100	0	0	0	0	100	4 original, 3 replacement	Extension	2.0	2	30	24.6	24

Prepared for
Cox Architecture
ABN: 72 426 372 646

AECOM

Structural Compliance Assessment Report

Hobart Railway Goods Shed

07-May-2025
Macquarie Point Multi-Purpose Stadium
Doc No. MPMS-AEC-RP-ST-03-11-01-E

Structural Compliance Assessment Report

Hobart Railway Goods Shed

Client: Cox Architecture

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1.0 Introduction

1.1 Background

AECOM Australia Pty Ltd (AECOM) has been engaged by Cox Architecture (Cox) to carry out a condition, remaining life and structural compliance assessment. The purpose of this engagement was to undertake a gap analysis against Deemed-to-Satisfy (DtS) provisions of National Construction Code (NCC 2022) to identify any departures. This report specifically addresses the structural assessment undertaken to identify any structural non-compliance issues.

Our advanced materials team undertook a condition and remaining life assessment of the goods shed. Advice following this assessment is contained within the following report:

- MPMS-AEC-RP-DU-03-11-01-E Condition and Remaining Life Assessment Report – Hobart Railway Goods Shed

Our fire engineering team has reviewed proposals with respect to the intended use of the Goods Shed and inclusion of the structure in the context of the stadium project. Please refer to the overall Macquarie Point Multi-Purpose Stadium (MPMS) Fire Engineering Brief (FEB) to be developed within the detailed design phase for their advice.

Particularly, this report is focused on the structural assessment of the Goods Shed building for gravity loads (i.e. building self-weight) and lateral loads (i.e. wind and earthquake). The below report summarises our findings following our assessment of the building.

1.2 Building Description

The Hobart Railway Goods Shed was constructed in 1914-1915 and is a predominately a timber structure, consisting of a dual gable timber roof made up of repeated trusses, as well as timber columns, purlins, bracing and struts. The structure incorporates steel in the form of rolled steel angle bracing in the transverse direction, as well as tension tie rods in the trusses (refer to Appendix A). The building also has a mezzanine level, which consists of a timber joist floor system that was retro fitted in 1949. The original structure is detailed to be supported on driven piles (this was not confirmed as it is not intended for the existing footings to be retained). Refer to Figure 1 and Figure 2 for exterior and interior views of the Goods Shed.



Figure 1 Goods Shed exterior



Figure 2 Goods Shed interior

The roof trusses supporting the roof are constructed from a combination of timber and steel. The top and bottom chords of the truss are timber along with the diagonal members while there are steel tension rods extending vertically between the top and bottom chords of the truss (Refer Figure 3).



Figure 3 Goods Shed roof trusses.

The inclined diagonal members of the truss are connected to the chords via a notched connection and the vertical tension tie rods (refer Figure 4).



Figure 4 Roof truss connection details

The roof trusses frame onto timber beams running the length of the shed on each side and through the central grid. These beams are typically spliced every second grid. The most common connection for this splice is shown in Figure 5.



Figure 5 Typical spine beam splice

In the transverse direction of the building there are curved steel angle braces connecting the timber columns with the roof trusses. These steel angle braces are bolted to the timber truss and timber columns as show within Figure 6.



Figure 6 Rolled angle bracing

The columns for the majority of the building are typically sitting on a concrete plinth as shown in Figure 2 above. We note that this condition is not in accordance with the original design documentation.

There was an extension to the Goods Shed which added 6 additional bays to the north end of the structure. The columns within this zone are embedded into a grout/concrete filled steel drum as seend in Figure 7.



Figure 7 Column footing alternative detail

Since its construction, a series of modifications have been made to the Goods Shed including:

- The demolition and replacement of the original timber floor system with concrete sometime between 1963-1983.
- The addition of 6 new structural bays to the north in the mid to late 1940s.
- The addition of a mezzanine level including alteration of the southern façade completed in the late 1940s.
- The addition of a toilet block (likely completed in 1984).
- The introduction of roller doors and removal of bracing and columns in some bays (circa1984).

It should be noted that these changes do not appear to have been undertaken to enhance the structural performance of the original building.

Refer to Table 1 for a technical summary of The Goods Shed Building

Table 1 Technical Summary for Goods Shed Building

Building Information	
Building Name/ Description	The Goods Shed, single story timber framed building on driven piles.
Street Address	44 Evans Street, Hobart
Territorial Authority	City of Hobart Council
No. of Storeys	1 storey, with a mezzanine level.
Area of Typical Floor (approx.)	10500m^2 for ground floor, 1000m^2 for the mezzanine level.
Year of Design (approx.)	1914
Existing documentation available	Original Drawings (Appendix **A**). Drawings documenting proposed changes (Appendices B-D). Survey information from Veris that was prepared for Macquarie Point Development Corporation and made available to AECOM for reference purposes only.
Structural System including Foundations	The superstructure of the building comprises timber columns, timber bracing and struts, as well as a suspended timber floor on timber joists. The roof consists of timber trusses with steel tension tie rods and timber purlins spanning between the trusses, with metal roof sheeting on top. All walls and columns are supported on a reinforced concrete floor, apart from the 6 bays that were added in the 1940s, where the perimeter columns are supported on ground beams and the centre columns are supported on the concrete floor.
Does the building comprise a shared structural form or share structural elements with any other adjacent titles?	Not in its present condition, however, the intention is to relocate and rotate the structure to the North of the Macquarie Point Stadium to be constructed. Hence, all load assessments are based on the Goods Shed in its relocated position.
Key features of ground profile and identified geohazards	The site has been classified by the geotechnical engineer as C_e. The site has been used for several industrial purposes over its history. De-contamination efforts have been undertaken at this site over recent years in preparation for development of the site. Geotechnical risks will be managed by the overall stadium project and are not addressed within this report.

Building Information	
Previous significant alterations	6 bays added in the mid to late 1940s. Reinforced concrete (RC) strip footings and walls beneath the shed's platforms and external walls. Timber decking and sub-floor framing of shed's internal platforms were replaced with concrete slabs. Bays that have had their central columns removed have had the central struts above these columns replaced with steel PFCs to accommodate the increased spans.
Heritage Requirements	Yes, refer to Conservation Management Plan by Purcell.
Other Relevant Information	Existing documentation is limited.

1.3 Proposed building use

The Goods Shed building is currently orientated in the north-south direction at the southern edge of the site at Evans Street. The current location clashes with the proposed stadium and therefore it has been proposed that the Goods Shed building will be relocated to the North of the stadium, where it will be an integral element of the main stadium for its use and operation. This is depicted in Figure 8 below. It will be supported on a combination of shallow footings founded on dolerite rock and the level 1 concourse suspended slab of the stadium.

This repositioning will enable the Goods Shed to be used as a standalone venue space on non-event days, as well as a food and beverage outlet while the stadium is in use. To achieve this, the Goods Shed will also need to be rotated from its current orientation, so that it is longitudinally orientated in the East-West direction in its new position.

The proposed shift in position completely changes the foundation elements that support the Goods Shed, from driven piles to a dual system of shallow footings founded on dolerite rock and a suspended slab. Differential movement between the two support systems will need to be carefully considered in the final design.

It has been identified that the relocated Goods Shed building will need to be fully compliant with either NCC 2022 DtS provisions or a performance based design due to the following:

- The occupancy use of the building is changing from a railway goods shed to a food and beverage venue/function space attached with the stadium (i.e. a change from class 8 building to class 6 or 9b in accordance with NCC 2022.
- The importance level of the building is changing.
- The position and orientation of the building is changing,
- The support structure of the building is changing.

Under the NCC 2022, buildings are classified into different importance levels, based on factors such as:

- The impact of failure of the building in terms of loss of life and property damage.
- The need for the building to remain operational following a natural disaster (post disaster function).

Importance Levels range from one to four, with importance level 1 buildings "presenting a low degree of hazard to life and other property in the case of failure" to importance level 4 buildings being "essential to post-disaster recovery or associated with hazardous facilities." The higher the importance level of a given structure, the more stringent the design requirements are for that structure. The Goods Shed in its final position North of the stadium has been classified as an importance level 3 building by the registered building surveyor (RBS) on the basis that it will be physically connected to the Macquarie

Point Stadium, which is also an importance level 3 building. Buildings with the classification of importance level 3 are “structures that are designed to contain a large number of people.” As such, the consequence of failure of these structures is quite severe and may present a hazard to a large number of people. The standards require buildings of importance level 3 to be designed for higher wind and earthquake loads compared with importance level 1 and 2 buildings to address the increased risk to life in the event of a structural failure.

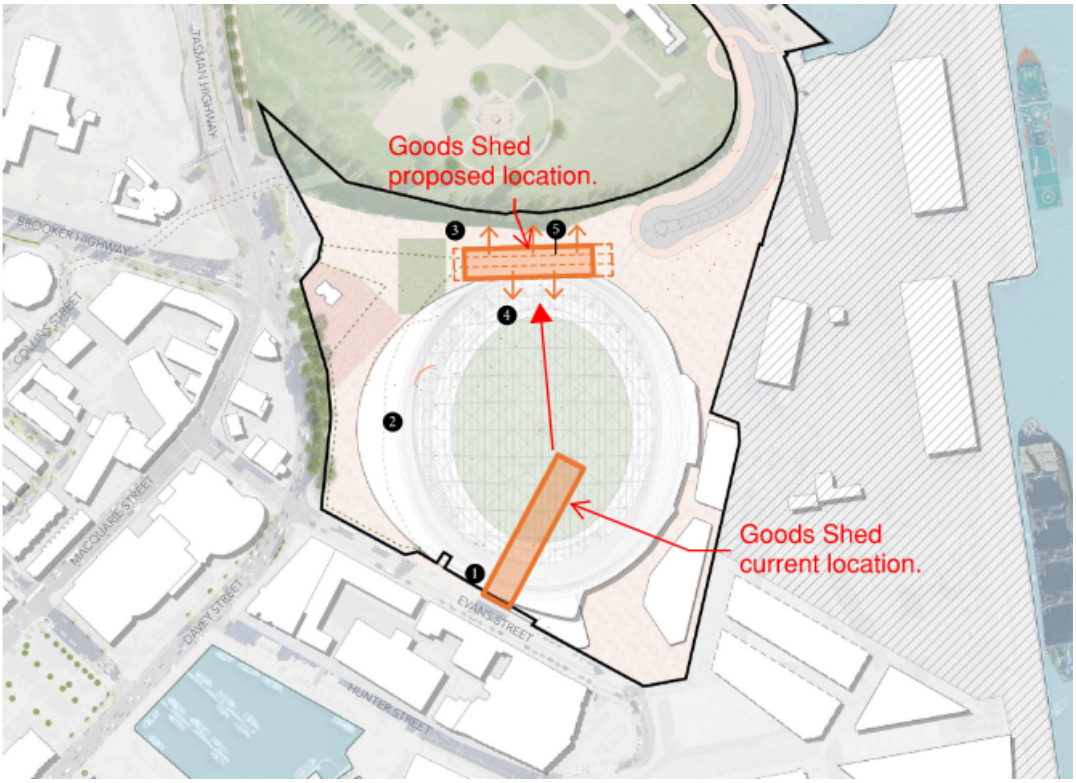


Figure 8 The Goods Shed current position and proposed position

1.4 Other Assessments Undertaken

This report should be read in conjunction with:

- Condition and Remaining Life Assessment Report – Hobart Railway Goods Shed by AECOM
- Fire Engineering Report for Macquarie Point Multi-Purpose Stadium by AECOM
- The Goods Shed Conservation Management Plan by Purcell

1.5 Site Conditions

At the proposed location for the goods shed, existing uncontrolled fill will be excavated allowing for shallow footings of the goods shed and stadium structure to be founded directly on dolerite rock. The Goods Shed will be partially supported by a suspended slab of the stadium and partly by shallow footings directly on the dolerite rock. From the specific geotechnical investigation undertaken for this site by WSP, the soil was deemed to be Subsoil Class C_e in accordance with AS/NZS 1170.4:2007 which relates to a shallow soil site. We assume classification C_e has been deemed appropriate when considering the weathered nature of the rock however this may require revision during the detailed design phase considering the local ground conditions at the proposed position of the Goods Shed.

2.0 Structural Analysis Approach

2.1 Structural Site Inspection

The AECOM investigation began with a site inspection of the Goods Shed. This inspection was a visual inspection carried out from ground level and within the ceiling space of the office at the south end of the building. Elevated working platforms or ladders were not utilised during the inspection and therefore not all structural elements could be measured.

Structural arrangement drawings were created from the reference Veris survey model to enable annotation of items identified during our inspection (Appendix E contains our structural observation marked-up drawings). Annotations made include detailing of typical connections, measured sizes of members and any obvious damaged elements. We note that the Veris survey model has been used for reference only and that final Structural drawings for the shed will be based on Architectural set-out drawings provided by COX/Cumulus.

The measurements taken were compared with the original design drawings to confirm the appropriate element size to include within the structural assessment. The member sizes in addition to the connection details informed the restraint condition inputs of our structural analysis model.

2.2 Catalogued Members

The inspection, along with the drawings from the Veris survey model, enabled members to be catalogued for analysis, as shown in Table 2 below. The locations of the members in this table in section, plan and elevation, are shown in Figure 9, Figure 10 and Figure 11 respectively.

The mezzanine level, toilet block and ground level structure were excluded from the assessment as they are not proposed to be retained.

Table 2 Member Schedule

Tag	Description	Cross Section (mm x mm)	Timber Species
RP1	Roof purlins	100x150	Unknown
RR1	Top Rafter	180x125	Douglas Fir
RB1	Bottom chord (braced bay)	300x120	Douglas Fir
RB2	Bottom chord (typical bay)	300x120	Douglas Fir
TD1	Truss diagonal	120x120	Douglas Fir
TD2	Truss diagonal	115x95	Douglas Fir
HB1	Horizontal bracing	130x100 (on flat)	Douglas Fir
SC1	Central column	230x230	Douglas Fir
SC2	Wall column	230x230	Douglas Fir
STB1	Stub over wall column	230x230	Douglas Fir
WB1	Wall bracing	130x70	Douglas Fir
FM1	Wall mullion	130x90	Douglas Fir
ST1	Wall strut at window height	190x250 (on flat)	Douglas Fir
ST2	Wall strut at eve height	230x210	Douglas Fir
ST3	Main strut along centre of building	230x210	Douglas Fir
RA1	Rolled steel angle brace	90x10 EA	N/A
TR1	Truss tie rod (25 mm dia)	N/A	N/A
TR2	Truss tie rod (21 mm dia)	N/A	N/A
TR3	Truss tie rod (18 mm dia)	N/A	N/A

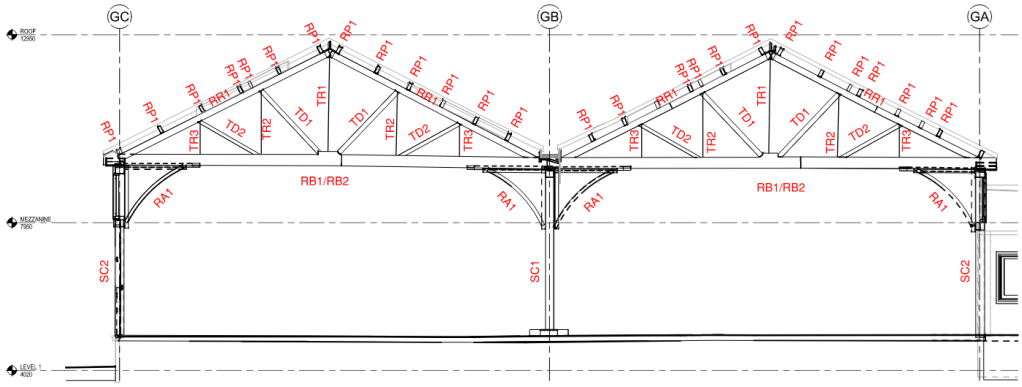


Figure 9 Typical cross section structural members.

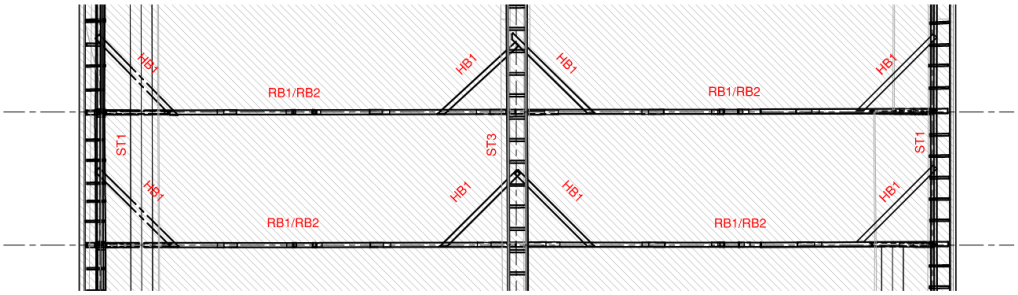


Figure 10 Typical plan at eve level structural members.

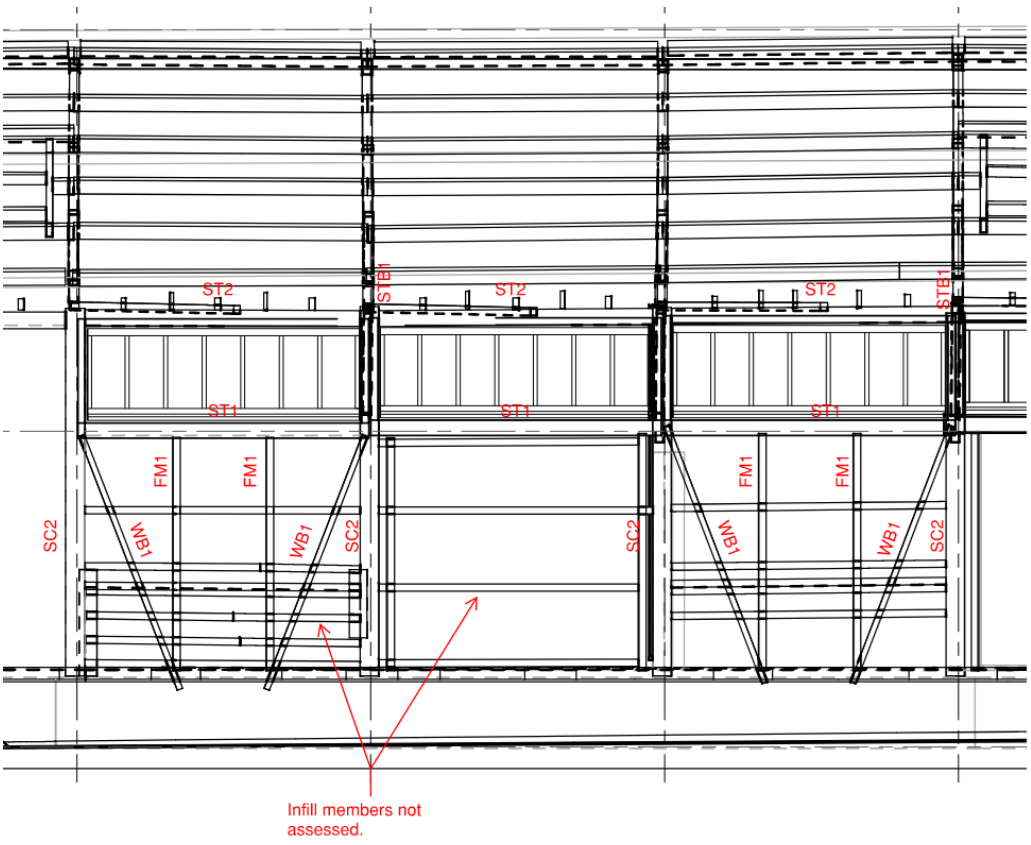


Figure 11 Typical wall elevation structural members.

2.3 Design Criteria

The assessment of the Goods Shed is based on NCC 2022 and the design performance criteria as per Table 3 below.

Table 3 Key Structural Design Performance Parameters

Parameter	Value	Meaning
Importance level	3	Classification in the NCC. Refer to section 1.3 of this report. Importance level 3 applies to buildings or structures that are designed to contain a large number of people.
Design life	50 years	50 years following any required restoration or strengthening works, with regular maintenance. Note, for the purpose of structural design, the design life is utilised to inform the annual probability of exceedance which impacts on the design loading for wind load and earthquakes.
Wind Region	A4 Non-cyclonic	The wind loads utilised for our assessment are only applicable for the proposed relocated position of the Goods Shed within the Macquarie Point site in Hobart, Tasmania.
Wind (non-cyclonic) Design Events for Safety Annual Probability of Exceedance (Ultimate Limit State)	1/1000	The probability of the design wind load for ultimate conditions being exceeded each year, as mandated by the NCC. In this case, the probability of the design wind load being exceeded is 1/1000 or a 0.1% chance. While there is a low chance that this may occur in any given year, it does not mean that it is not possible to occur.
Earthquake Design Events for Safety Annual Probability of Exceedance (Ultimate Limit State)	1/1000	The probability of the design earthquake load for ultimate conditions being exceeded in a given year, as mandated by the NCC. In this case, the probability of the design earthquake load being exceeded is 1/1000 or a 0.1% chance. While there is a low chance that this may occur in any given year, it does not mean that it is not possible to occur.

2.3.1 Serviceability Criteria

Structures under the NCC must also be serviceable. That is, they must be able to function normally after less severe events. In line with this, the Goods Shed was also checked against typical serviceability requirements. The deflection limits for the service cases are listed in Table 4 below and will be referenced in section 0 of this report.

Table 4 Deflection Criteria

Effect	Deflection limit
Sag of rafters/trusses	Span/300 or 25 mm (whichever is less)
Column sidesway	Height/250

Note that the deflection limits proposed above are recommendations only and that they are subject to engineering judgement. For instance, the code recommends H/500 for column sidesway, however, given that the Goods Shed is isolated from adjacent structures, lateral movement is not necessarily going to cause issues to adjacent structures or impact the performance of this building, so Height/500 is too stringent for this application.

2.4 Design Standards

The following design standards have been adopted to inform the design loading to be applied to the building and to calculate the capacity of the existing structure.

Table 5 Design Standards

Standard	Year	Description
AS/NZS 1170.0	2002	Structural Design Actions - Part 0: General Principles
AS/NZS 1170.1	2002	Structural Design Actions - Part 1: Permanent, Imposed and Other Actions
AS/NZS 1170.2	2021	Structural Design Actions - Part 2: Wind Actions
AS 1170.4	2007	Structural Design Actions - Part 4: Earthquake Actions in Australia
AS 1720.1	2010	Timber structures – Part 1: Design methods
AS 4100	2020	Steel Structures

2.5 Design Loading

2.5.1 Dead, Super-imposed Dead and Live Loads

Refer to Table 6 for the adopted dead, super-imposed dead and live loads on the roof structure of the goods shed.

Table 6 Roof Structure Dead, Super-imposed Dead and Live Loads

Load Type	Adopted Loading	Reference
Dead Load (DL)	• Timber framing with a density of 6.5 kN/m^3 • Steel elements with a density of 78.5 kN/m^3	AS/NZS 1170.1
Super-imposed Dead Load (SDL)	0.67 kPa, This load allowance consists of: • 0.25 kPa for roof sheeting • 0.17 kPa for the timber purlins supporting the roof sheeting • 0.25 kPa for fixtures suspended from the ceiling (e.g. lights hanging from the roof).	AS/NZS 1170.1
Live Load (LL)	0.25 kPa	AS/NZS 1170.1

2.5.2 Wind Loading

Wind loading adopted for the Goods Shed was based on the building being positioned to the north of the site and rotated so that the longitudinal length of the building runs out to the east and west. The loading adopted was based on AS/NZS 1170.2 and not wind tunnel testing results. Note the wind tunnel testing results are focused on building structural design parameters for the main dome roof and local cladding loads which are not appropriate for assessment of the overall stability of the Goods Shed.

In accordance with AS/NZS 1170.2 the region wind speed is as follows:

Regional Wind Speed (Ultimate Limit State) V_R: 46 m/s

Regional Wind Speed (Serviceability Limit State) V_R: 37 m/s

The wind directionality factors adopted for analysis are given in Table 7.

Table 7 Wind direction factors

Wind direction	Mz, cat
North	1.04
East	1.04
South	0.83
West	0.75

2.5.3 Earthquake Loading

Earthquake actions were determined in accordance with AS1170.4-2007. Refer to Table 8

Table 8 Earthquake Load Design Factors

Parameter	Value	Comment
Probability Factor K_p	1.3	This factor is directly related to the annual probability of exceedance.
Hazard Design Factor Z	0.08	Geoscience Australia has assessed all of Australia regarding the likelihood and size of earthquakes expected. For Hobart, the appropriate hazard factor published by Geoscience Australia is 0.08.
Structure Height	< 50m	Structure height has an impact on the earthquake design category.
Earthquake Design Category	II	Earthquake design category II represents the minimum category that may be used to carry out the design. This category utilises an equivalent static method of analysis.
Structural Ductility Factor μ	2	This is based on the Goods Shed as a timber structure with either Moment-resisting frames or braced frames (with ductile connections)
Structural Performance Factor S_P	0.77	This is based on the Goods Shed as a timber structure with either Moment-resisting frames or braced frames (with ductile connections).

During this process, it was found that the base shear resulting from earthquake loading is approximately 50% that of a sidesway wind in the West direction and 33% that of a wind in the North direction. As such, wind loads are the governing lateral load case for the stability of the Goods Shed.

2.6 Material Properties

Material properties of the timber members comprising the Goods Shed need to be understood, as timber structural capacity to resist design actions depends heavily on the species of timber and its stress grade. As can be seen from the original drawings in Appendix A, the primary structural timber members are noted as Oregon which is currently noted as Douglas Fir within Australia, with some secondary members called up as Huon Pine.

Given the era the Goods Shed was constructed, it is likely that the Douglas Fir timber was sourced from North America, as Australian and New Zeeland plantations had not yet been established.

Stress grading and testing by a professional was not undertaken due to limitations of taking samples at the time of conducting this structural assessment. Timber strength grades of F5, F7 and F11 were assessed, as they represent the range of stress grades typically expected of Douglas Fir (the Oregon timber called up on the original drawings in Appendix A) today. This was done to inform the extent of materials testing that may be required which has been noted in section 4.2 of this report.

The timber was considered to be seasoned due to the low moisture content remaining in the timber. The characteristic design values for the stress grades used in the assessment are summarised in Table 9 below.

Table 9 Characteristic values used in design.

Characteristic values used in design							
Stress grade	Bending (f'_b)	Tension (f'_t)	Shear (f'_s)	Compression (f'_c)	Elastic modulus (E)	Modulus of Rigidity (G)	Joint group
F5	14	6.5	1.6	11	6900	460	JD4
F7	18	7.9	1.9	13	7900	530	JD4
F11	31	16	2.8	22	10500	700	JD4

All values are expressed in MPa. Values are adopted from Structural Toolkit and cross-checked against Table H2.1 within AS1720.1.

2.7 Design Software & Modelling

A 3-dimensional structural analysis model was created using the computer software program "SpaceGass" to obtain the forces acting on various timber members. As the structure is a repeated two bay frame, modelling of the entire shed is not required to gain an understanding of the Goods Shed's structural behaviour. Four typical bays were modelled instead of the entire shed, two of which being end bays, and two of which contained wall bracing. Images of the analysis model used are displayed in (Figure 12) below.

There is no clear method of how the top of the roof trusses are laterally restrained in the longitudinal direction of the building. It is therefore assumed that restraint to the top of the roof trusses is by the roof sheeting acting as a diaphragm. While this may be the case in reality, the restraint offered by the roof sheeting would be marginal and is difficult to quantify for use in analysis. In addition, it was not able to be inspected at the time of conducting site inspections, so we were unable to gain an idea of its condition and ability to perform this function. Given the above reasons, it was concluded that the roof sheeting should not be relied upon as a lateral load resisting system for the building, and it was hence omitted from the analysis model.

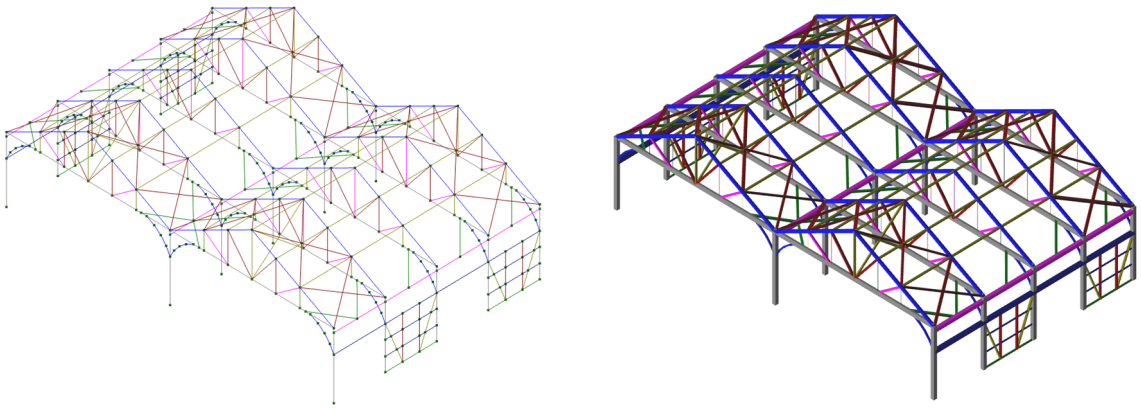


Figure 12 Wireframe and rendered views of the SpaceGass analysis model used.

3.0 Structural Assessment Outcome

We have undertaken an assessment of the member capacity for the roof framing members based on the available information listed in Table 1, as well as information obtained during our site inspections carried out in January-2025. Our analysis assumes that the roof members are in good condition. Members that have been subject to deterioration, rot, splitting and other damage (e.g. impact) have not been assessed and would need to be replaced or strengthened. Refer to the Condition and Remaining Life Assessment Report for the Hobart Railway Goods Shed by AECOM for further clarification.

As noted previously, the timber had not been stress graded at the time of this report (this requires a competent professional experienced in stress grading timber and carrying out testing of elements). As such, we have reported the structural capacities based on the range of stress grades anticipated in accordance with AS1720.2 based on the Douglas Fir (Oregon) timber species noted in section 2.0 of this report (refer to Table 9 for timber parameters that informed these structural capacities). The assessment of member capacity has not considered the effect of the end connections which may require modification to achieve the stated capacities. The effect of notching and penetrations within the roof members has also not been assessed at this stage, which would further reduce the stated capacities.

Additional bracing was introduced to the model within the roof plane to account for restraint that the roof sheeting would provide. Inclusion of similar members will need to be considered for the relocated structure so that there is not reliance on the roof sheeting to restrain primary structural members. These additional bracing members are shown in (Figure 13) below.

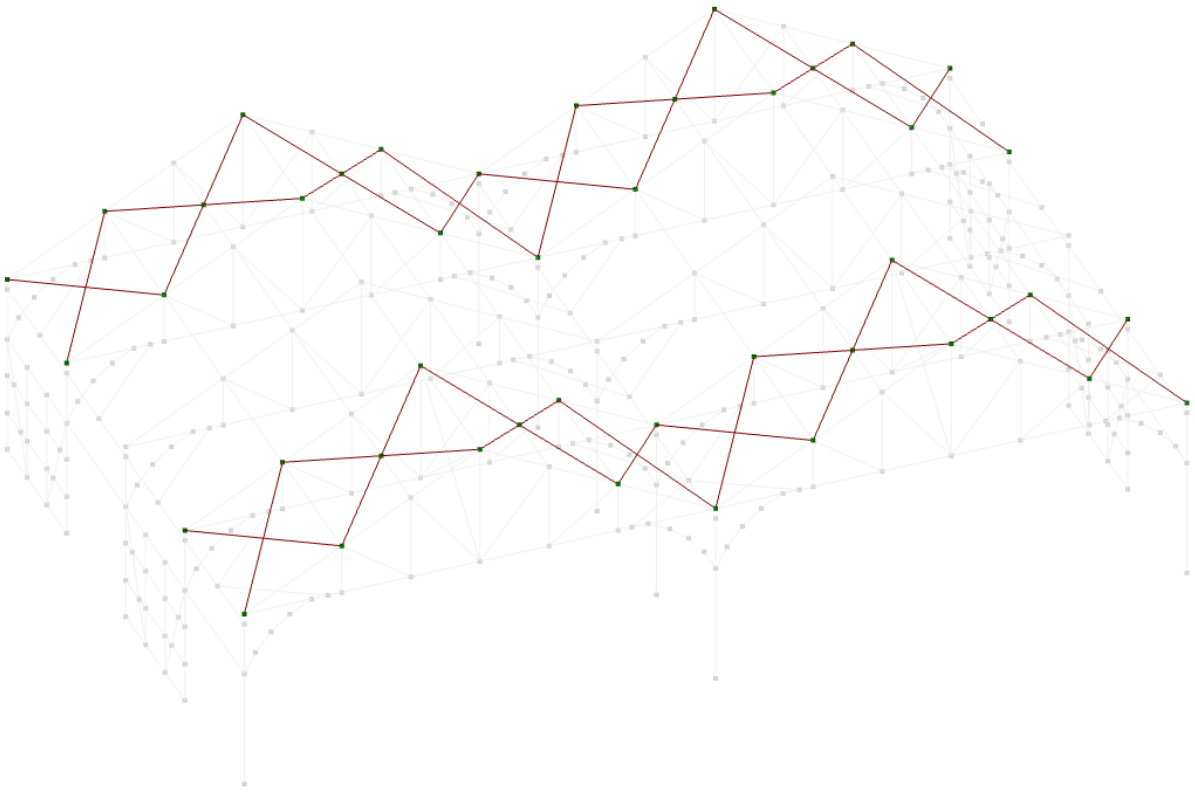


Figure 13 Wireframe diagram of added bracing to get structural analysis model to run.

3.1 Strength limit state

Structural member utilisations under factored gravity loading only are shown in Table 10, while member utilisations under combined factored gravity and wind (lateral) loads are presented in Table 11.

Values less than or equal to one for a given timber strength grade represents members that pass, while if the value is greater than one, the member fails the design check. Note, members that fail were not checked against equations E5(1) and E5(2) in the appendix of AS1720.1 as these equations exponentially extorts the capacity ratio for failing members.

Table 10 Member Utilisations (1.35G factored gravity load)

Member	F5	F7	F11	Comments
RP1	4%	3%	2%	
RR1	109%	86%	55%	
RB1	69%	55%	29%	
RB1 (over bracing)				Marginal under gravity
RB2	61%	49%	26%	
RB2 (over bracing)				Marginal under gravity
TD1	33%	28%	20%	
TD2	47%	40%	29%	
HB1				Marginal under gravity
SC1	49%	41%	28%	
SC2	28%	23%	14%	
STB1				Not critical under gravity (refer to SC2 capacity)
WB1				Marginal under gravity
FM1				Marginal under gravity
ST1	4%	3%	2%	
ST2	15%	12%	7%	
ST3	17%	13%	7%	
RA1	15%			Steel member
TR1	26%			Steel member
TR2	9%			Steel member
TR3	0%			Steel member

Pass 0-89% utilisation)

Pass 90-100% utilisation

Fail

Table 11 Member Utilisations (gravity + wind)

Member	F5	F7	F11	Comments
RP1	95%	74%	43%	This includes kl factors
RR1	335%	282%	262%	
RB1	688%	511%	305%	
RB1 (over bracing)	442%	387%	229%	
RB2	185%	151%	95%	
RB2 (over bracing)	263%	206%	116%	
TD1	90%	80%	57%	
TD2	140%	120%	85%	
HB1	334%	301%	217%	
SC1	346%	273%	164%	
SC2	280%	220%	129%	
STB1	415%	350%	237%	Fails in shear (utilisations are based on shear only and do not consider bending/axial interaction).
WB1	427%	369%	264%	
FM1	48%	38%	22%	
ST1	30%	25%	17%	
ST2	315%	249%	139%	
ST3	298%	233%	134%	
RA1	361%			Steel member
TR1	47%			Steel member
TR2	59%			Steel member
TR3	85%			Steel member

Pass 0-89% utilisation)

Pass 90-100% utilisation

Fail

The tension TR members are assumed to have a yield stress of 170 MPa, which is what is permitted by CL2.2.3 in AS4100 for unidentified steel. A higher yield stress and thus capacity may be used if it is confirmed via testing in accordance with AS1391. RA1 was assessed assuming that the steel angles have a 300 MPa yield stress and as such, the utilisation ratios given in Table 10 and Table 11 are based on this assumption. Uniaxial tensile testing will be required to confirm this is the case. Note that this testing method is destructive and will mean that the sample is unable to be used in the structure after testing.

On review of the calculated capacities, it is evident that the Goods Shed, while able to withstand gravity loads, is not able to resist lateral loading from wind actions in accordance with the current NCC 2022 requirements. This would need to be remedied for the Goods Shed to be compliant with NCC 2022.

3.2 Serviceability limit state

The Goods Shed's deflection was checked under gravity and wind to gain an understanding of its behaviour under service loading. Figure 14 and Figure 15 show the deflections of the roof members under gravity. Figure 16 and Figure 17 shows the deflection of the columns under longitudinal (West) wind and transverse (North) wind respectively. When viewing the figures, it should be noted that positive Z is considered upwards in the model, positive X is West and positive Y is South deflection in mm.

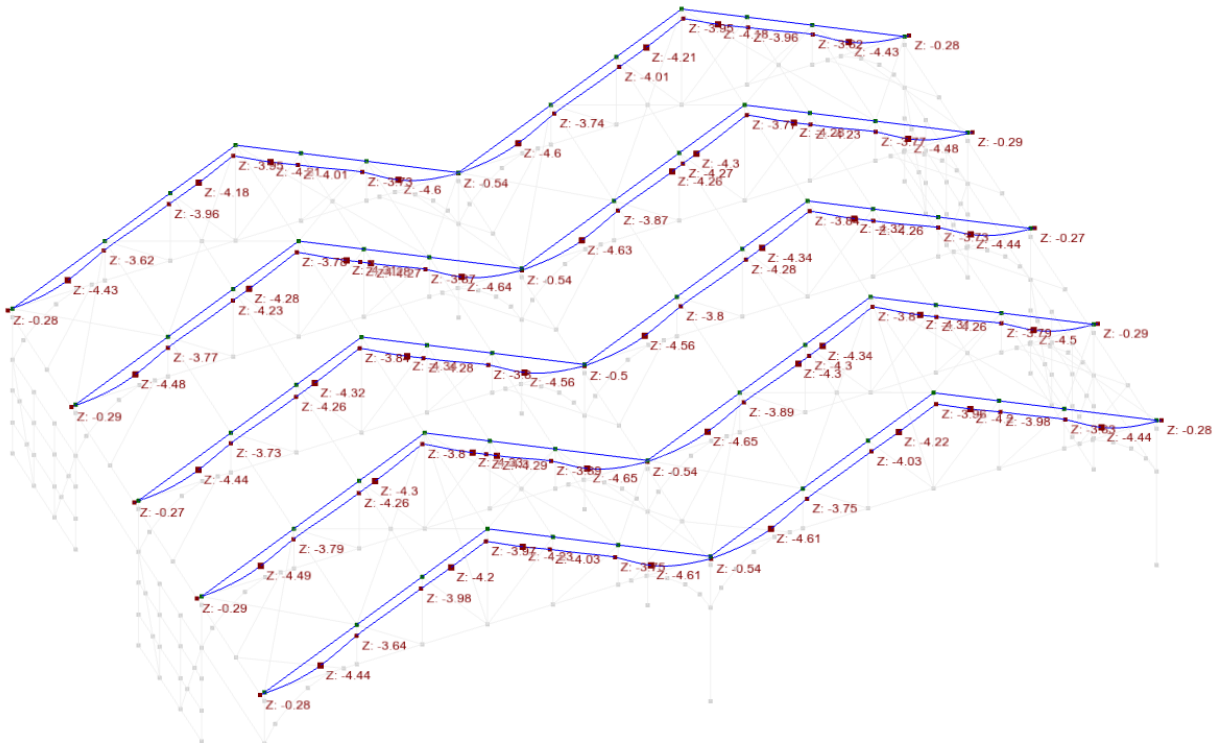


Figure 14 Vertical deflection of top rafters (RR1) under gravity loads (DL + SDL)

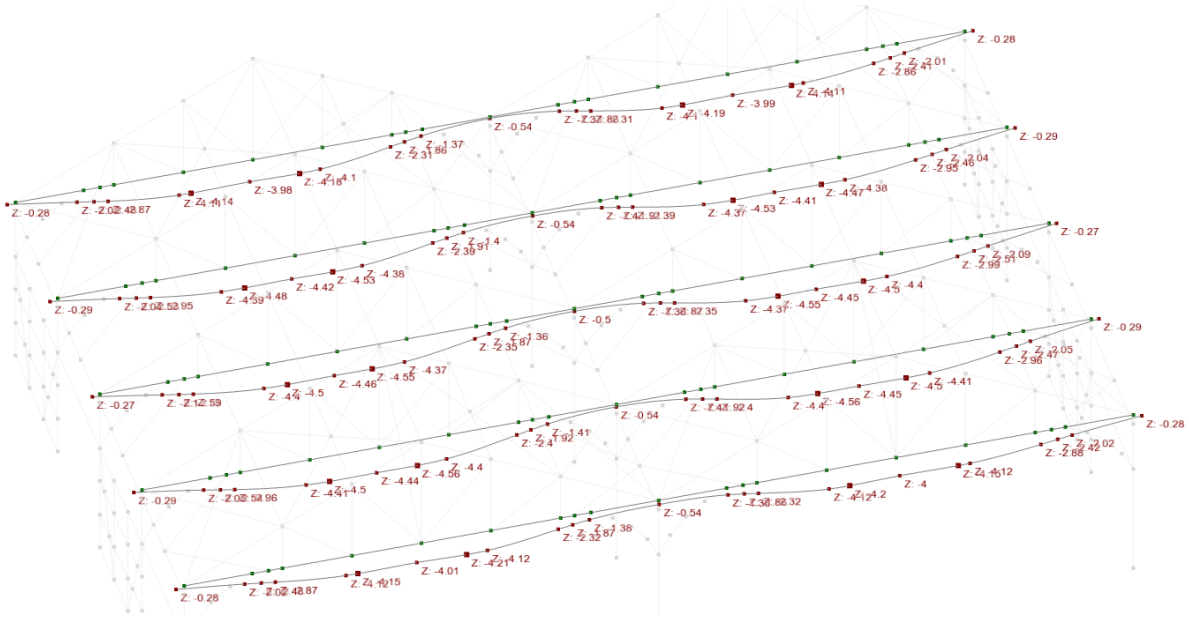


Figure 15 Vertical deflection of truss bottom chord (RB1/RB2) under gravity loads (DL + SDL)

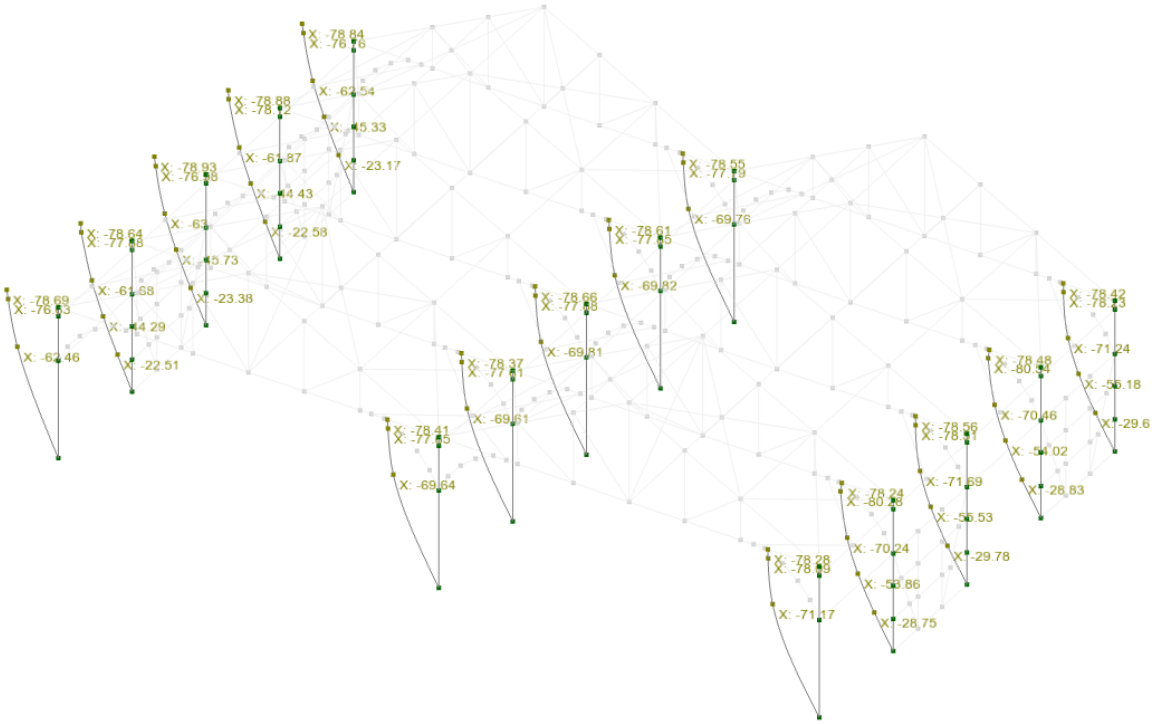


Figure 16 Column (SC1/SC2) lateral deflection under a North wind

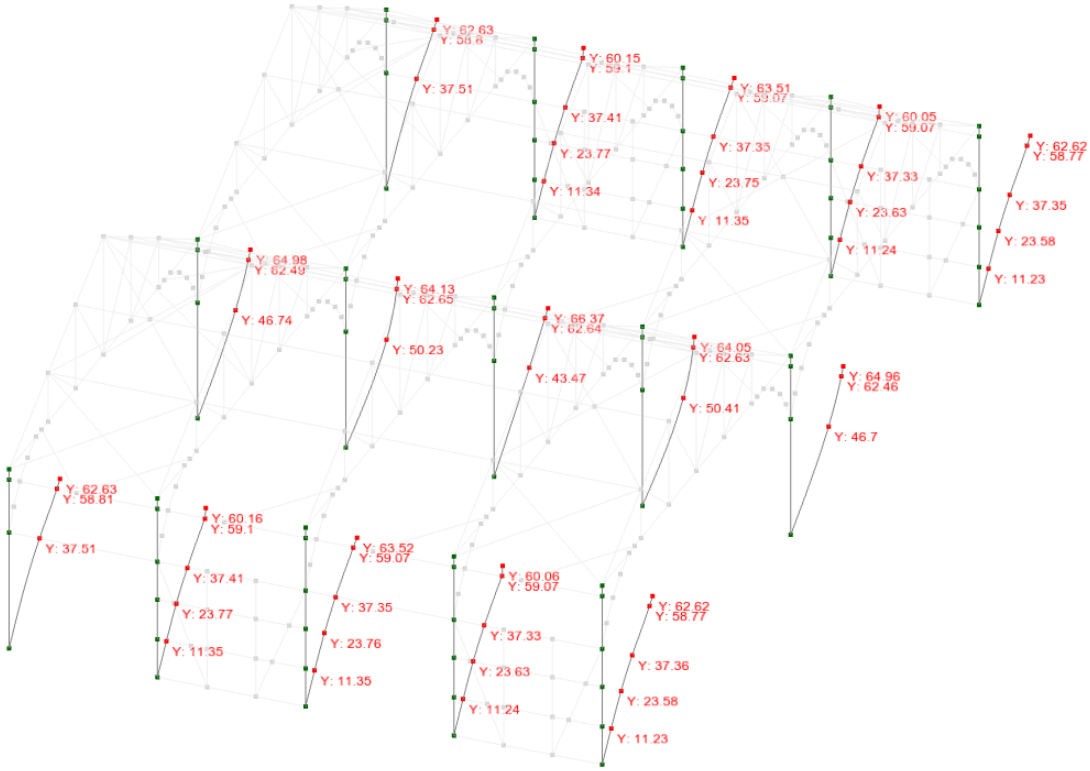


Figure 17 Column (SC1/SC2) lateral deflection under a West wind

While the deflections under gravity loads are within recommended limits, the deflections resulting from wind sidesway actions are in excess of the limits suggested in AS1170.1 and listed in Table 4. The deflection limit of an SC1 or SC2 member is 4425/250 = 17.7 mm, however Figure 16 and Figure 17 above show lateral deflections of approximately 79 and 63 mm, respectively.

Wind loading also results in vertical deflection of the roof trusses. The worst vertical deflection under wind loading can be observed in Figure 18 and Figure 19. These values are considered within acceptable deflection limits provided in AS1170.1 and have been included for completeness. Vertical deflection due to live load is small and does not govern the design, so it has been omitted from the report.

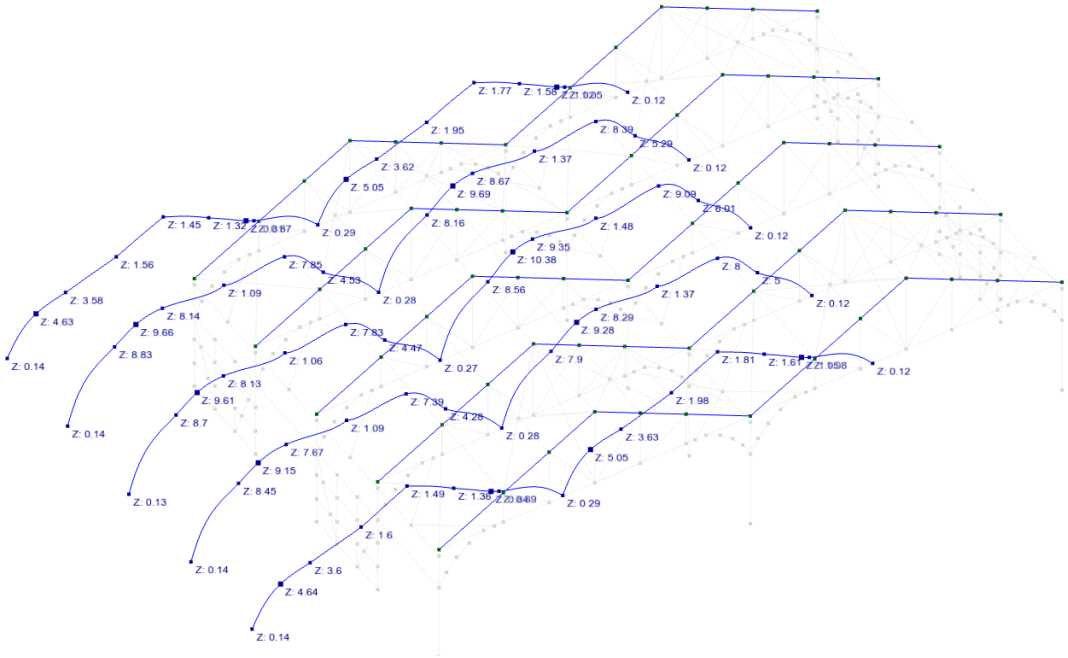


Figure 18 Vertical deflection of top rafters (RR1) under wind loading

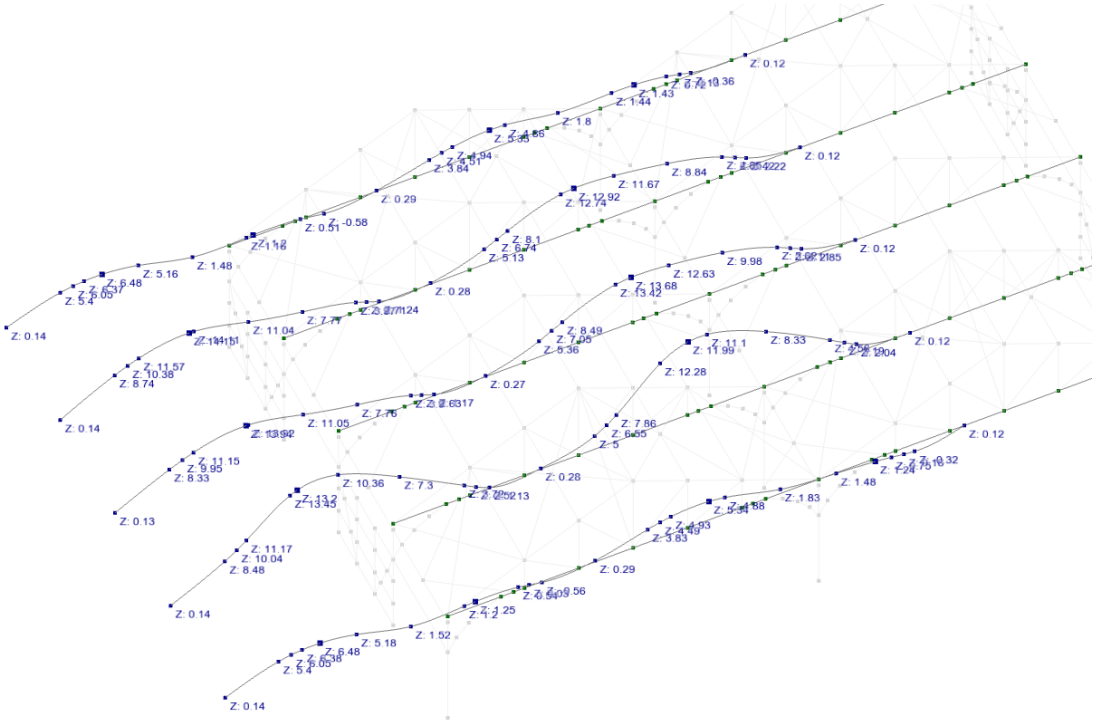


Figure 19 Vertical deflection of truss bottom chord (RB1/RB2) under wind loading

4.0 Conclusions

As discussed above, the Goods Shed appears to have sufficient capacity for gravity loads if the timber is at least grade F7 or greater but has an overall lateral stability issue which needs to be resolved to bring the building up to current code requirements.

A significant number of members fail the design checks at ultimate limit state for combined gravity and wind load combinations. The Goods Shed structural frame also deflects sideways more than recommended criteria in Australian Standards. Note that the deflections in Section 0 of this report are after additional bracing shown in Figure 13 was added into the analysis model.

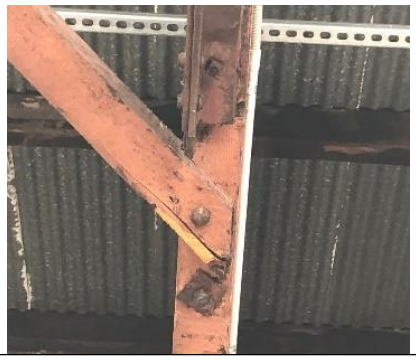
Further to this, the site inspection revealed that numerous bracing members had been cut or compromised in some way (refer to Appendix E) which has not been assessed in the analysis model. Any compromised members or bays would need to be replaced to achieve the stated results in this report.

4.1 Identified Structural Defects

Structural defects identified from the site inspection conducted in January 2025 are listed in Table 12 below.

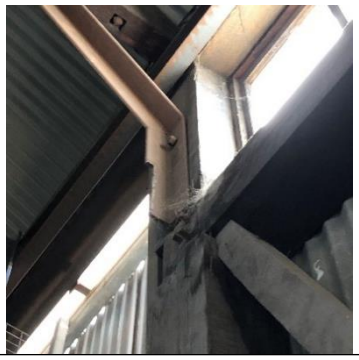
Table 12 Identified Structural Defects

Defect	Element	Grid Location	Images
Timber column face bowed inwards indicating that there may have been a change to the timber material properties affecting its strength	SC1	GB/G5	
Split/damaged column	SC1	GB/G31	 
Connection damage/splitting	SC1 & RR1	GB/G31	

Defect	Element	Grid Location	Images
Connection damage/splitting	HB1	GB between G19 and G20	
Connection damage/splitting	HB1 to RB1	GB between G31 and G32	
Connection damage/splitting	WB1 to FM1	GA between G26 and G27	
Connection damage/splitting	ST1 to SC2	GC/G8	
Connection damage/splitting	FM1	GC between G11 to G12	

Defect	Element	Grid Location	Images
Connection damage/splitting	RB2 to TD1	G14 between GB and GC	
Connection damage/splitting	RB2 to TD1	G17 between GB and GC	
Connection damage/splitting	RB2 to HB1	GB19 between GA and GB	
Connection damage/splitting	RB2 to HB1	G30 between GB and GC	

Defect	Element	Grid Location	Images
Connection damage/splitting	WB1 to FM1	G32 between GB and GC	
Connection damage/splitting	FM1	GB32 between GA and GB	
Curved bracing cut/impacted	RA1	GA/G9	
Curved bracing cut/impacted	RA1	GA at grids G12 to G17, G19 to G22, G26, G28 & G29	

Defect	Element	Grid Location	Images
Curved bracing penetrated by pipe	RA1	GC/G28	
Curved bracing partially cut	RA1	GA/G28	
Notch in member	HB1	GA between G22 to G23	
Member has buckled	HB1	GB between G22 to G23	

Defect	Element	Grid Location	Images
Member has buckled	HB1	GB between G22 to G23	
Timber member has been cut	WB1	GC between G19 to G20	
Timber member has been cut	WB1	GC between G21 to G22	
Bolts/nuts not bearing properly for bolted connections	SC1 to RA1	GB/G5	
Bolts/nuts not bearing properly for bolted connections	RA1 to SC2	G30 between GB to GC	

Defect	Element	Grid Location	Images
Bolts/nuts not bearing properly for bolted connections	RA1 to SC2	G31 between GB to GC	
Gap in underside of rafter	RR2	GC/G29	

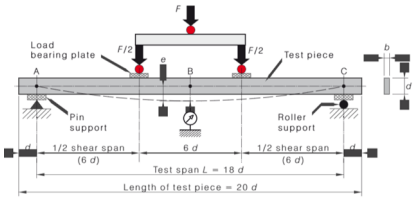
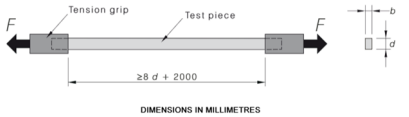
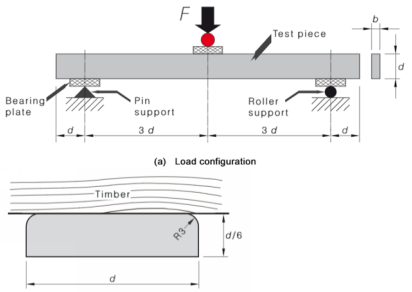
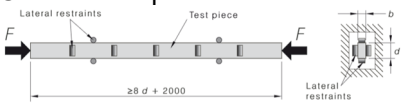
Note that this list is not exhaustive and does not include all material related defects (refer also to Condition and Remaining Life Assessment Report – Hobart Railway Goods Shed). More defects may exist that were not visible during the inspection due to access constraints.

4.2 Recommended next steps

Taking into consideration the outcome of the assessment, we recommend the following actions:

1. Planning and coordination with the architect and heritage consultant on methods to strengthen the structure to resist lateral loads. Possible methods include bracing the top rafter (RR1) in first and last bays, adding in struts at the midspan of the bottom chord to restrain them from buckling, as well as the incorporation of steel members / timber elements of higher grade in some locations. Note that the strengthening possibilities listed are conceptual only to give an indication of what might be possible. Any strengthening work requires further detailed assessment and design to be undertaken.
2. Undertaking sufficient testing to determine the stress grade of timber members and steel rolled angles.
3. Timber testing requirements are given in Table 13 and Table 14 below. Note that unless otherwise noted by red text in Table 14, the cross section of the sample can be the same as the cross section of the actual member, as noted in Table 2. This reduces the need for unnecessary handling/work with the timber and allows it to be reused in the structure in the case of non-destructive tests. For destructive tests, smaller samples than what would be required if the current cross section of the member is adopted may be used to limit the extent of timber destroyed when performing the tests (refer section 4.2.1 for further clarification).
4. Incorporate the impact the existing condition of the timber as described within the Condition and Remaining Life Assessment Report – Hobart Railway Goods Shed into the structural design.

Table 13 Timber tests and requirements

Material property	Test and description	Destructive?	No. of samples required/ sampling method
Bending strength (f'_b)	Four point bending test. 	Not always. A load range of 10-40% of the failure load has been found to be sufficient to determine the linear portion of the load-deformation plot.	30 samples (Methods 1 and 3)
Tension strength (f'_t)	Uniaxial tension test. 	Destructive.	30 samples (Methods 1 and 3)
Shear strength (f'_s)	3 point bending test.  Steel bearing plate	Destructive.	30 samples (Methods 1 and 3)
Compression strength (f'_c)	Uniaxial compression test. 	Destructive.	30 samples (Methods 1 and 3)

Sampling methods correspond to the methods given in AS4063.2 2010. Note that figures are taken from section 2 of AS/NZS4063.1.

Table 14 Length of specimen required for each test type based on current member cross section.

Member	Bending strength (f'b)	Tension strength (f't)	Shear strength (f's)	Compression strength (f'c)	Elastic modulus (E)	Modulus of rigidity (G)	Max member length available
RR1	3600	3440	1440	3440	3600	3240	6000
RB1	6000	4400	2400	4400	6000	5400	11000
RB2	6000	4400	2400	4400	6000	5400	11000
TD1	2400	2960	960	2960	2400	2160	2600
TD2	2300	2920	920	2920	2300	2070	2100
HB1	2600	3040	1040	3040	2600	2340	2600
SC1	4600	3840	1840	3840	4600	4140	4400
SC2	4600	3840	1840	3840	4600	4140	4400
STB1*	4600	3840	1840	3840	4600	4140	
WB1	2600	3040	1040	3040	2600	2340	3000
FM1	2600	3040	1040	3040	2600	2340	2900
ST1	3800	3520	1520	3520	3800	3420	3500
ST2	4600	3840	1840	3840	4600	4140	3500
ST3	4600	3840	1840	3840	4600	4140	3500

All dimensions in the above table are in mm. Red text indicates that the member lengths in the Goods Shed are not long enough to meet the sample geometry requirements stipulated in AS/NZS4063.1 if the full timber cross section is used. Hence, the cross section of the timber sample will need to be reduced from the dimensions in Table 2 so that the sample length can subsequently be reduced in line with the testing requirements of AS/NZS4063.1.

*The properties for STB1 can be obtained from testing SC2. Hence, separate tests on STB1 are not required.

4.2.1 Suggested Sampling Rationlisation

We note that Table 13 details four unique tests that are required to determine the bending, tension, shear and compressive strength of members. Each of these tests is required to occur for 30 samples.

There may be a difference in strength between various groups of member types, we therefore recommend that the material properties for the 4 groups of members tabulated within Table 15 is determined where each group would require a minimum of 30 samples.

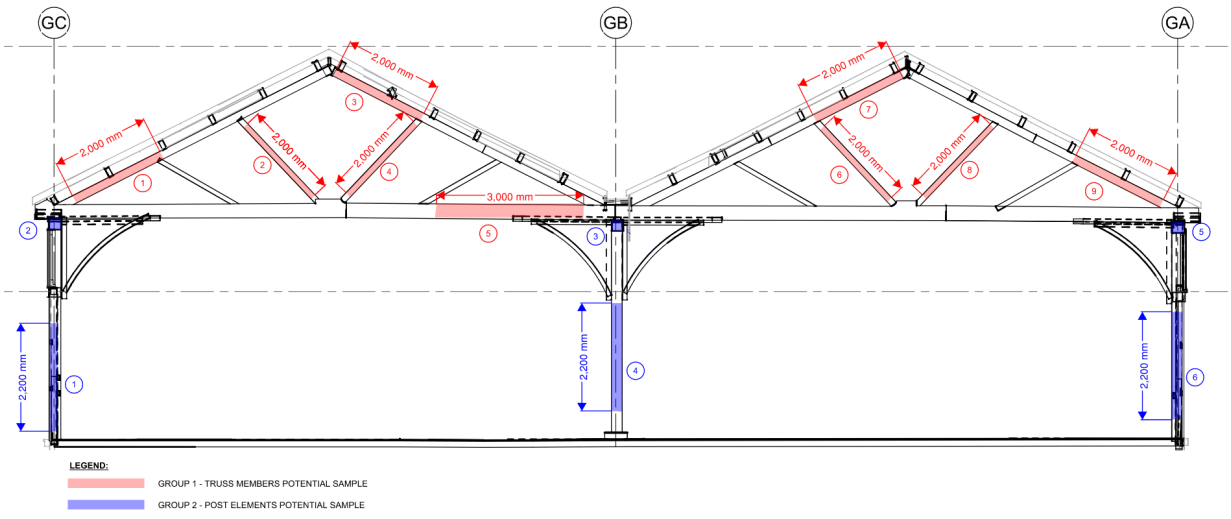
Table 15 Member Testing Groups

Group	Description	Species	Element Tags
1	**Truss Members**	Douglas Fir	RR1 Top Rafter RB1 Bottom Chord RB2 Bottom Chord TD1 Truss Diagonal TD2 Truss Diagonal (note 1)
2	**Post Elements**	Douglas Fir	SC1 Central Column SC2 Wall Column STB1 Stub Column (note 2) ST2 Wall Strut ST3 Wall Strut
3.	**Other Framing Elements**	Douglas Fir	HB1 Horizontal Bracing WB1 Wall Bracing FM1 Wall Mullion ST1 Wall Strut
4.	**Roof Purlins/Battens**	Unknown (Huon Pine)	RP1 Roof Purlins

In accordance with clause 2.4 note 1 within AS/NZS 4063.2 multiple tests may be performed from a sample piece. To reduce the length of sample required, a section may be cut into 4 smaller members (i.e. a 300x120 member can be divided into 4 sections that are 150x60) providing 4 test specimens that are shorter in length. This would allow for each of the 4 test types to be carried out on one sample.

Refer to Figure 20 for an indication of the maximum number of samples and length of samples per bay that are possible for Group 1 Truss Members and Group 2 Post Elements when each element is divided into 4 smaller sections. Note, final selection of samples to be structured to minimise potential bias (i.e. not all samples should be obtained from 3 trusses only for Group 1 Truss Members).

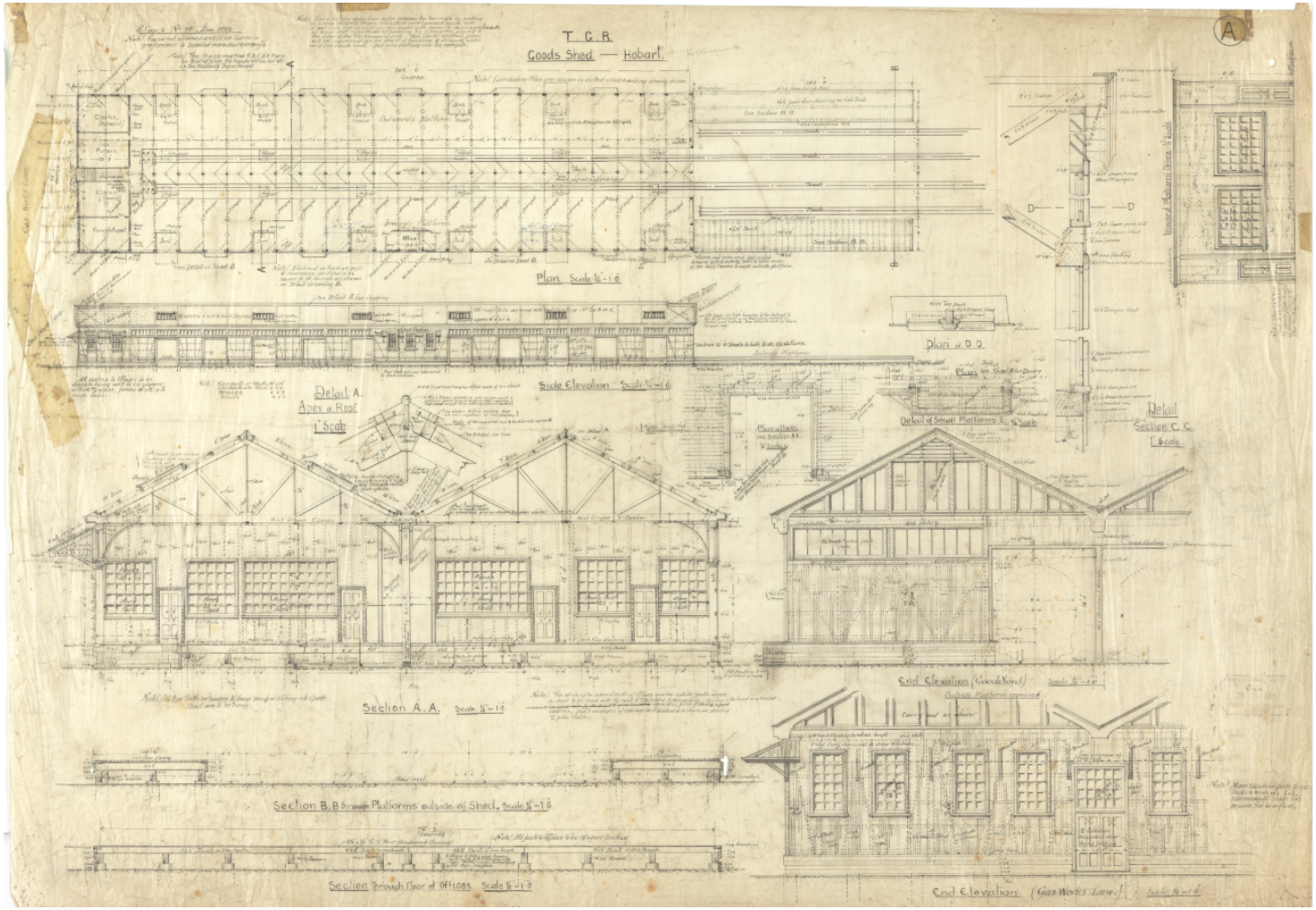
Figure 20 Example Maximum Number of Samples Per Bay Where Member is Divided into 4 Smaller Members



Appendix A

Drawing of the original Goods Shed

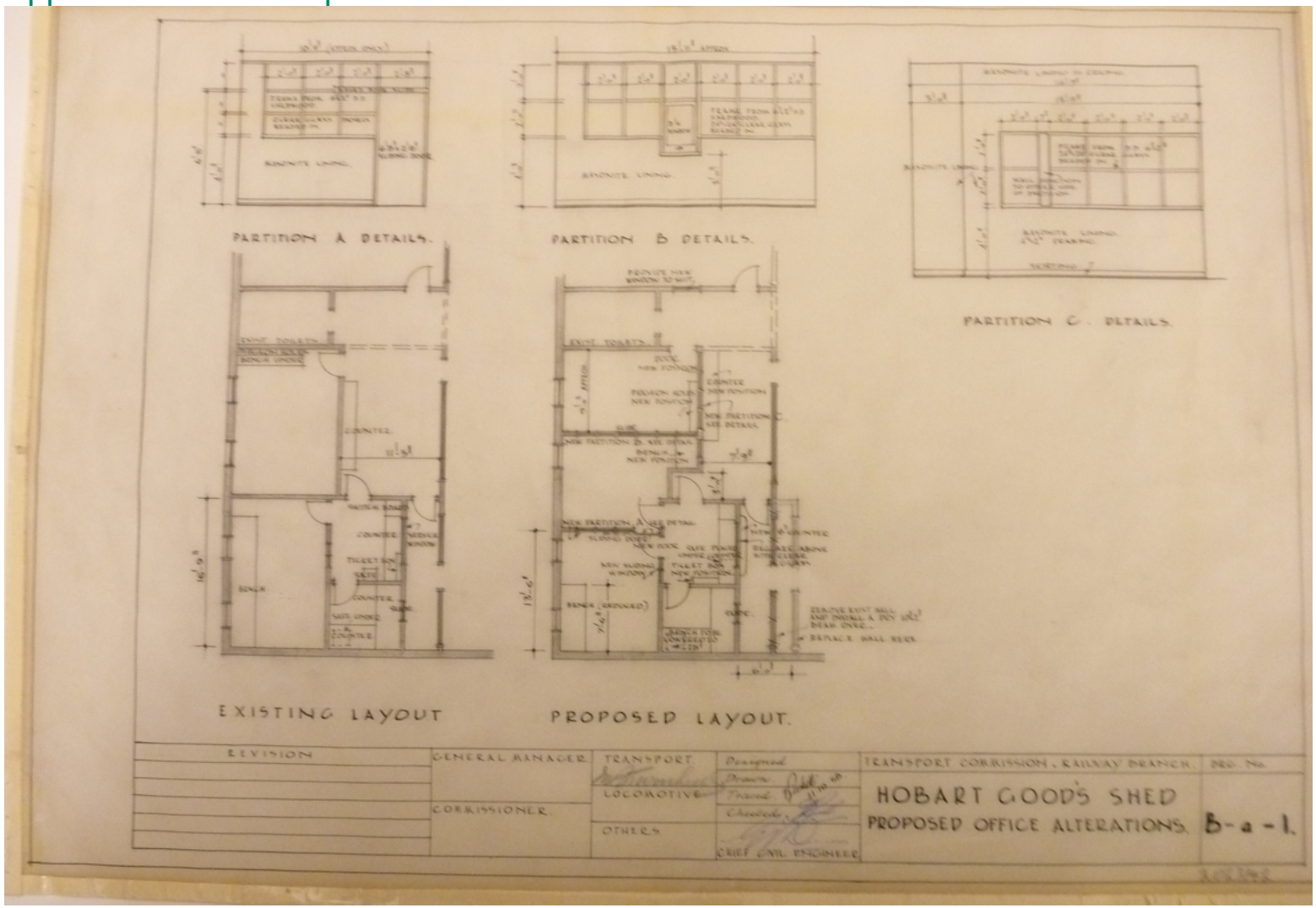
Appendix A Drawing of the original Goods Shed



Appendix B

1958 Proposed Office Alterations

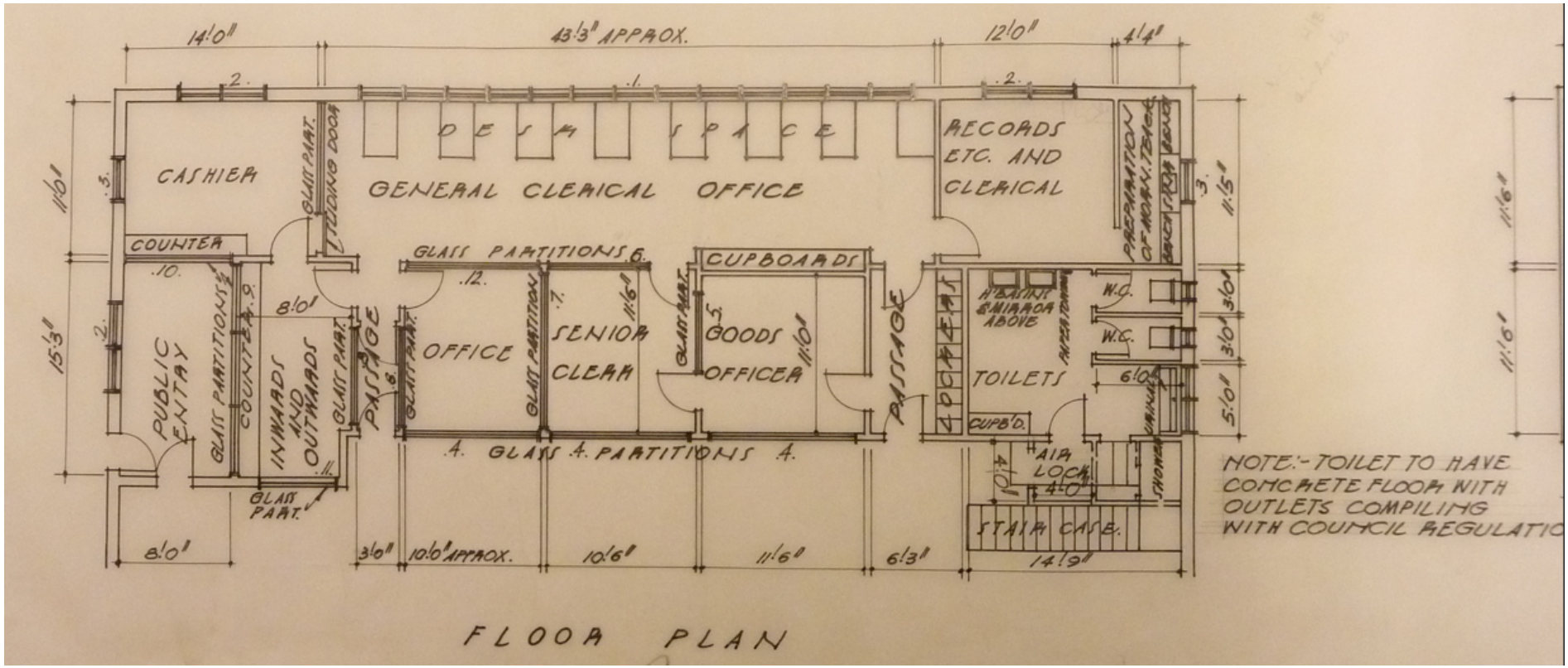
Appendix B 1958 Proposed Office Alterations



Appendix C

1964 Joinery Details for Proposed Goods Shed Offices

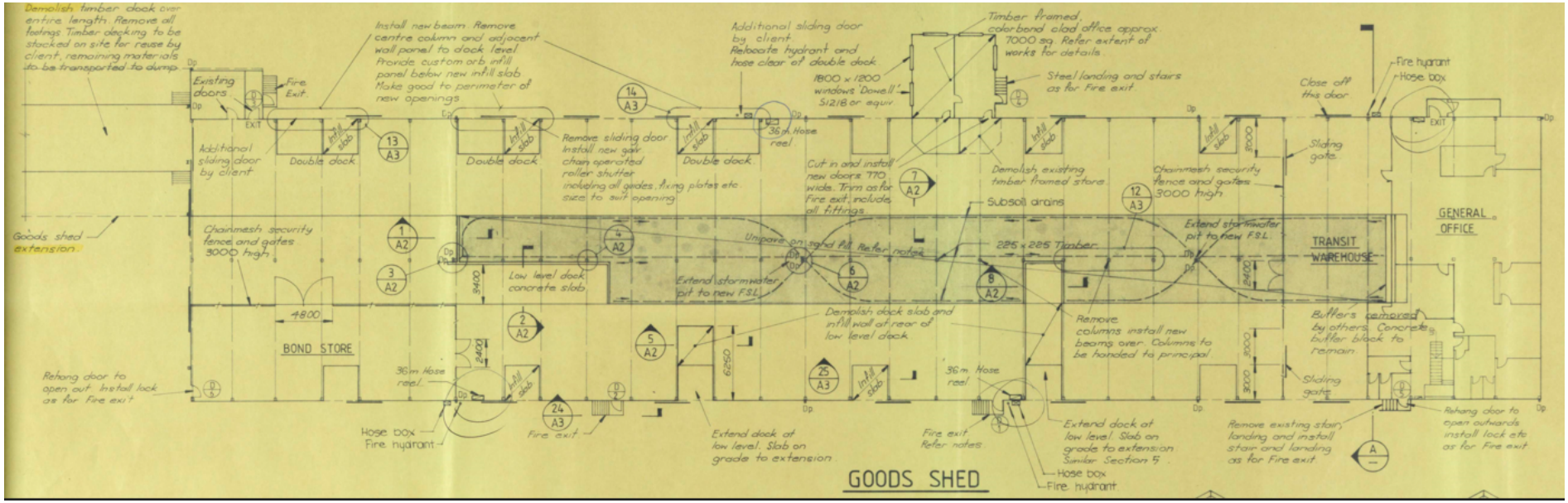
Appendix C 1964 Joinery Details for Proposed Goods Shed Offices

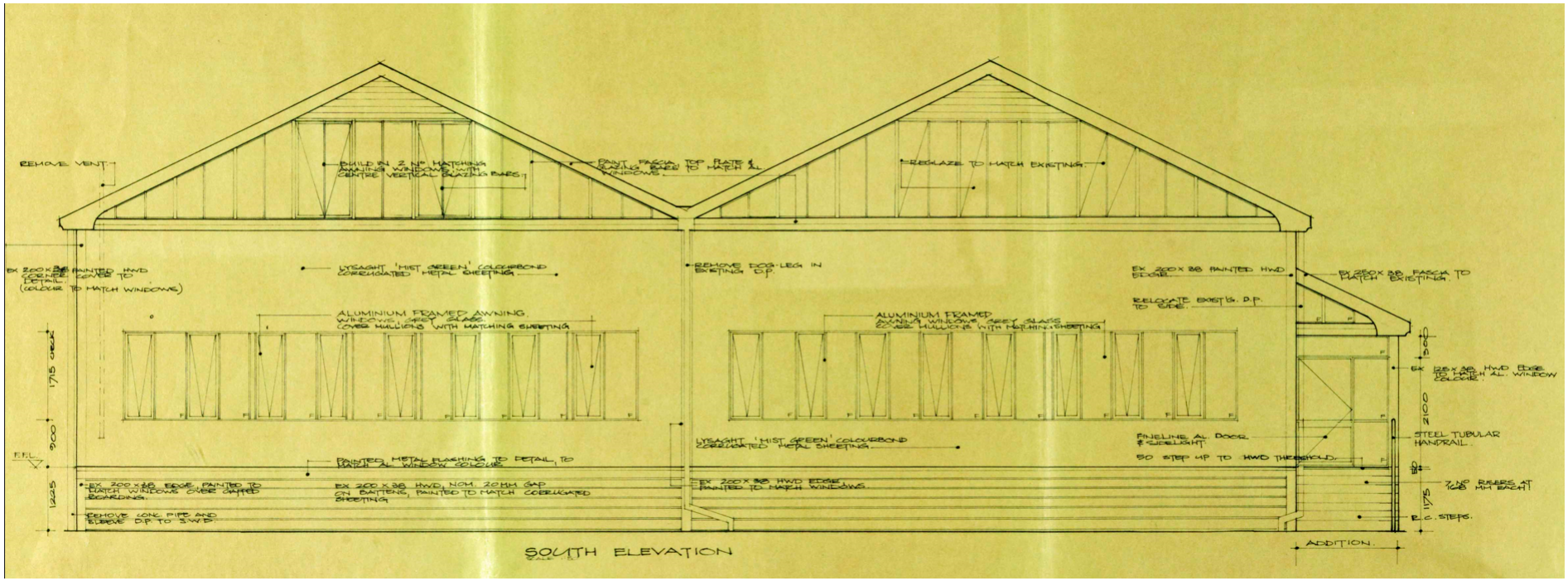


Appendix D

1984 Goods Shed Alterations Plan and South Elevation

Appendix D 1984 Goods Shed Alterations Plan and South Elevation




REMOVE VENT
BUILD IN 2 No. MATCHING AWNING WINDOWS WITH CENTRE VERTICAL BRACING RAILS.
REMOVE FASCIA TOP PLATE & GUTTER & RAKING BARGE TO MATCH ALL
RECLAZE TO MATCH EXISTING.
EX 200 x 38 PAINTED HWD CORNICE COVED TO DETAIL. (COLOUR TO MATCH WINDOWS)
LYSAGHT 'MIST GREEN' COLORBOND CORRUGATED METAL SHEETING
REMOVE DOG-LEG IN EXISTING D.P.
EX 200 x 38 PAINTED HWD EDGE.
EX 250 x 38 FASCIA TO MATCH EXISTING.
RELOCATE EXIST'G. D.P. TO SUIT.
ALUMINIUM FRAMED AWNING WINDOWS, GREY GLASS COVER MULLIONS WITH MATCHING SHEETING
ALUMINIUM FRAMED AWNING WINDOWS GREY GLASS EXCEPT MULLIONS WITH MATCHING SHEETING
EX 38 x 38 HWD EDGE TO MATCH AL. WINDOW COLOUR.
1715 CLEAR
900
2100
F.F.L.
FINELINE AL. DOOR & SIDELIGHT
50 STEP UP TO HWD THRESHOLD.
STEEL TUBULAR HANDRAIL.
PAINTED METAL FLASHING TO DETAIL, TO MATCH AL. WINDOW COLOUR.
EX 200 x 38 EDGE, PAINTED TO MATCH WINDOWS OVER CAVITY BOARDING.
EX 200 x 38 HWD, NOM. 20mm GAP ON BATTENS, PAINTED TO MATCH CORRUGATED SHEETING
EX 200 x 38 HWD EDGE, PAINTED TO MATCH WINDOWS.
1225
175
7 No RISERS AT 178 mm EACH
REMOVE CONC PIPE AND REINSTATE D.P. TO S.W.D.
E.C. STEPS.
SOUTH ELEVATION
ADDITION.

Appendix E

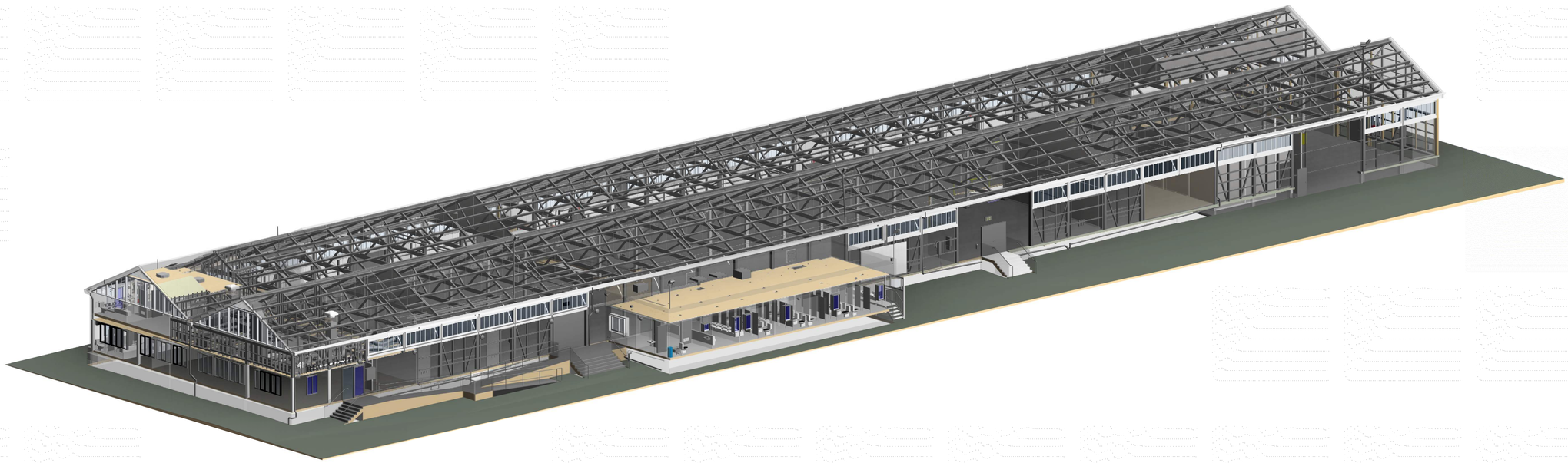
Structural Observation Comments following Site Inspection on 28-30/01/2025

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MPS-AEC-DR-ST-XX-01001	GROUND LEVEL - GENERAL ARRANGEMENT PLAN - ZONE 2
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MPS-AEC-DR-ST-XX-02102	BUILDING SECTIONS - SHEET 3
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MPS-AEC-DR-ST-XX-02106	BUILDING SECTIONS - SHEET 7

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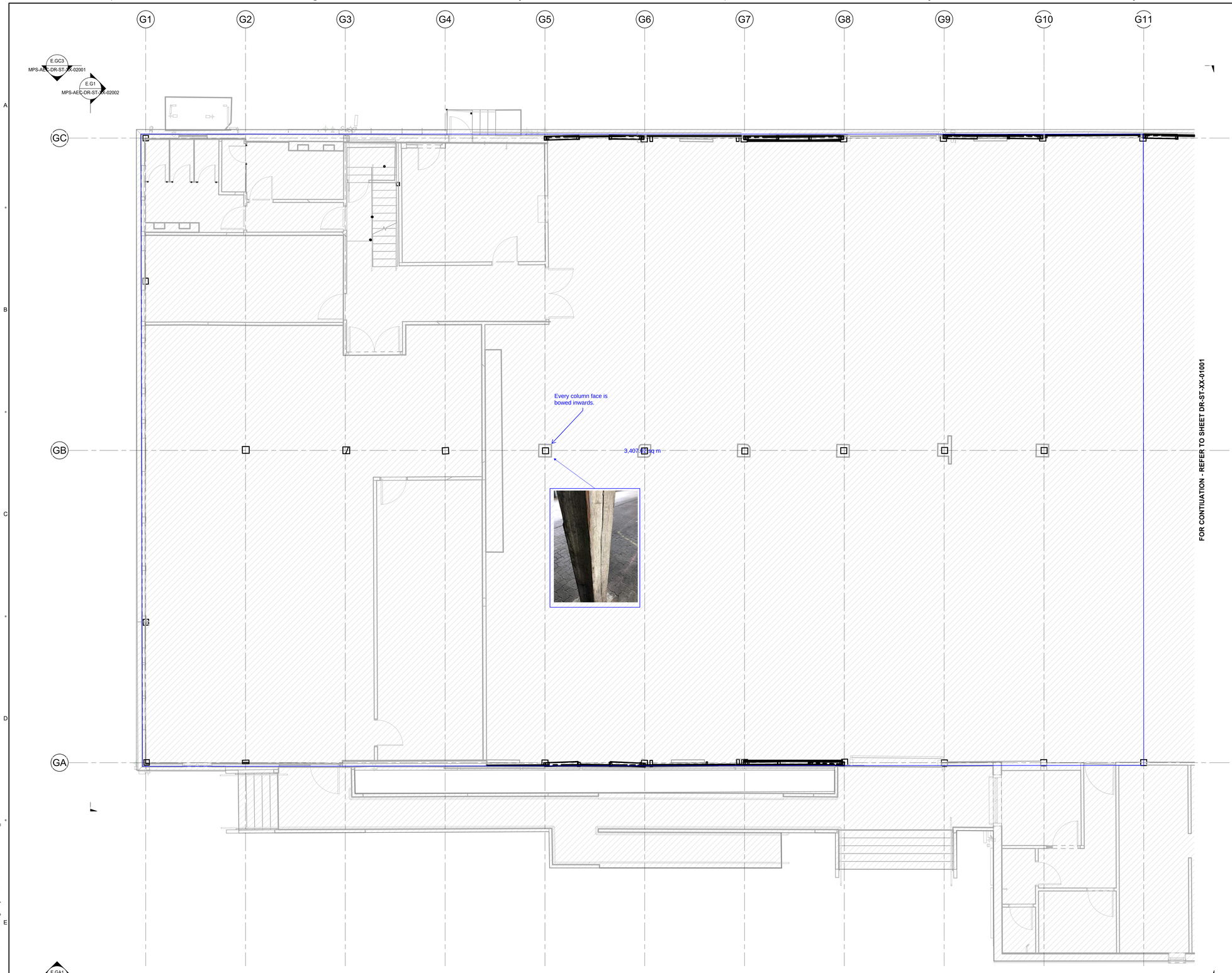
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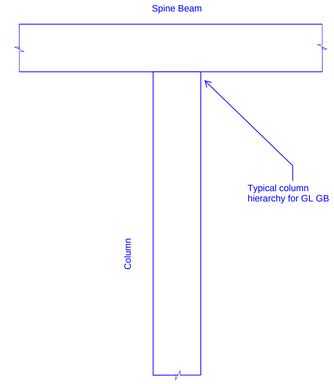
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Elevation along GL GB

GROUND LEVEL - ZONE 1

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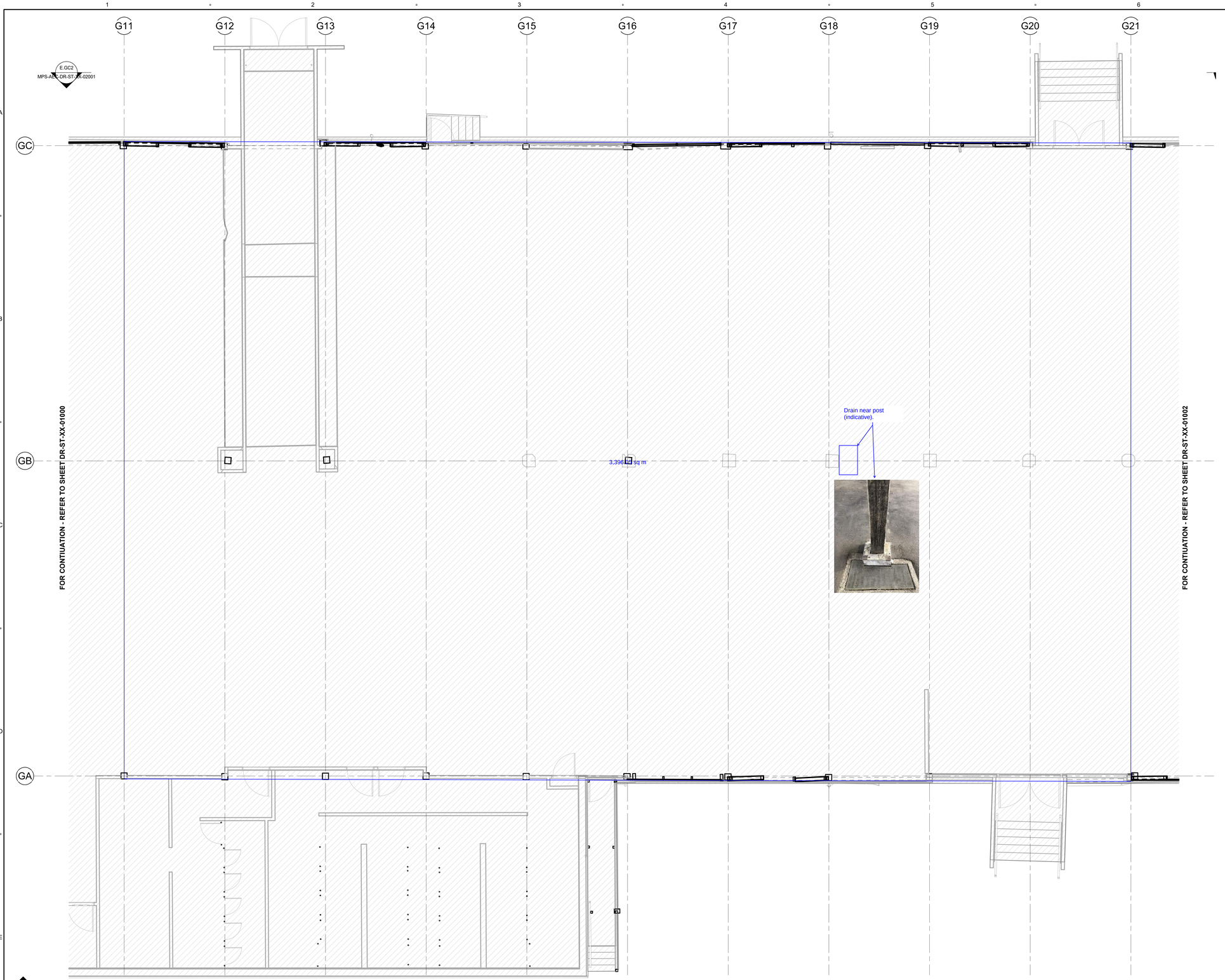
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GROUND LEVEL - ZONE 2

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GROUND LEVEL - ZONE 3

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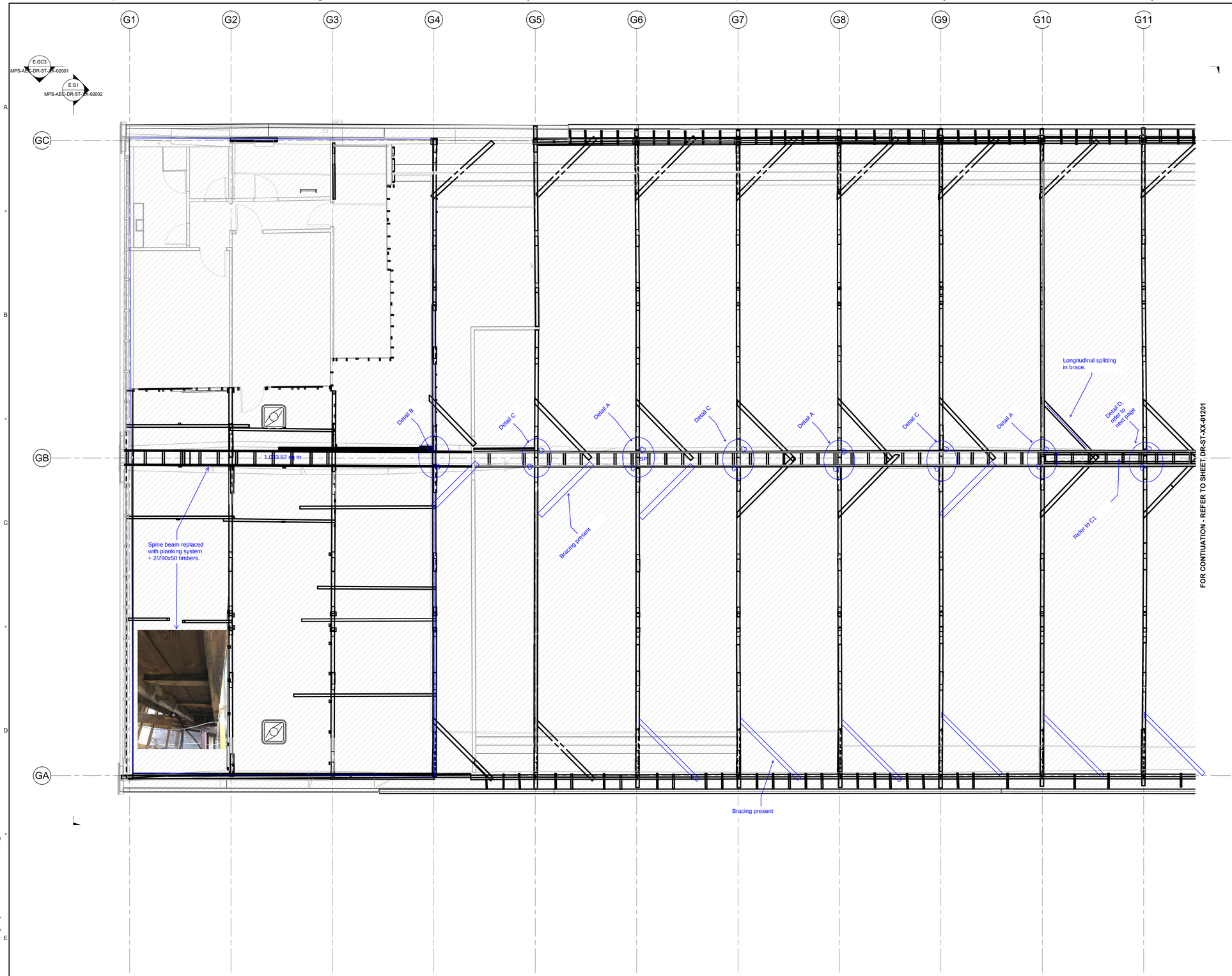
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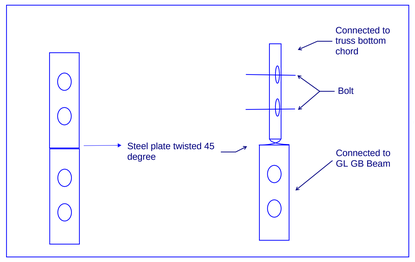
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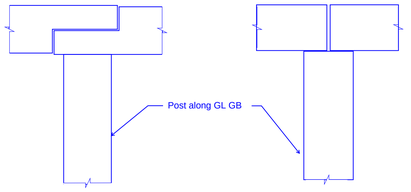
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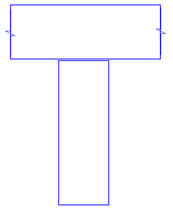
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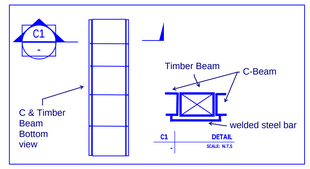


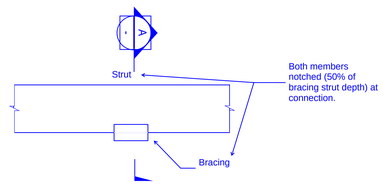
Detail A: Typical spine beam splice detail

Detail B: Typical termination over column



Detail C: Continuous timber beam over column





Typical horizontal bracing connection.



ROOF LEVEL (BOTTOM CHORD) - ZONE 1

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
0 2500 5000 mm
1:100

NORTH

SHEET TITLE
STRUCTURAL
ROOF LEVEL (BOTTOM CHORD) - GENERAL ARRANGEMENT PLAN - ZONE 1

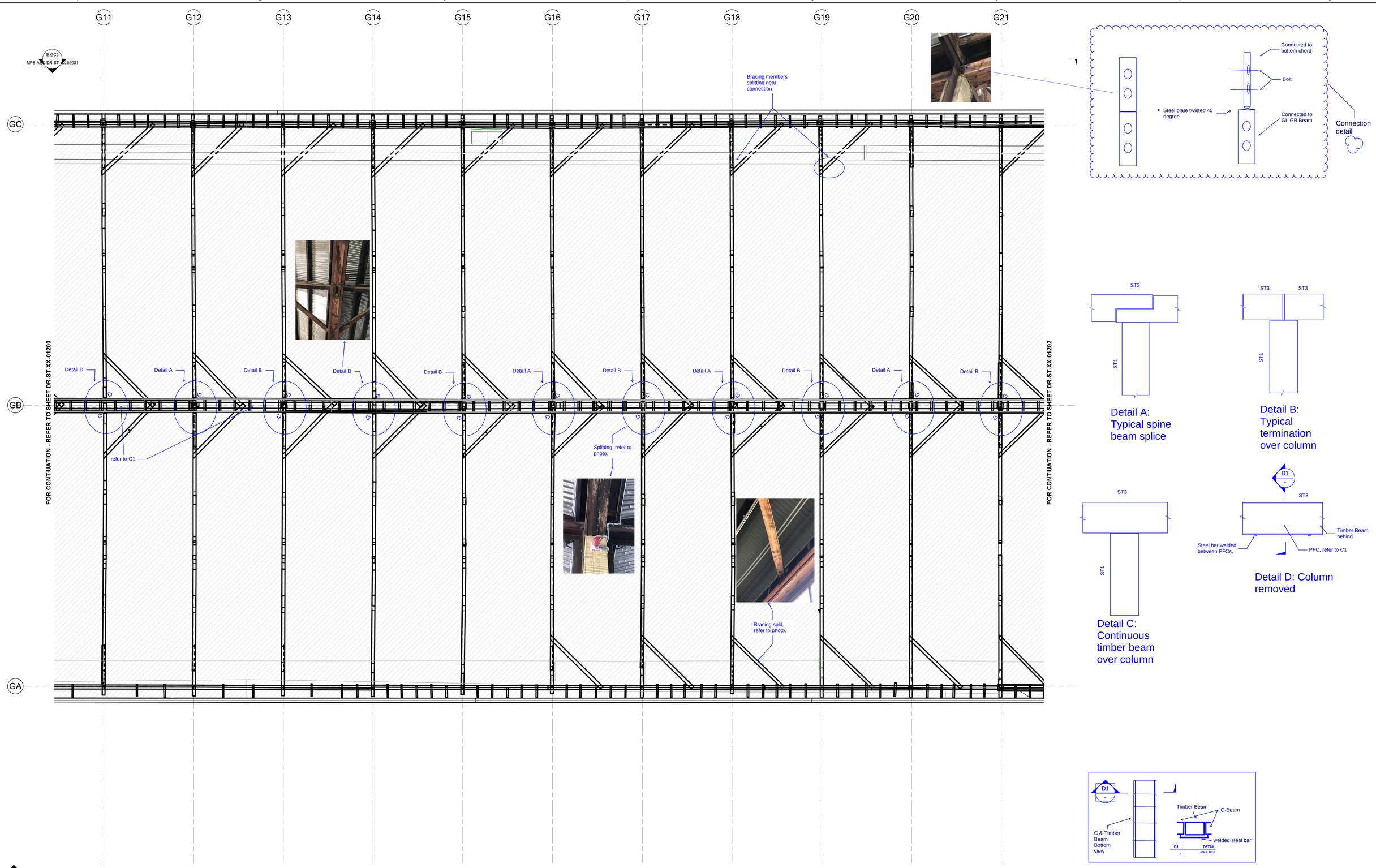
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60731376

DRAWING NUMBER MPS-AEC-DR-ST-XX-01200

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ISO_A0_841mm x 1189mm



ROOF LEVEL (BOTTOM CHORD) - ZONE 2

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

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1:100

NORTH

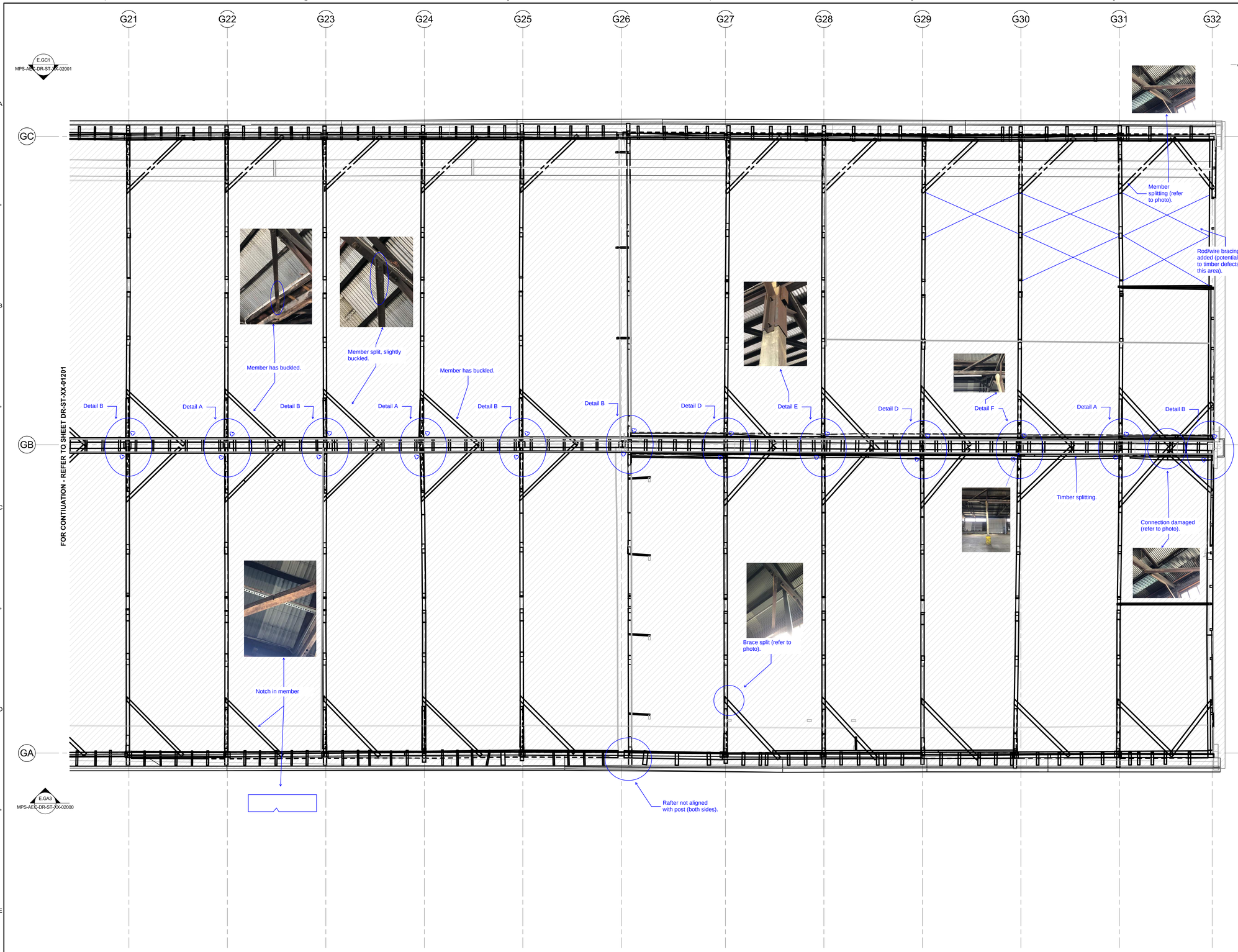
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ROOF LEVEL (BOTTOM CHORD) - GENERAL ARRANGEMENT PLAN - ZONE 2

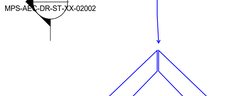
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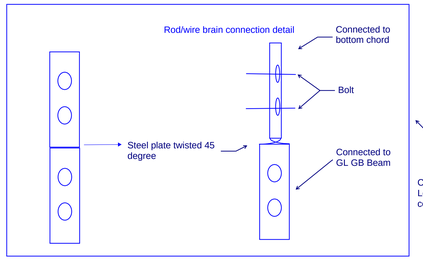
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MPS-AEC-DR-ST-XX-01201

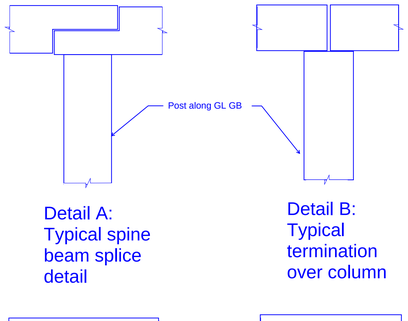
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ISO A0 841mm x 1189mm



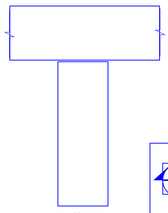






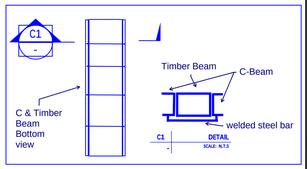
Detail A: Typical spine beam splice detail

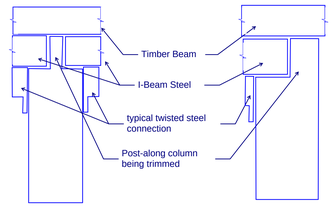
Detail B: Typical termination over column



Detail C: Continuous timber beam over column

Detail D: Column removed





Detail E: only one column

Detail F: only one column

ROOF LEVEL (BOTTOM CHORD) - ZONE 3

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
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APPROVED BY	

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
0 2500 5000 mm
1:100

NORTH

SHEET TITLE
STRUCTURAL
ROOF LEVEL (BOTTOM CHORD) - GENERAL ARRANGEMENT PLAN - ZONE 3

PROJECT NUMBER
60731376

DRAWING NUMBER MPS-AEC-DR-ST-XX-01202

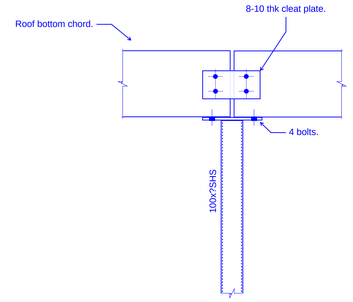
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ISO A0 841mm x 1189mm

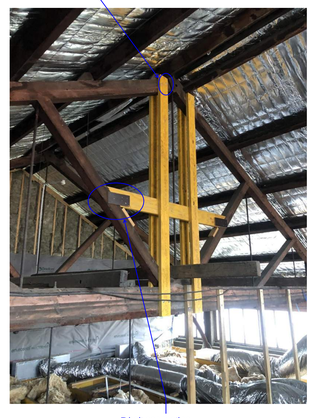


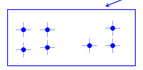
FOR CONTIUATION - REFER TO SHEET DR-ST-XX-01301



100 SHS Connection (GL 2-3)

2 bolt connection.





ROOF LEVEL (TOP CHORD) - ZONE 1

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

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0 2500 5000 mm
1:100

NORTH

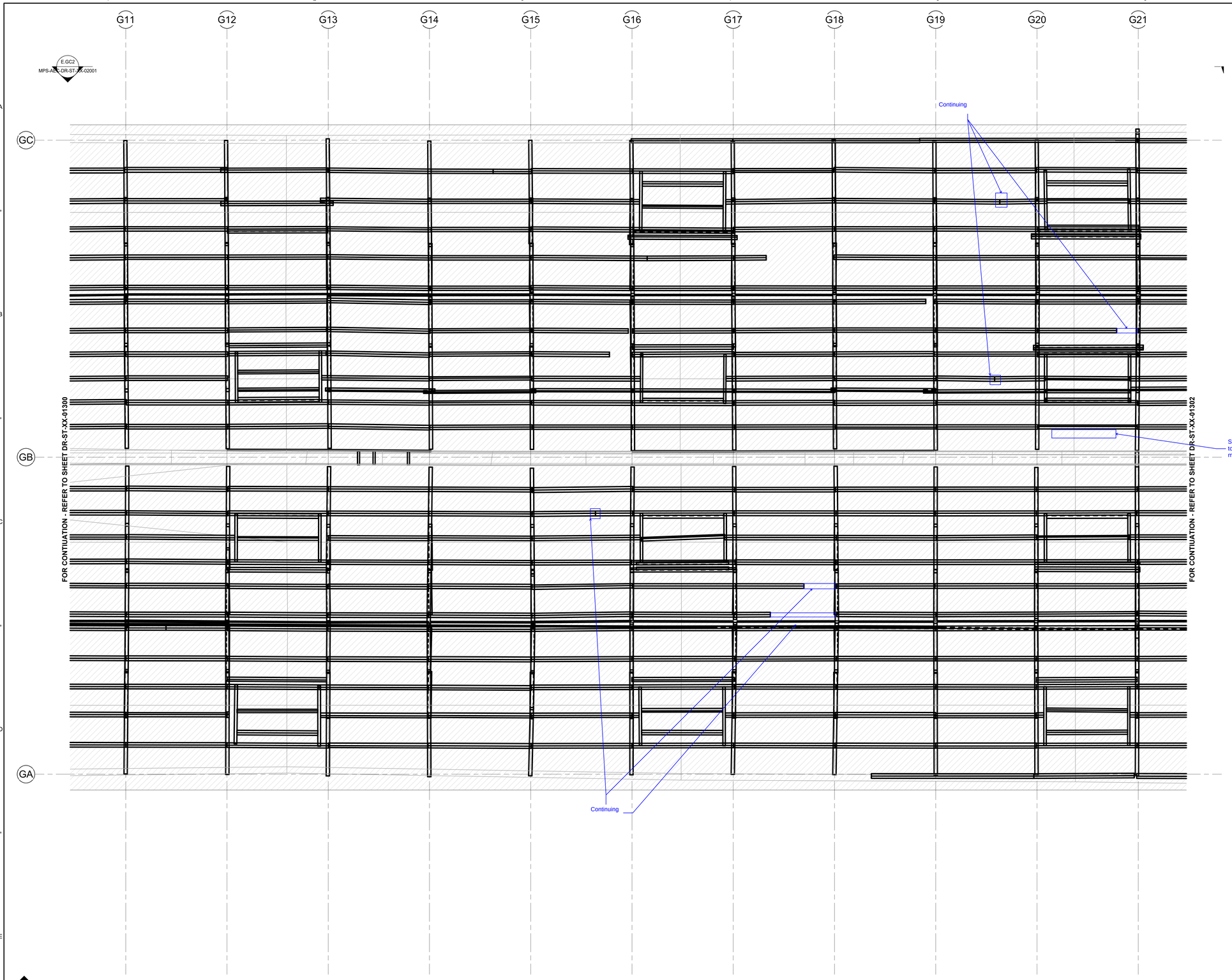
SHEET TITLE
STRUCTURAL
ROOF LEVEL (UPPER CHORD) - GENERAL ARRANGEMENT PLAN - ZONE 1

PROJECT NUMBER
60731376

DRAWING NUMBER **REVISION**
MPS-AEC-DR-ST-XX-01300

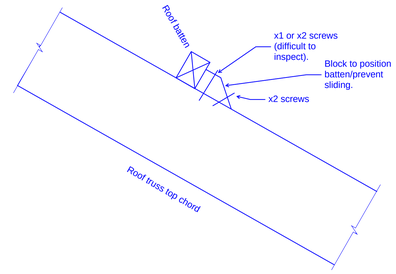
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ISO_A0_841mm x 1189mm





Typical roof batten splice - occurs at every truss (every grid) location.



E.GA2
MPS-AEC-DR-ST-XX-02000

ROOF LEVEL (TOP CHORD) - ZONE 2

Scale: 1 : 50

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0 2500 5000 mm
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NORTH

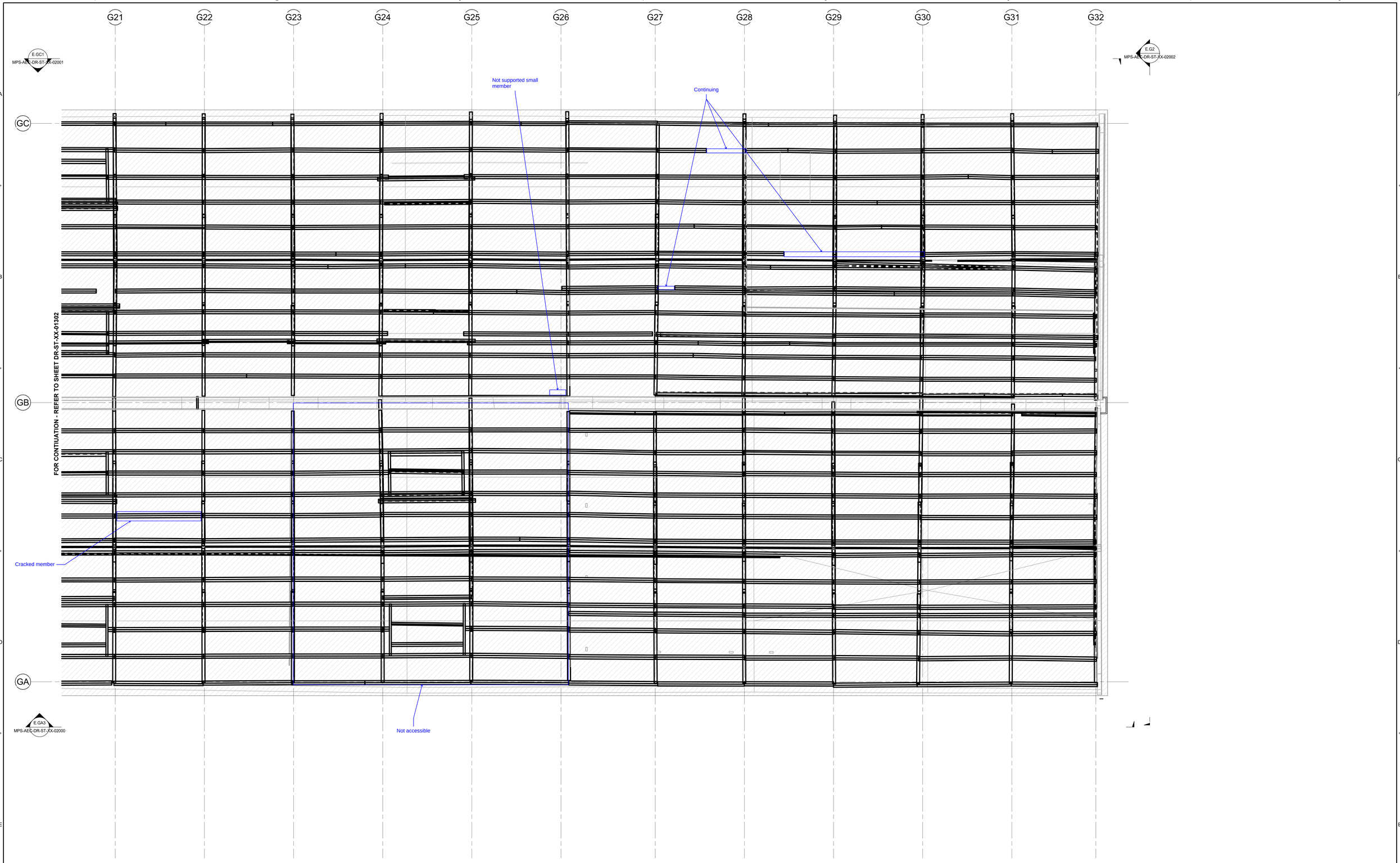
SHEET TITLE
STRUCTURAL
ROOF LEVEL (UPPER CHORD) - GENERAL ARRANGEMENT PLAN - ZONE 2

PROJECT NUMBER
60731376

DRAWING NUMBER **REVISION**
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ISO A0 841mm x 1189mm



ROOF LEVEL (TOP CHORD) - ZONE 3

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

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1:100

NORTH

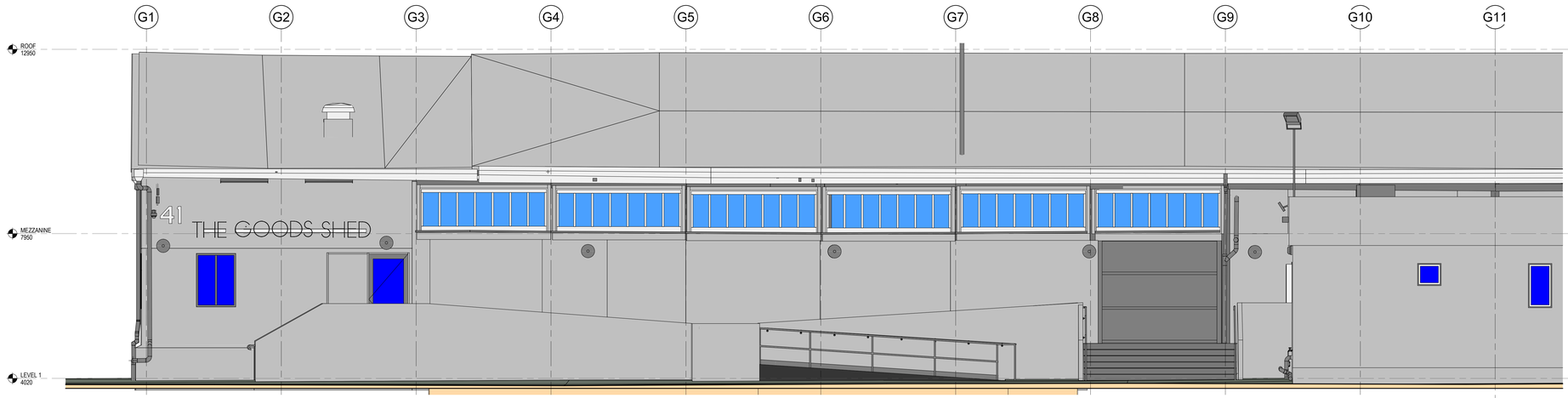
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STRUCTURAL
ROOF LEVEL (UPPER CHORD) - GENERAL ARRANGEMENT PLAN - ZONE 3

PROJECT NUMBER
60731376

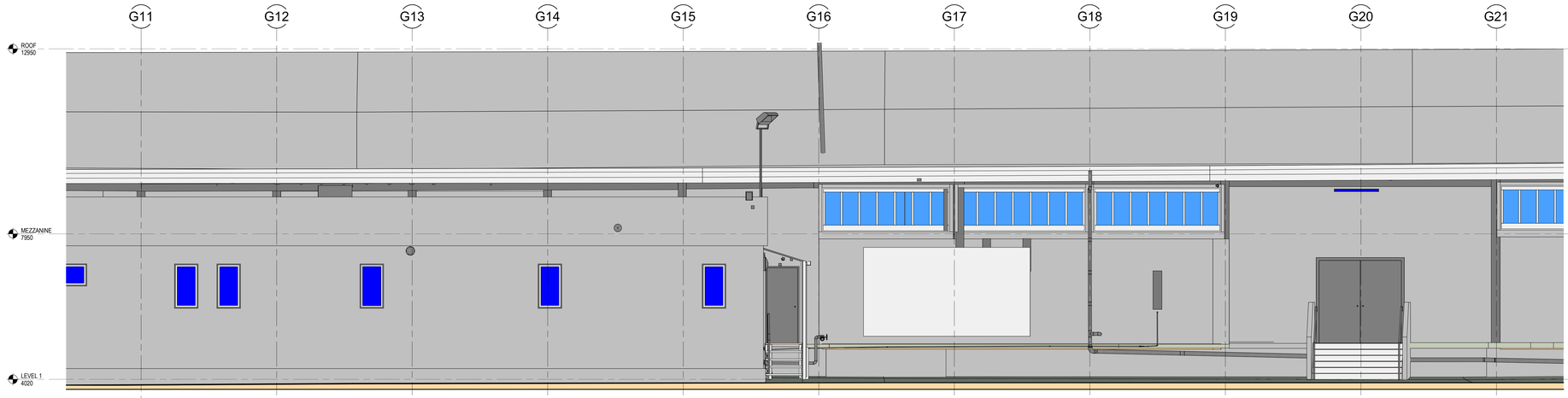
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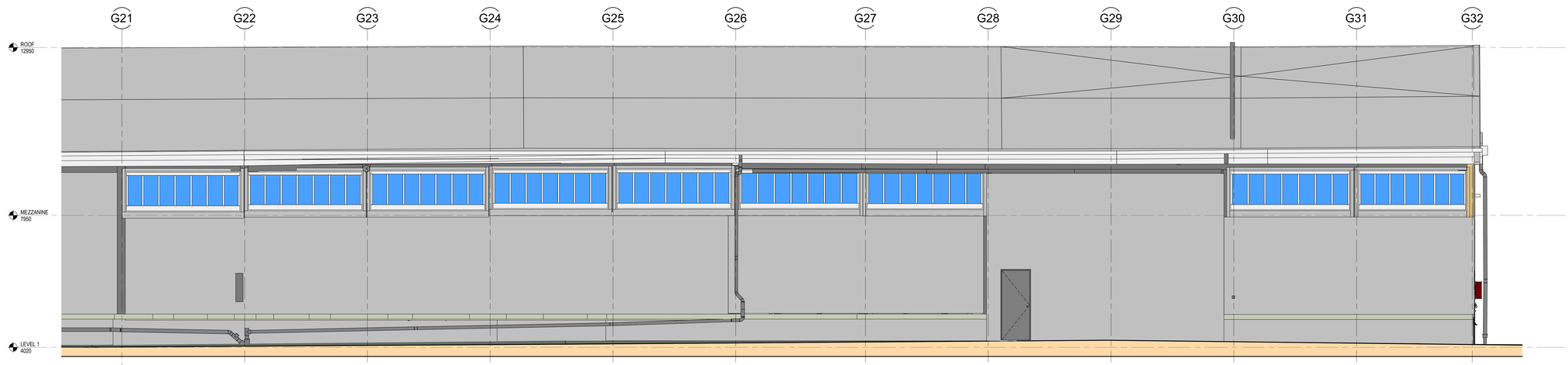
ISO A0 841mm x 1189mm



E.GA1 | ELEVATION
MPS-AEC-DR-ST-XX-01000 | Scale: 1 : 50



E.GA2 | ELEVATION
MPS-AEC-DR-ST-XX-01001 | Scale: 1 : 50



E.GA3 | ELEVATION
MPS-AEC-DR-ST-XX-01002 | Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

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APPROVED BY	

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0 2500 5000 mm
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NORTH

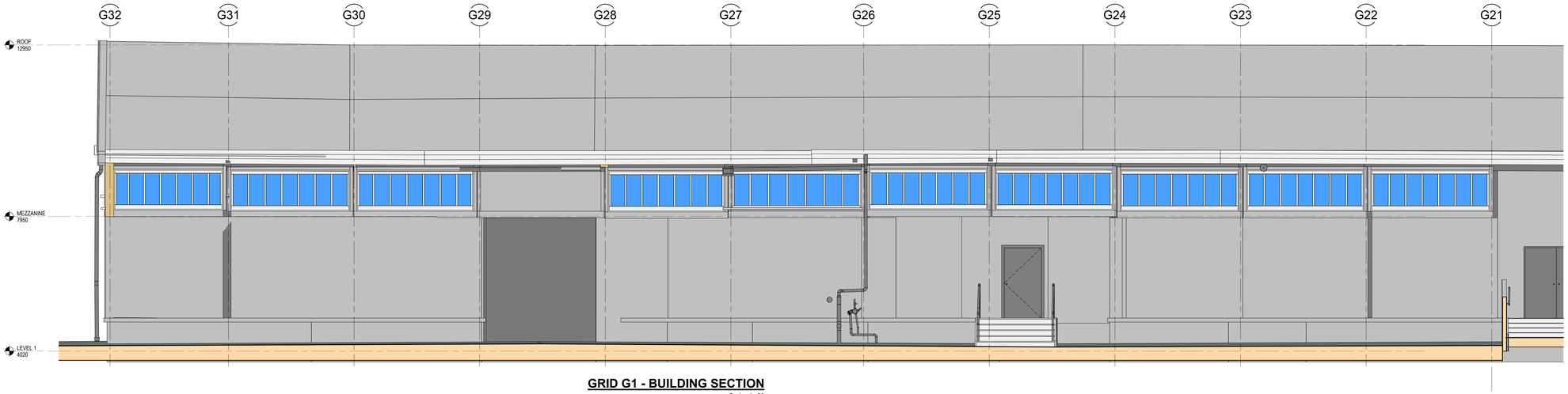
SHEET TITLE
STRUCTURAL
BUILDING ELEVATIONS - SHEET 1

PROJECT NUMBER
60731376

DRAWING NUMBER MPS-AEC-DR-ST-XX-02000
REVISION

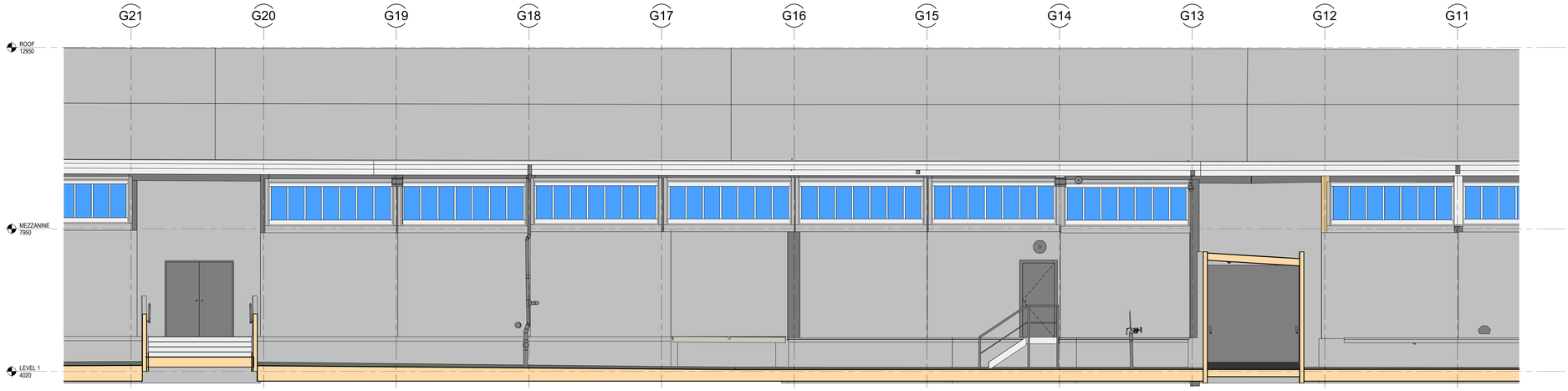
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ISO A0 841mm x 1189mm



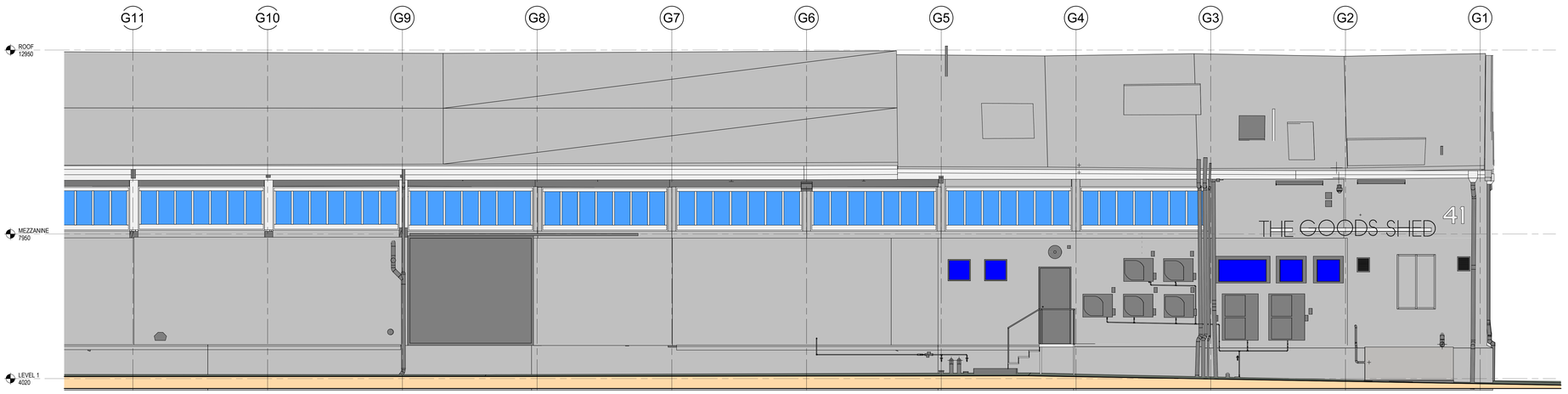
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Scale: 1 : 50



GRID G1 - BUILDING SECTION

Scale: 1 : 50



GRID G1 - BUILDING SECTION

Scale: 1 : 50

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MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

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0 2500 5000 mm
1:100

NORTH

SHEET TITLE
STRUCTURAL
BUILDING ELEVATIONS - SHEET 2

PROJECT NUMBER
60731376

DRAWING NUMBER MPS-AEC-DR-ST-XX-02001

REVISION

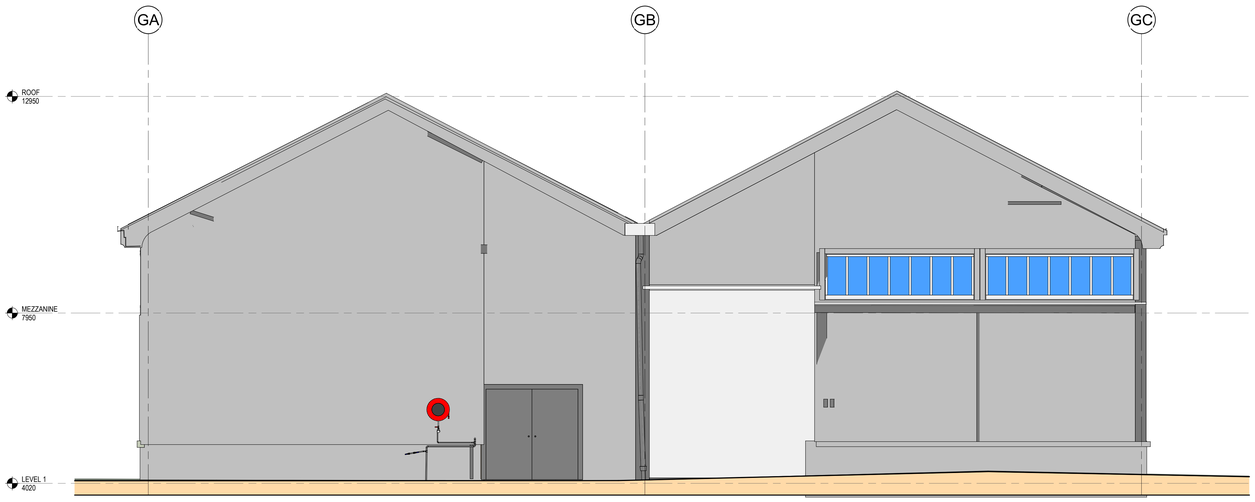
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ISO A0 841mm x 1189mm



GRID G1 - BUILDING SECTION

Scale: 1 : 50



GRID G1 - BUILDING SECTION

Scale: 1 : 50

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Prepared for:
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Client A.B.N. xx xxx xxx xxx

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SCALE 1:50 @A0
0 2500 5000 mm
1:100

NORTH

SHEET TITLE
STRUCTURAL
BUILDING ELEVATIONS - SHEET 3

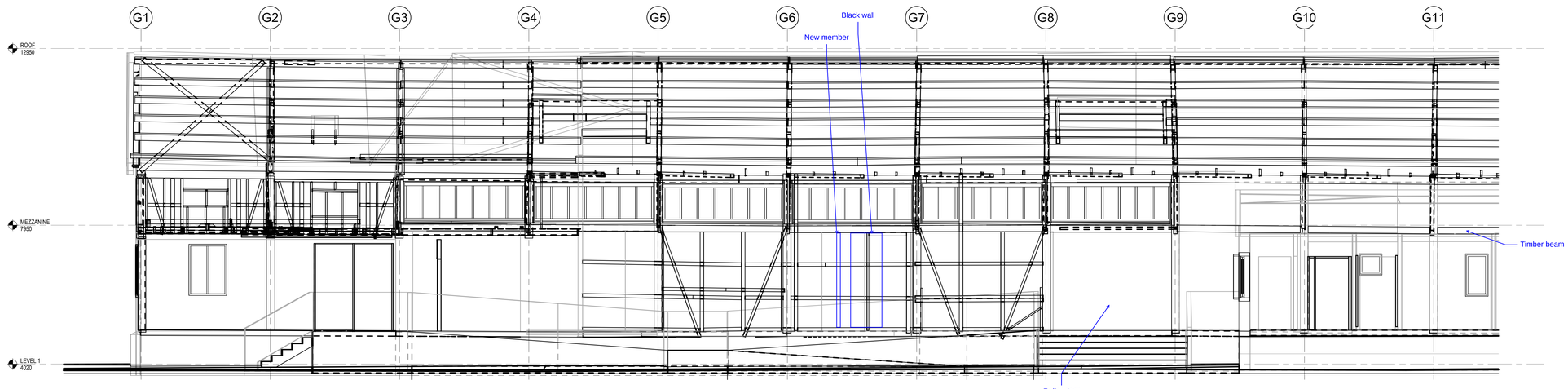
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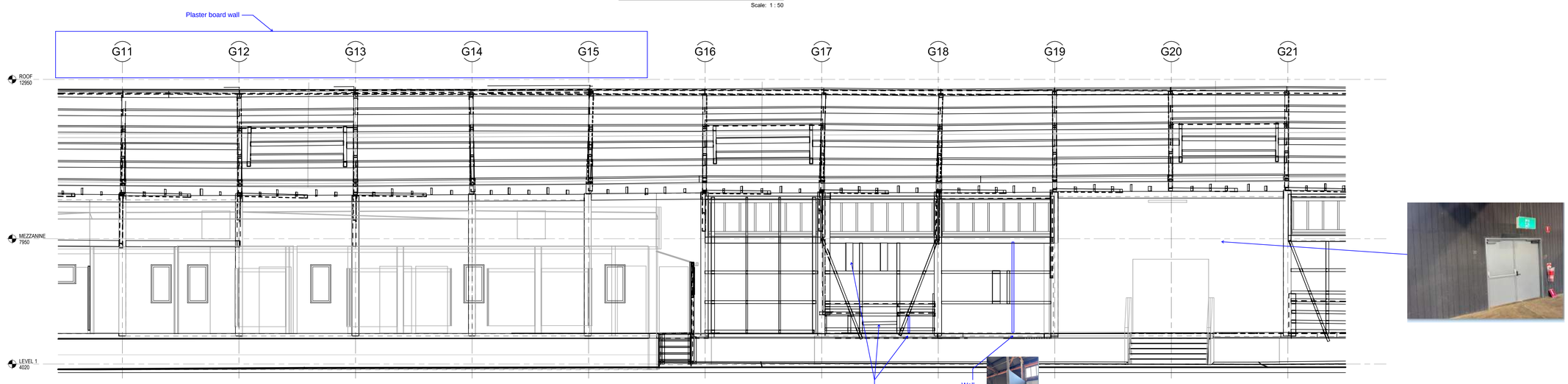
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ISO A0 841mm x 1189mm



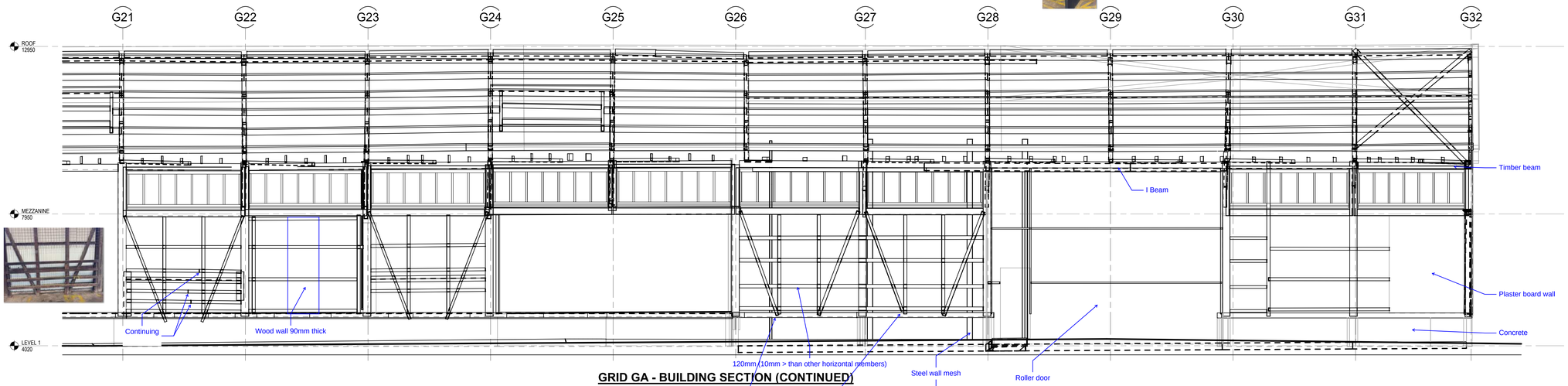
GRID GA - BUILDING SECTION

Scale: 1 : 50

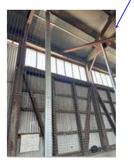


GRID GA - BUILDING SECTION (CONTINUED)

Scale: 1 : 50

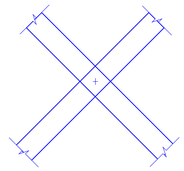




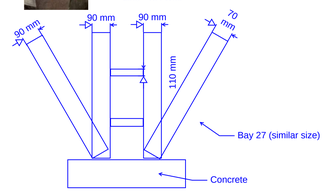


GRID GA - BUILDING SECTION (CONTINUED)

Scale: 1 : 50







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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
0 2500 5000 mm
1:100

NORTH

SHEET TITLE
STRUCTURAL
BUILDING SECTIONS - SHEET 1

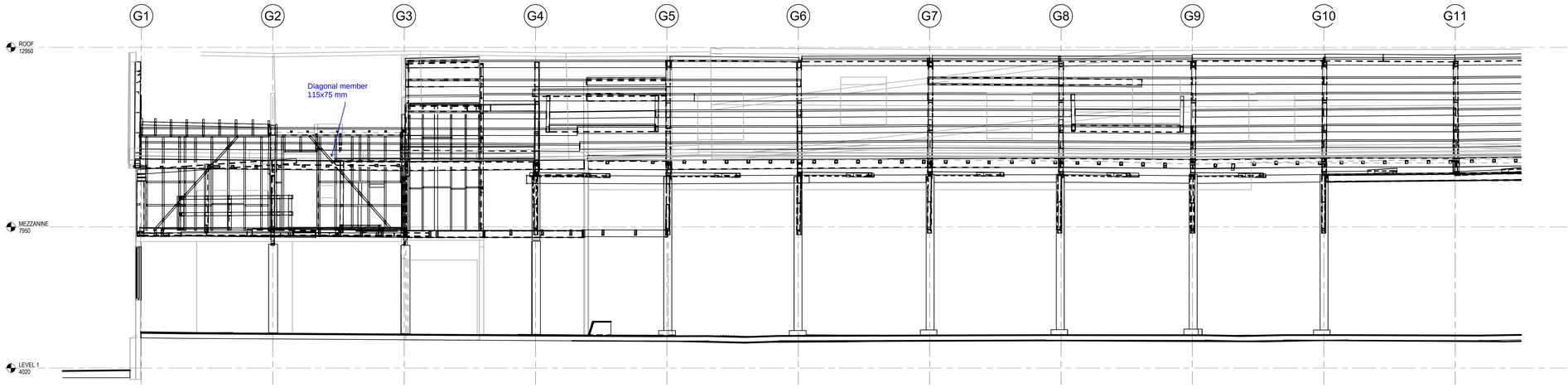
PROJECT NUMBER
60731376

DRAWING NUMBER MPS-AEC-DR-ST-XX-02100

REVISION

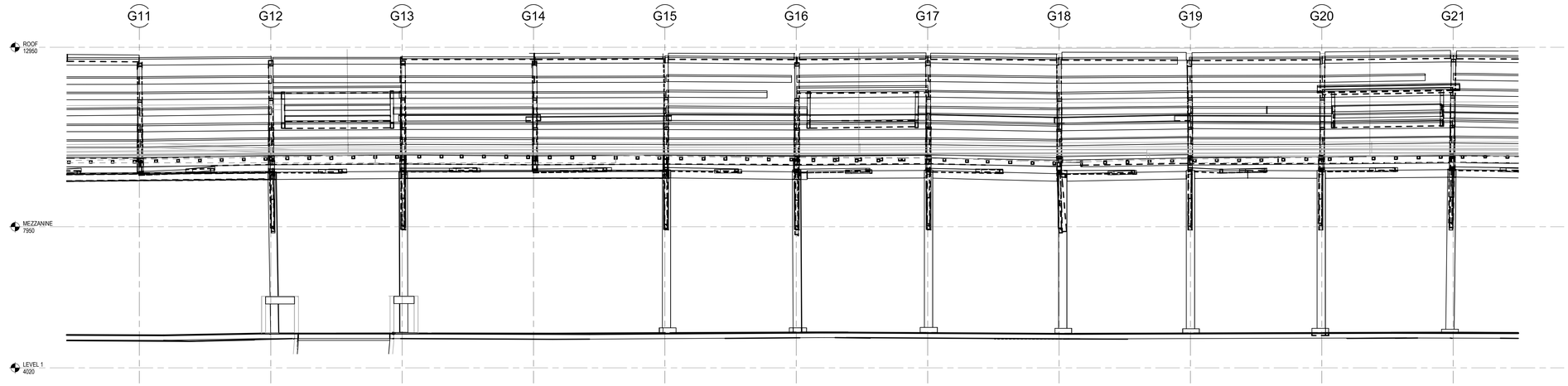
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ISO A0 841mm x 1189mm



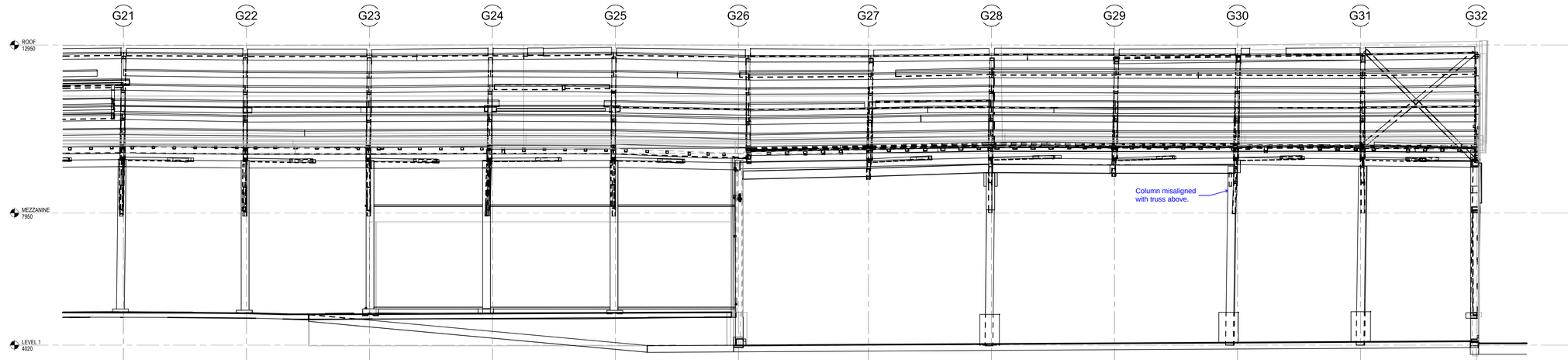
GRID GB - BUILDING SECTION

Scale: 1 : 50



GRID GB - BUILDING SECTION (CONTINUED)

Scale: 1 : 50



GRID GB - BUILDING SECTION (CONTINUED)

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
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1:100

NORTH

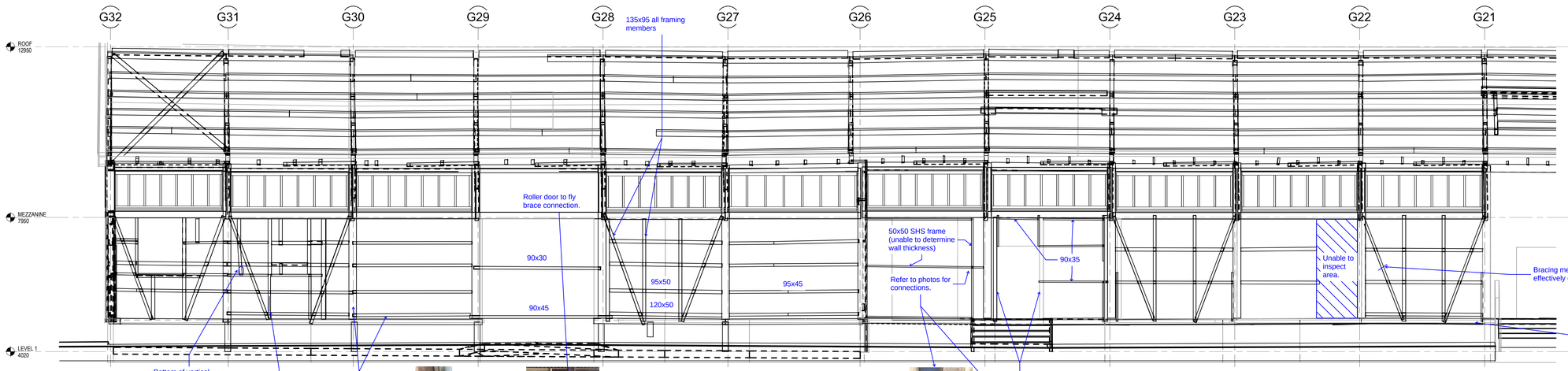
SHEET TITLE
STRUCTURAL
BUILDING SECTIONS - SHEET 2

PROJECT NUMBER
60731376

DRAWING NUMBER **REVISION**
MPS-AEC-DR-ST-XX-02101

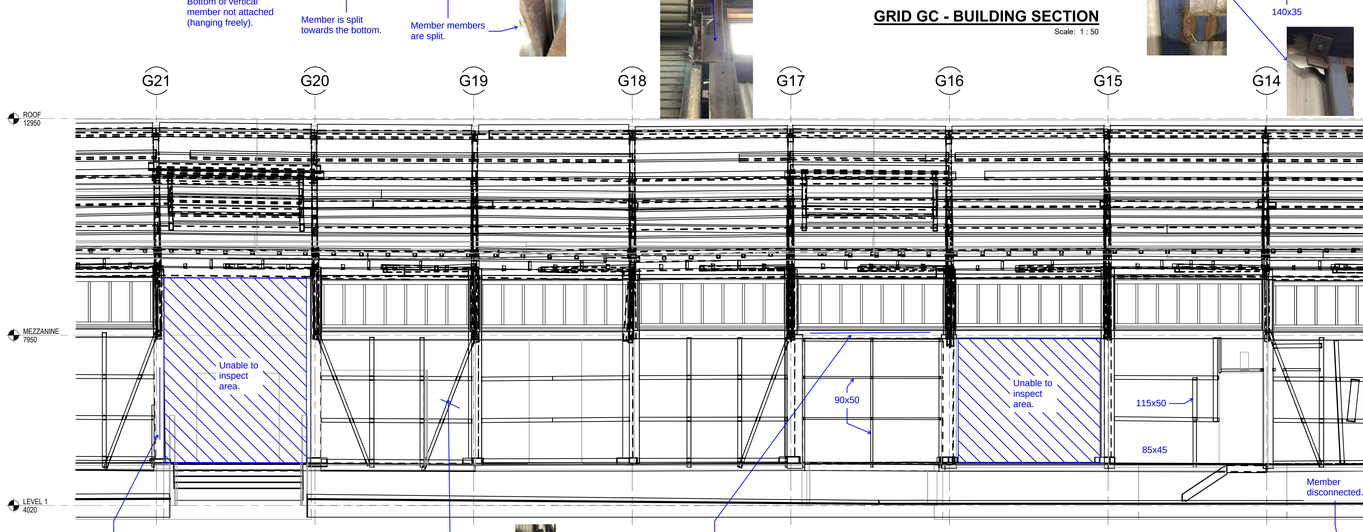
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ISO_A0_841mm x 1189mm



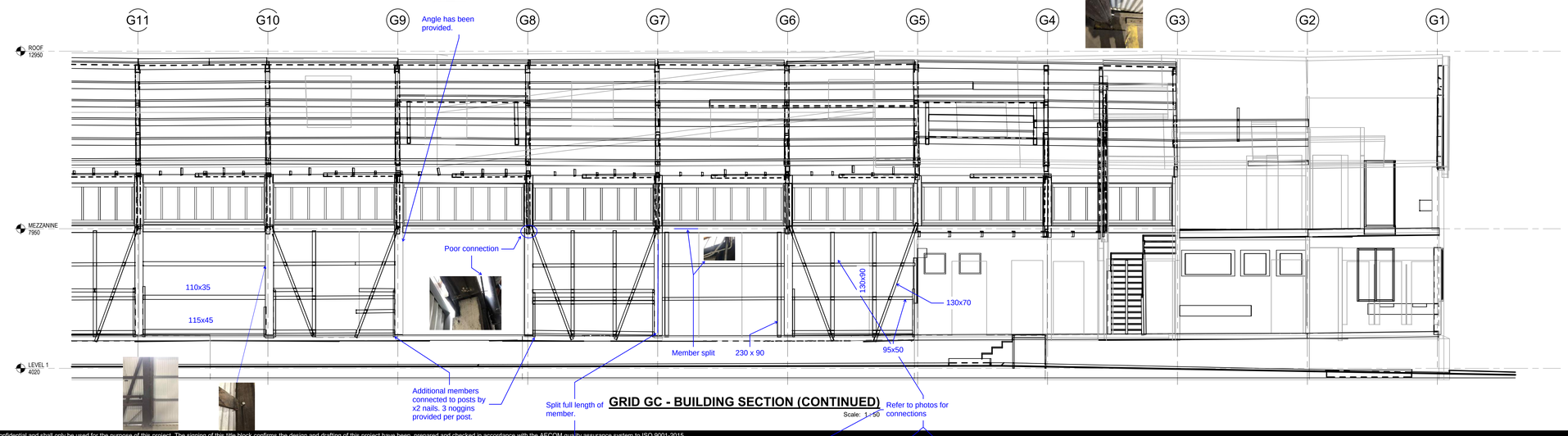
GRID GC - BUILDING SECTION

Scale: 1 : 50



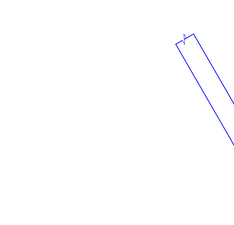
GRID GC - BUILDING SECTION (CONTINUED)

Scale: 1 : 50

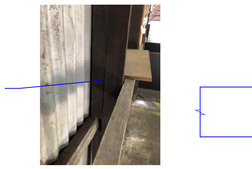


GRID GC - BUILDING SECTION (CONTINUED)

Scale: 1 : 50



Typical wall bracing bottom connection



Typical connection to strut (bottom of window)

-Note that steel base plates for timber columns appear to be 16 mm thk.
-Splices for struts at high level are the same as spine beam splices along GL GB (Refer to dwg 01201)

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
0 2500 5000 mm
1:100

NORTH

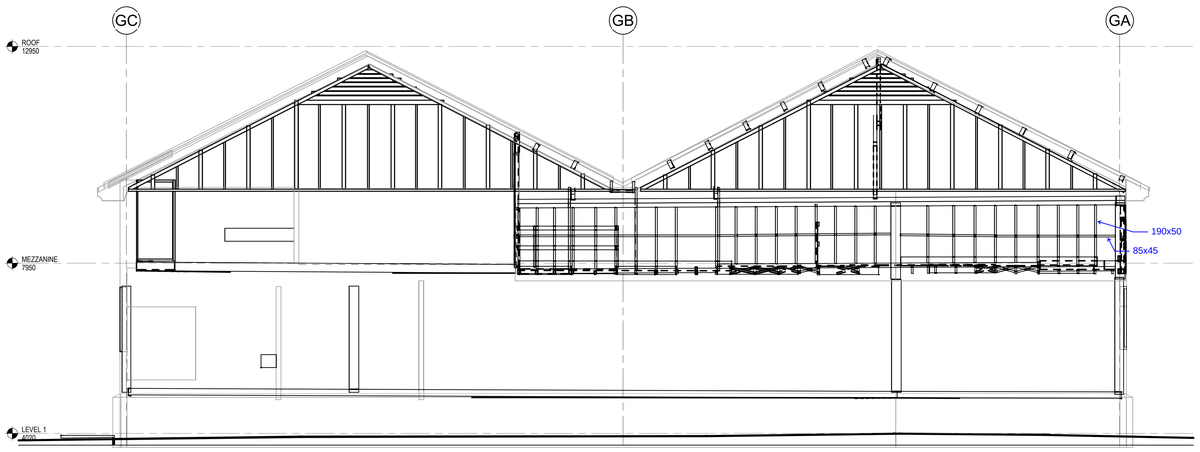
SHEET TITLE
STRUCTURAL
BUILDING SECTIONS - SHEET 3

PROJECT NUMBER
60731376

DRAWING NUMBER **REVISION**
MPS-AEC-DR-ST-XX-02102

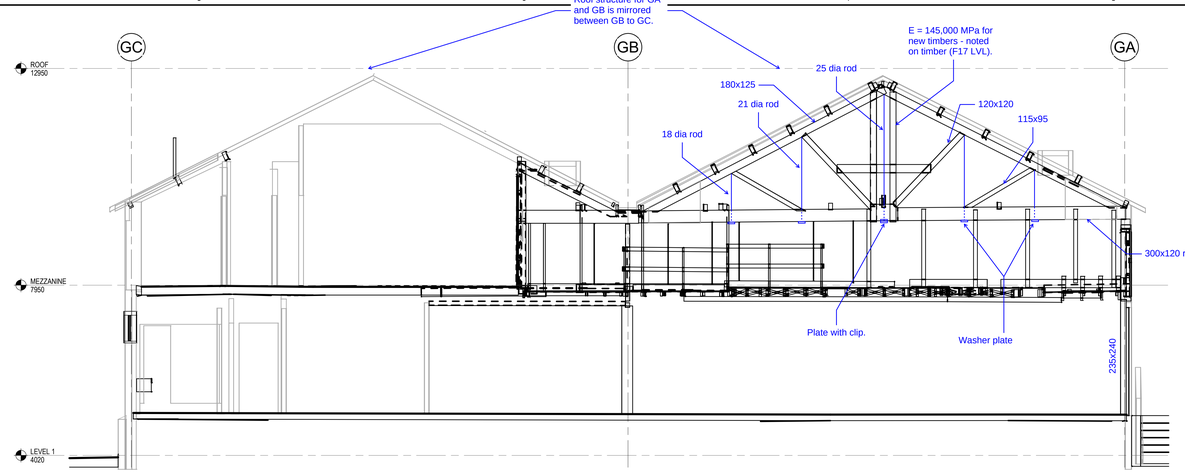
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ISO_A0 841mm x 1189mm



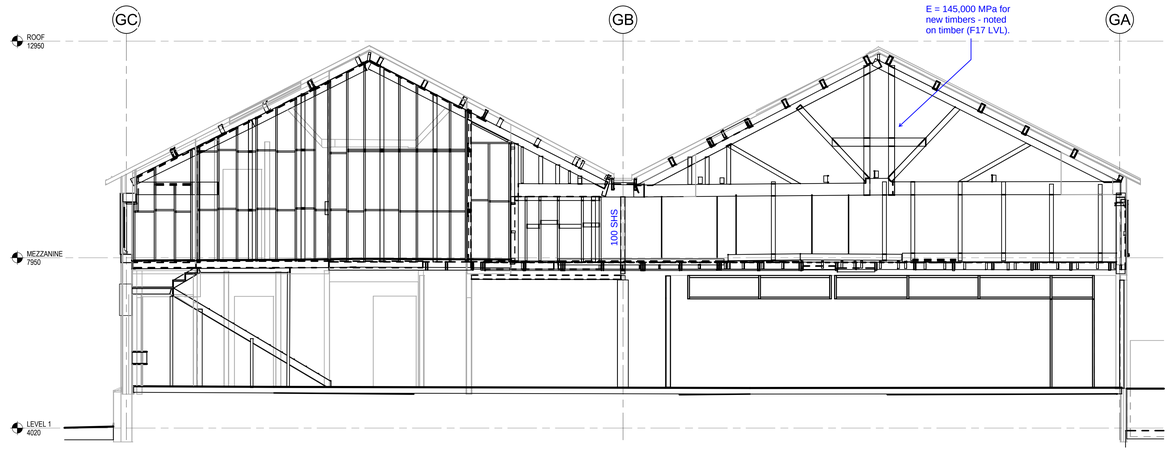
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Scale: 1 : 50



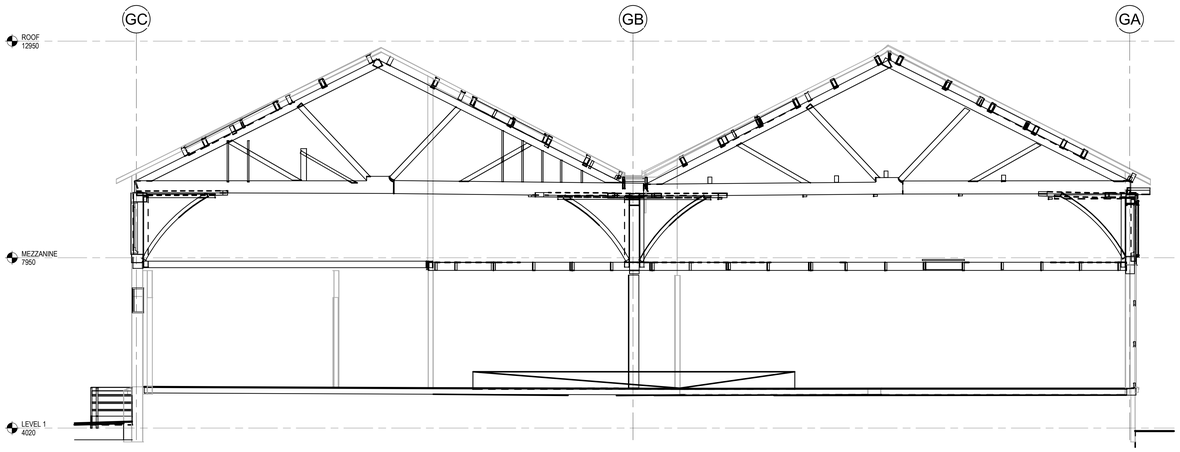
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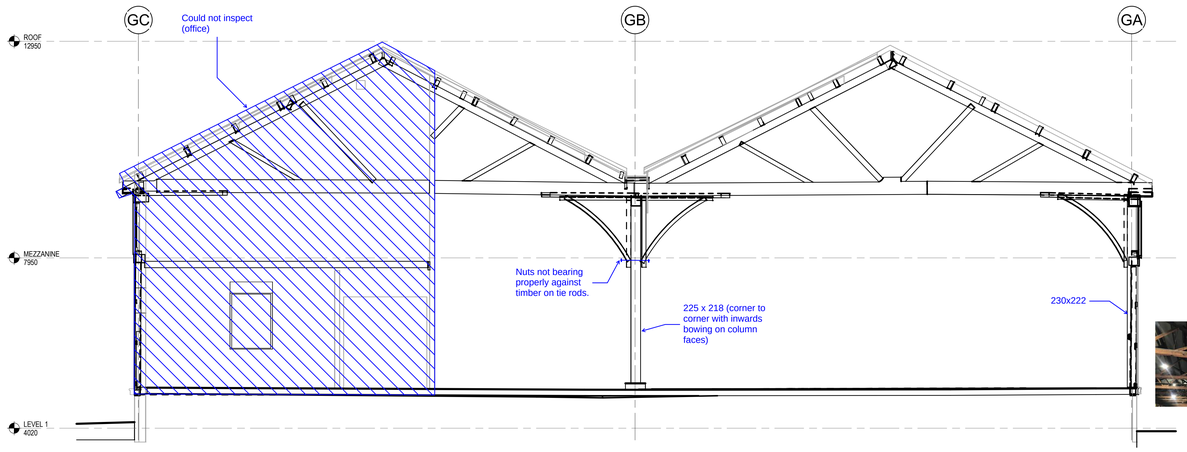
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GRID G4 - BUILDING SECTION

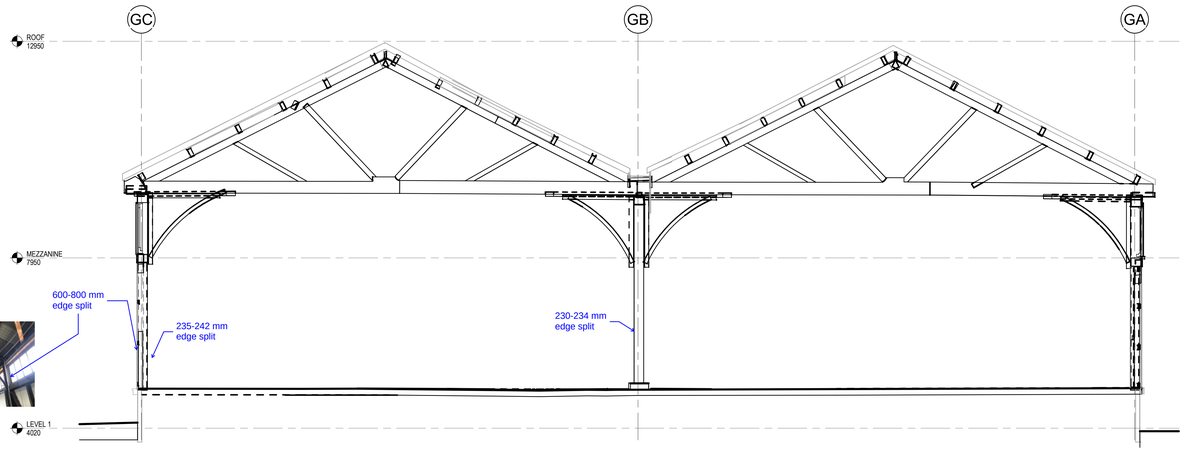
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GRID G5 - BUILDING SECTION

Scale: 1 : 50



GRID G6 - BUILDING SECTION

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

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SCALE 1:50 @A0
0 2500 5000 mm
1:100

NORTH

SHEET TITLE
STRUCTURAL
BUILDING SECTIONS - SHEET 4

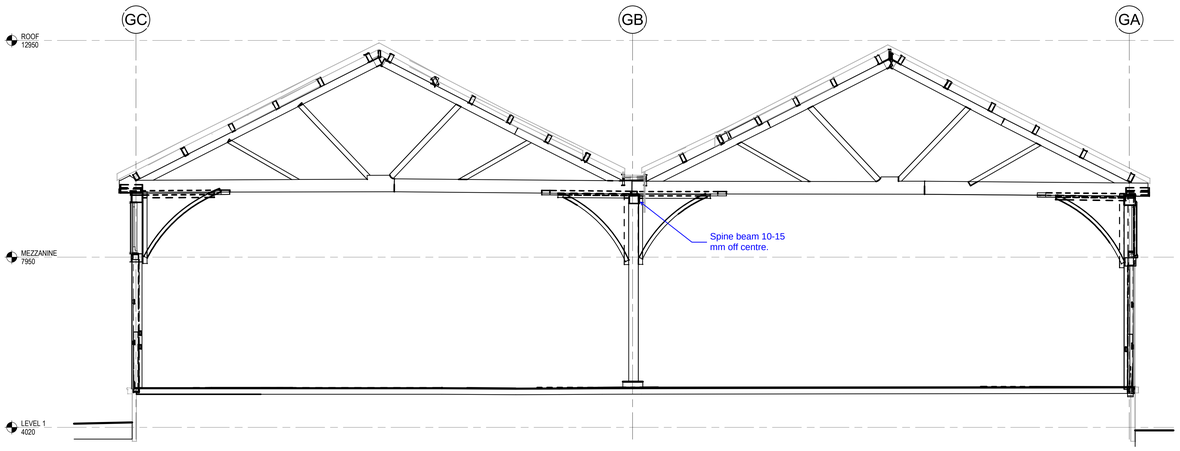
PROJECT NUMBER
60731376

DRAWING NUMBER MPS-AEC-DR-ST-XX-02103

REVISION

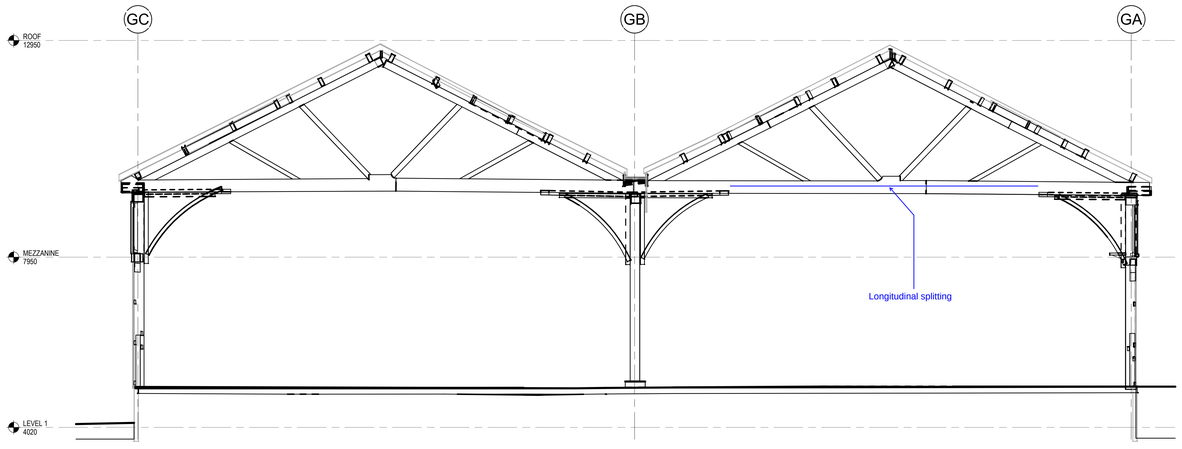
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ISO_A0_841mm x 1189mm



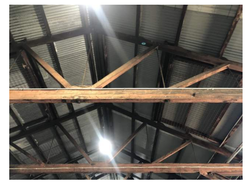
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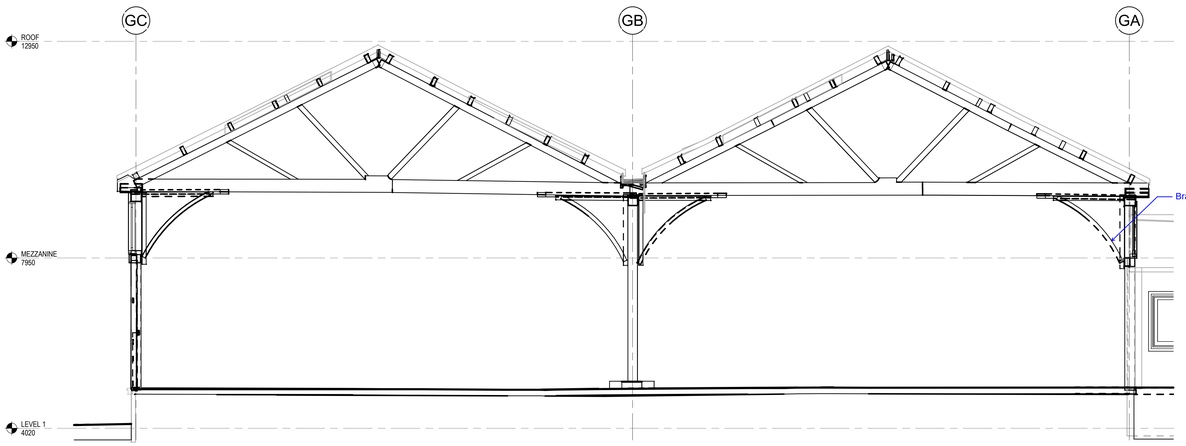
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GRID G8 - BUILDING SECTION

Scale: 1 : 50

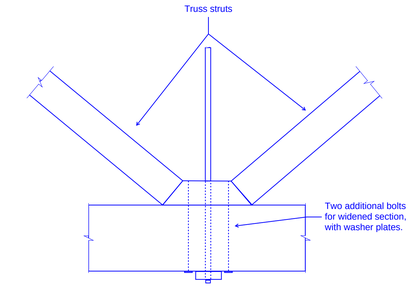


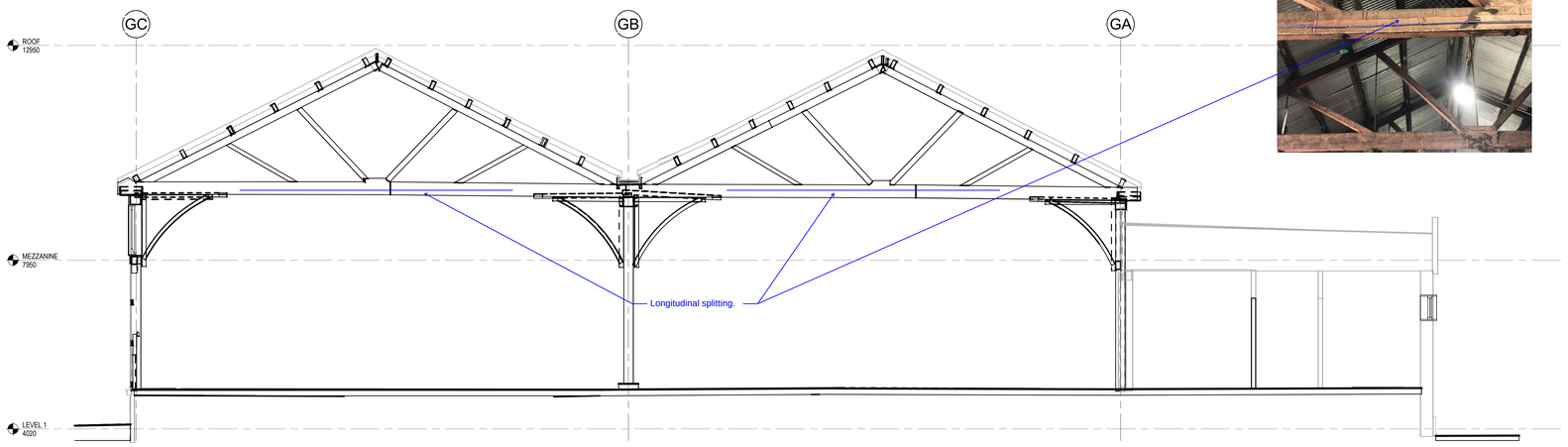


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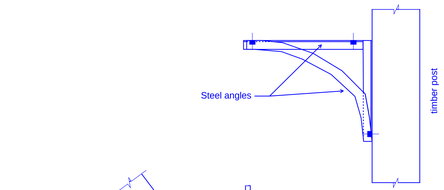


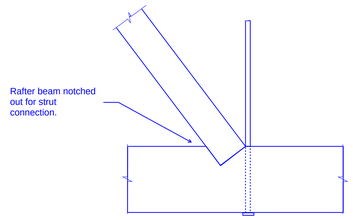




GRID G10 - BUILDING SECTION

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS	
DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

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ISSUE/REVISION		
I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
0 2500 5000 mm
1:100

SHEET TITLE
STRUCTURAL
BUILDING SECTIONS - SHEET 5

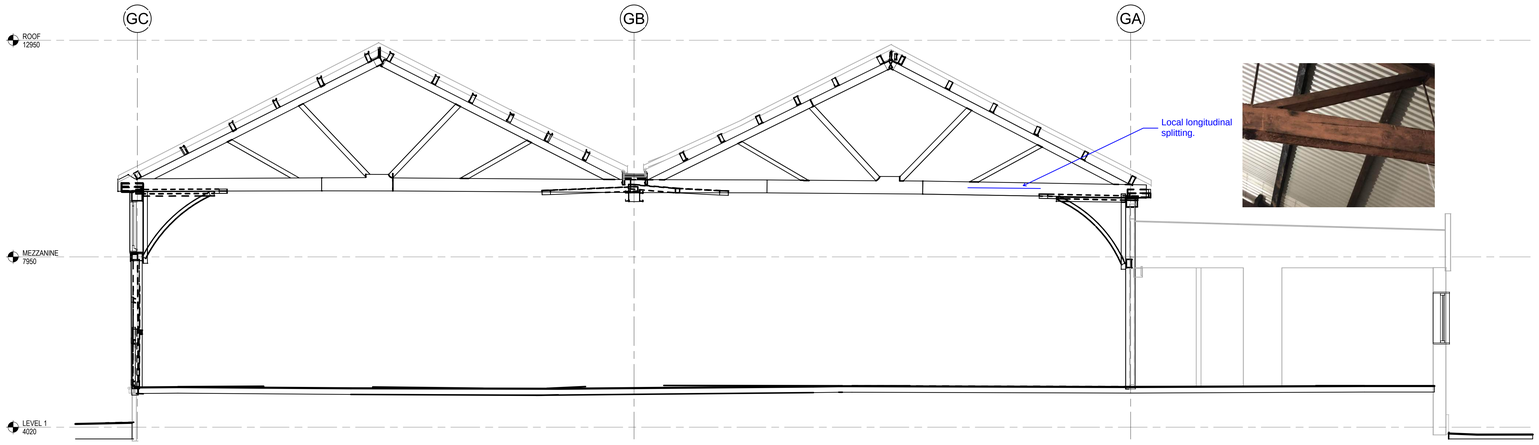
NORTH
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PROJECT NUMBER
60731376

DRAWING NUMBER **REVISION**
MPS-AEC-DR-ST-XX-02104

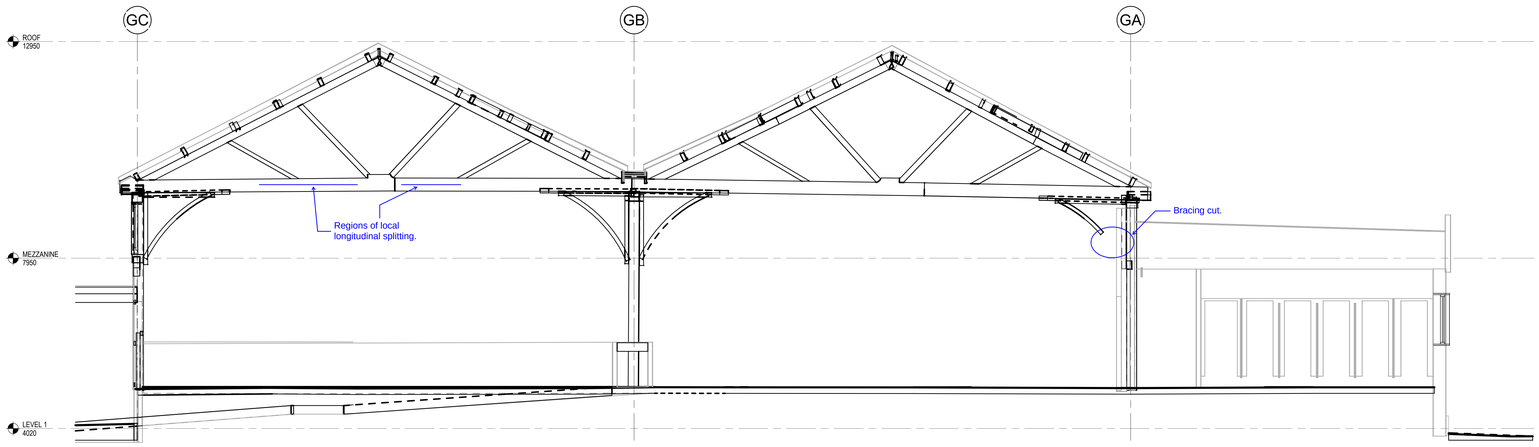
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ISO_A0_841mm x 1189mm



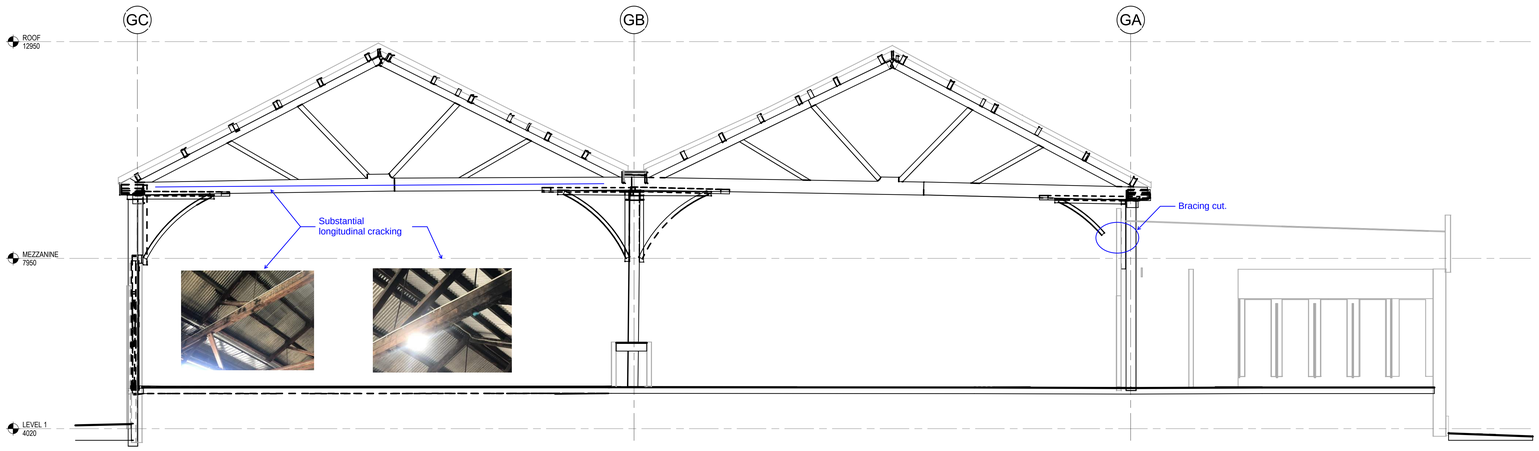
GRID G11 - BUILDING SECTION

Scale: 1 : 50



GRID G12 - BUILDING SECTION

Scale: 1 : 50



GRID G13 - BUILDING SECTION

Scale: 1 : 50

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PROJECT
MACQUARIE POINT MULTIPURPOSE STADIUM
41 Evans St, Hobart TAS 7000

CLIENT
MACQUARIE POINT DEVELOPMENT CORPORATION
Prepared for:
Client Legal Entity Name
Client A.B.N. xx xxx xxx xxx

PROJECT TEAM INITIALS

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	

ISSUE/REVISION

I/R	DATE	DESCRIPTION

SCALE 1:50 @A0
0 2500 5000 mm
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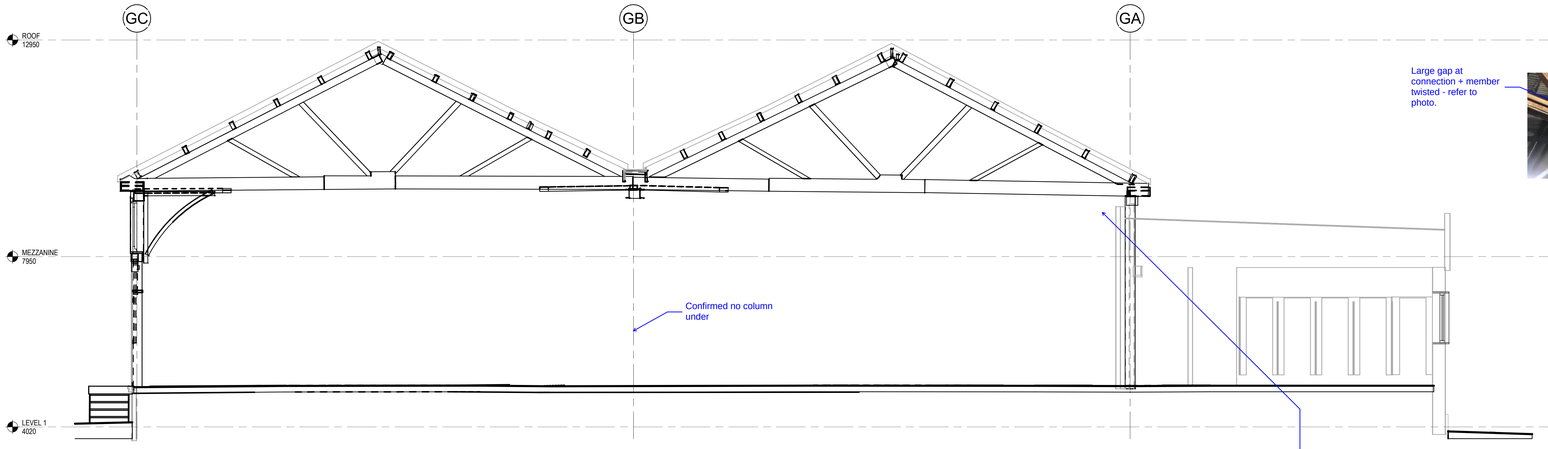
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STRUCTURAL
BUILDING SECTIONS - SHEET 6

PROJECT NUMBER
60731376

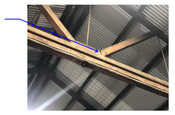
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MPS-AEC-DR-ST-XX-02105

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ISO A0 841mm x 1189mm

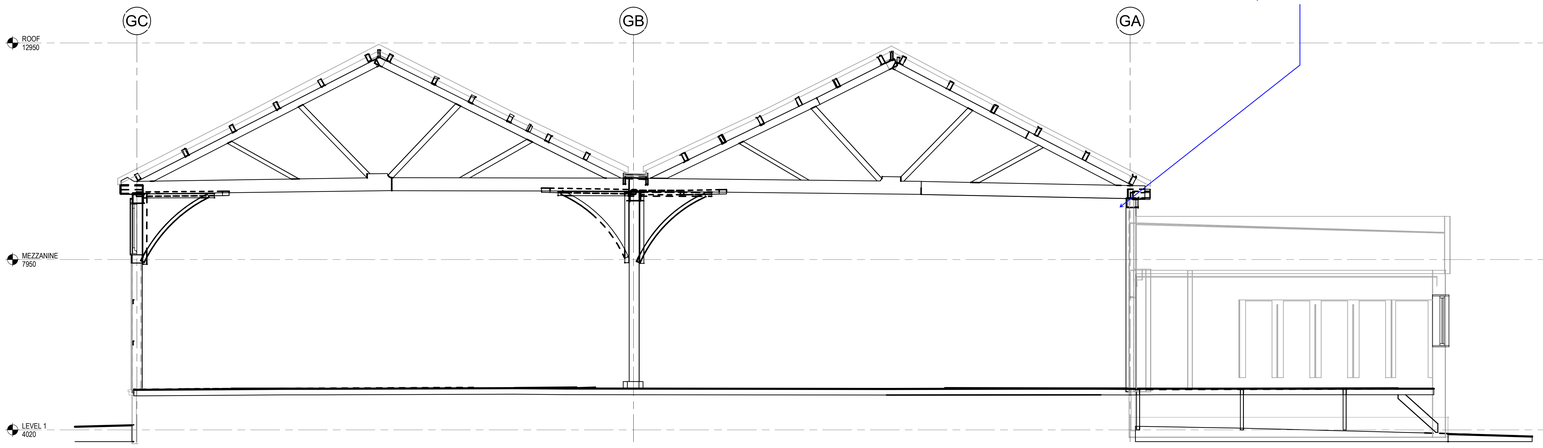


Large gap at connection + member twisted - refer to photo.



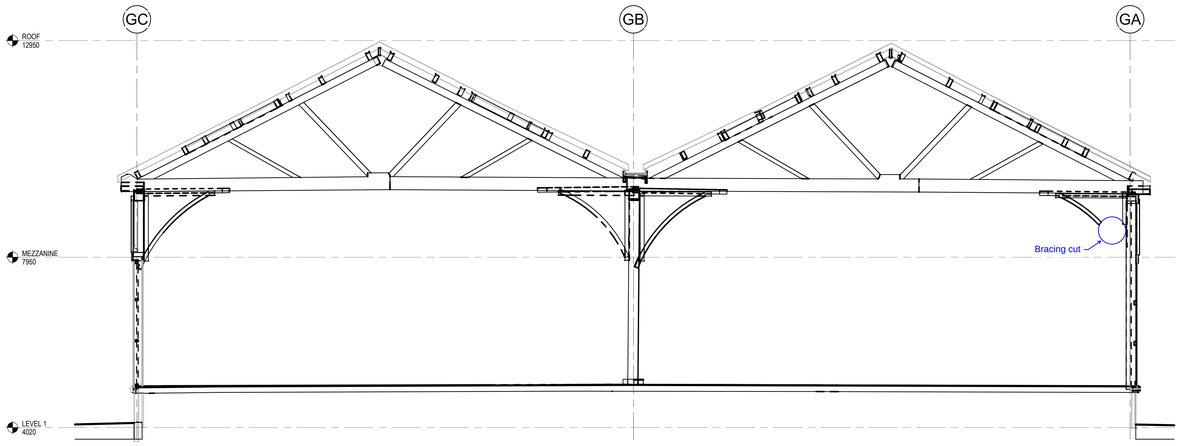
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Scale: 1 : 50



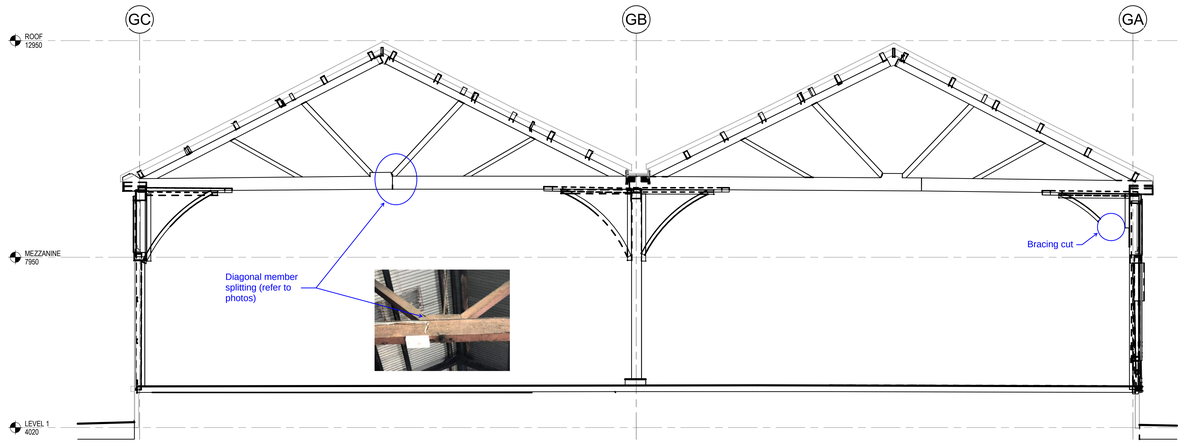
GRID G15 - BUILDING SECTION

Scale: 1 : 50



GRID G16 - BUILDING SECTION

Scale: 1 : 50



GRID G17 - BUILDING SECTION

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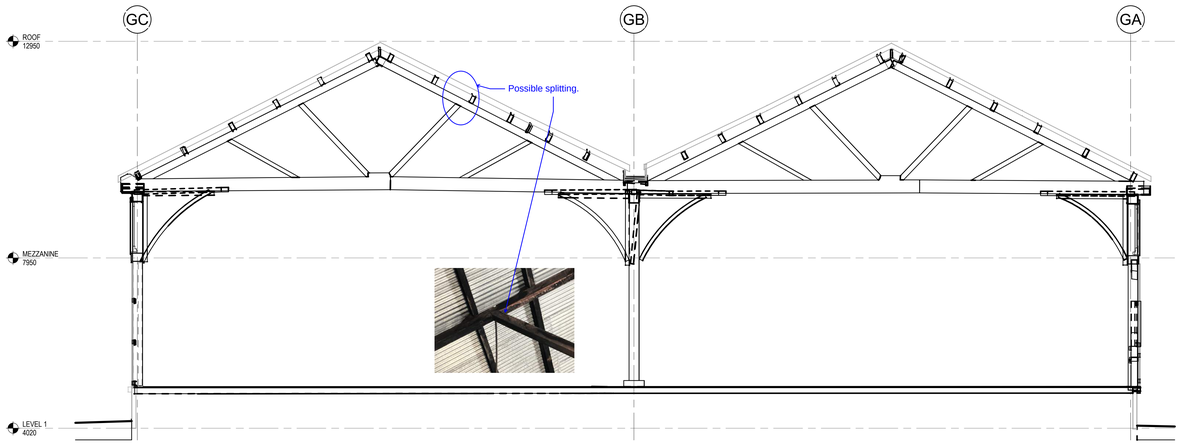
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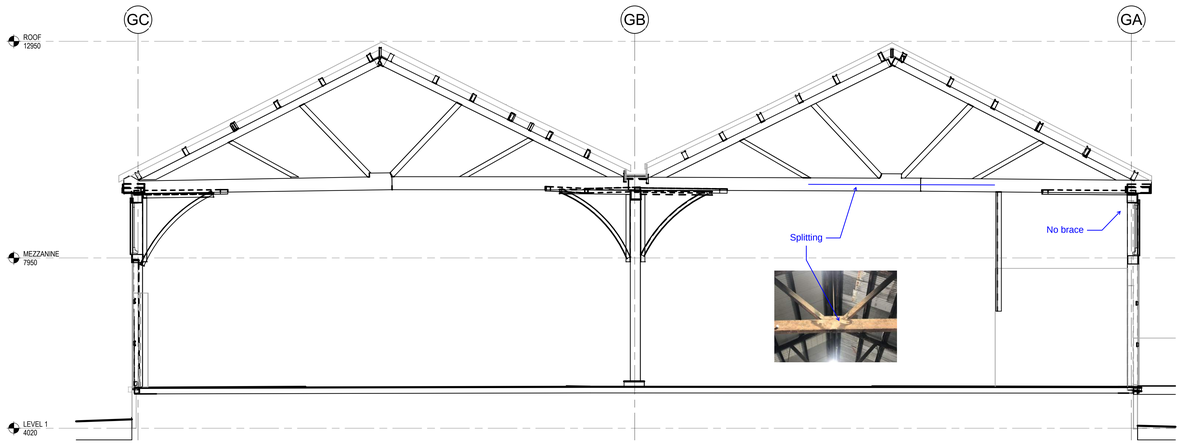
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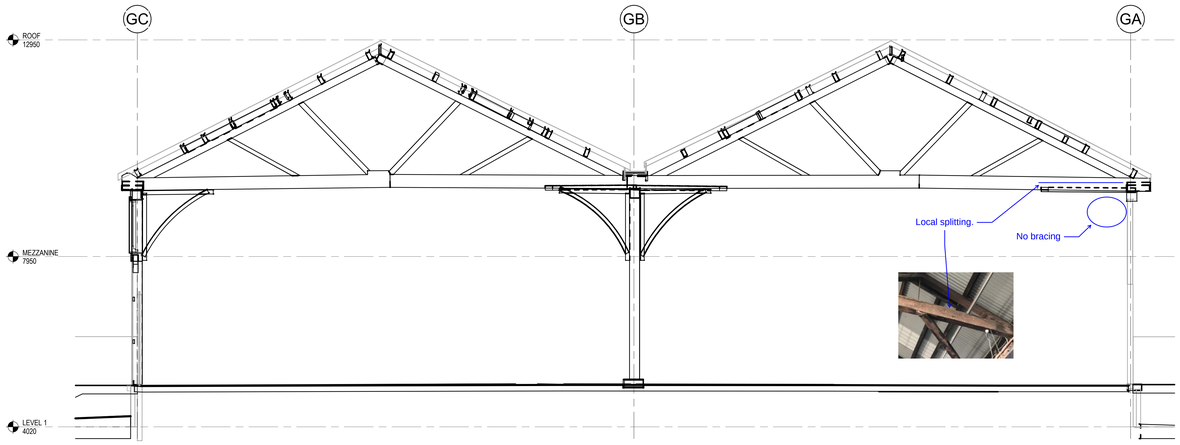
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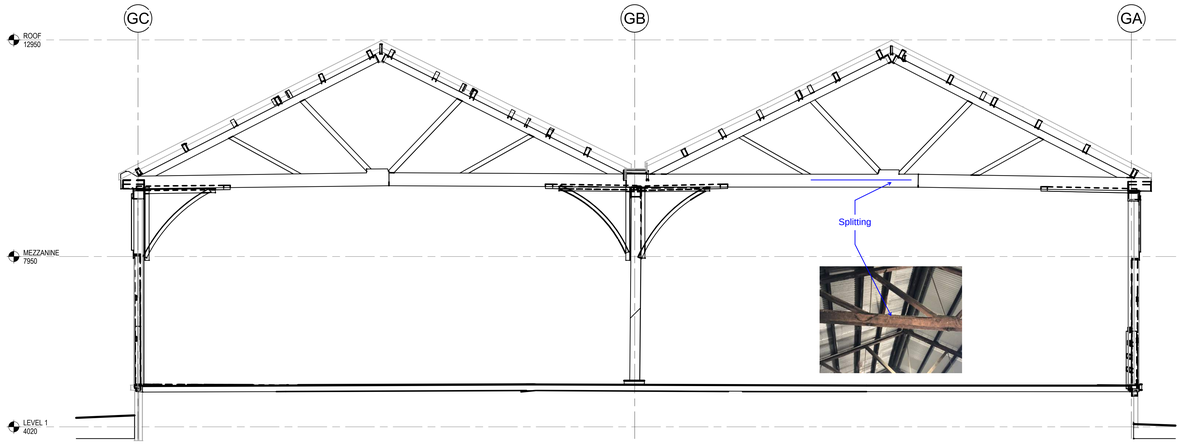
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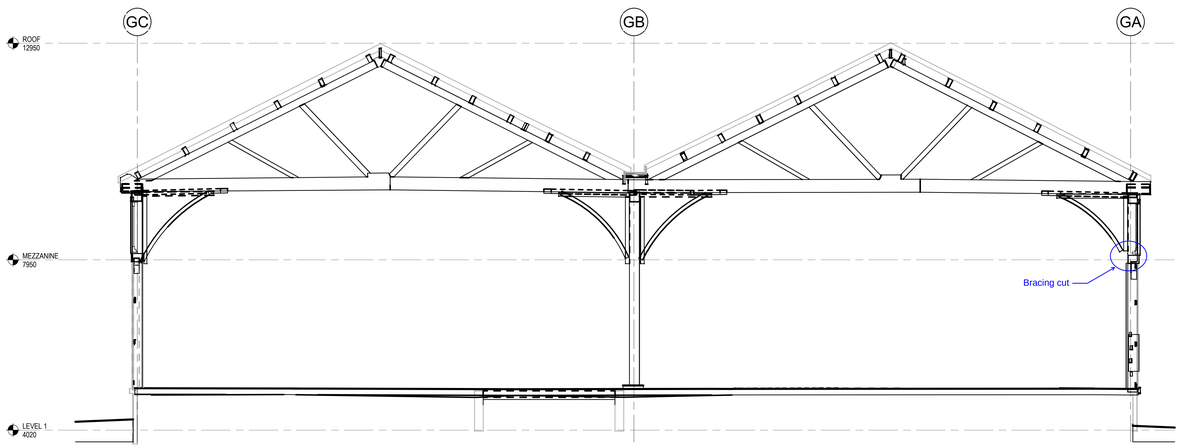
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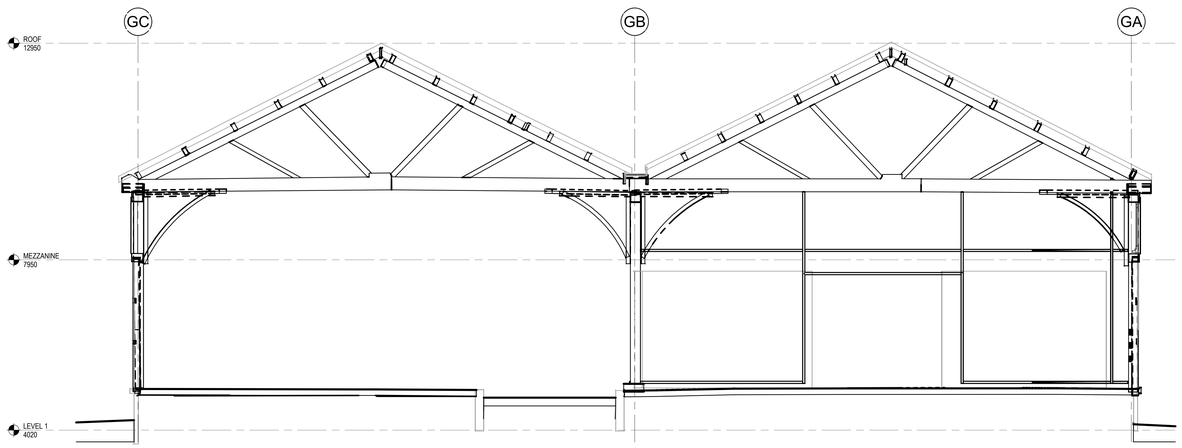
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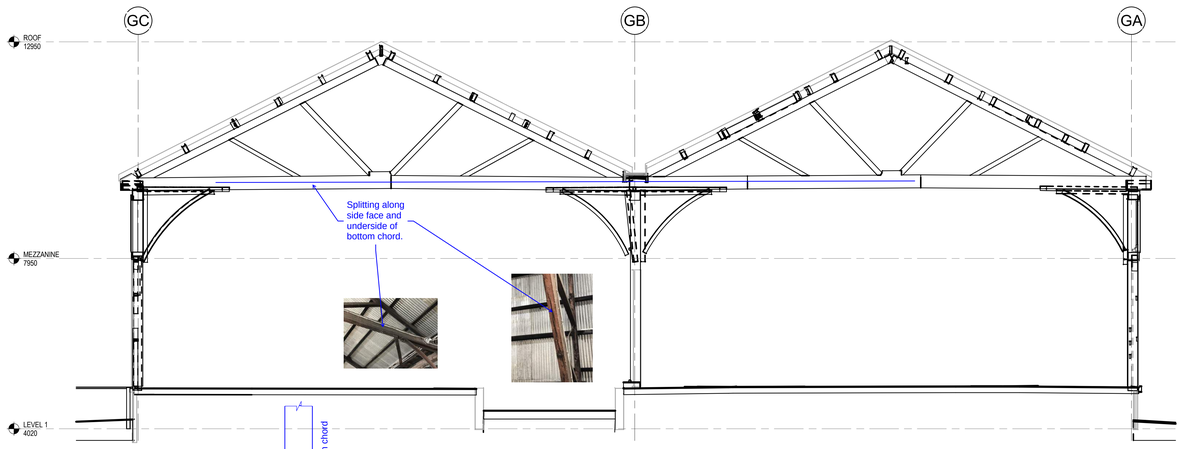
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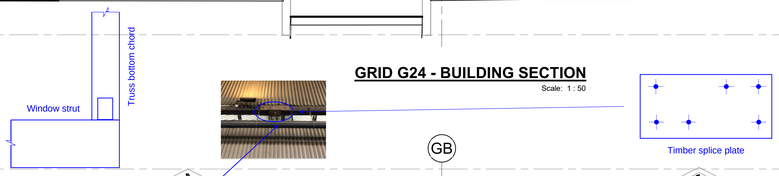
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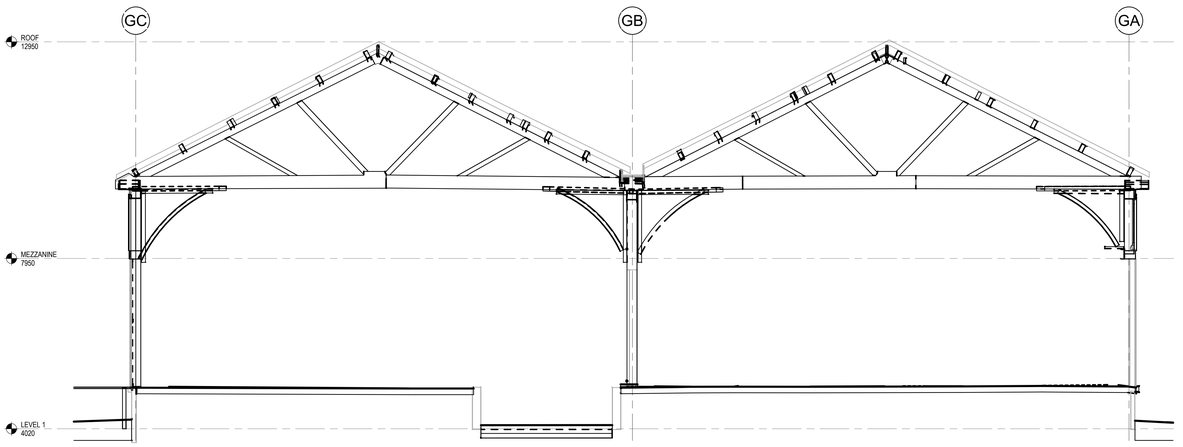
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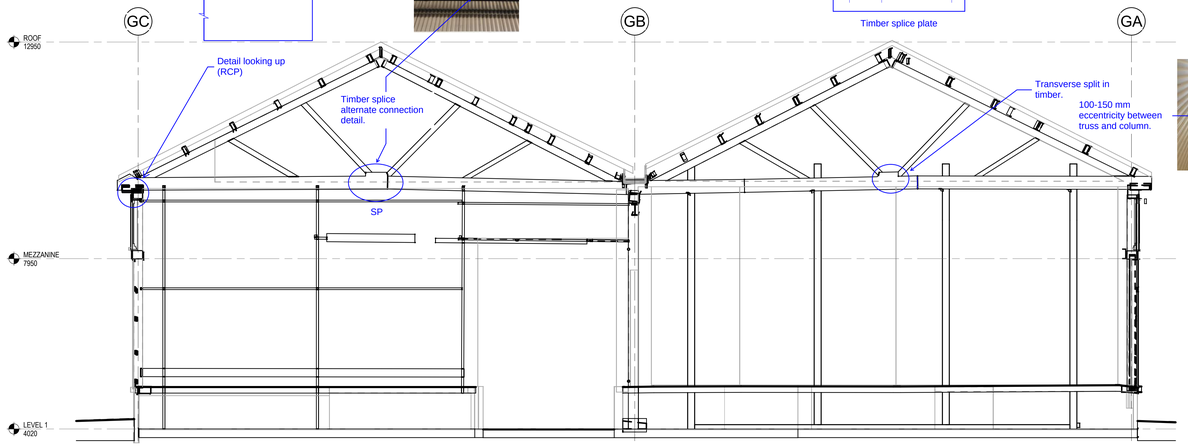
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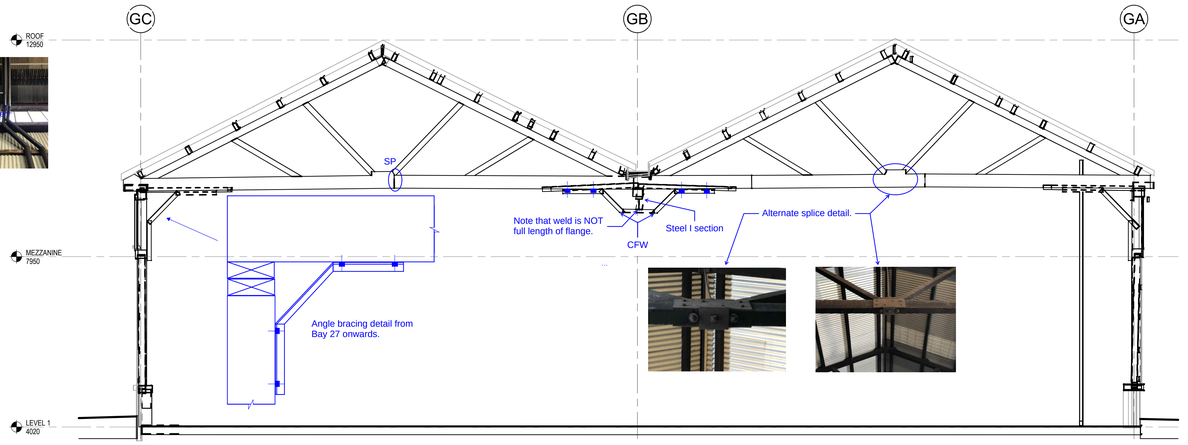




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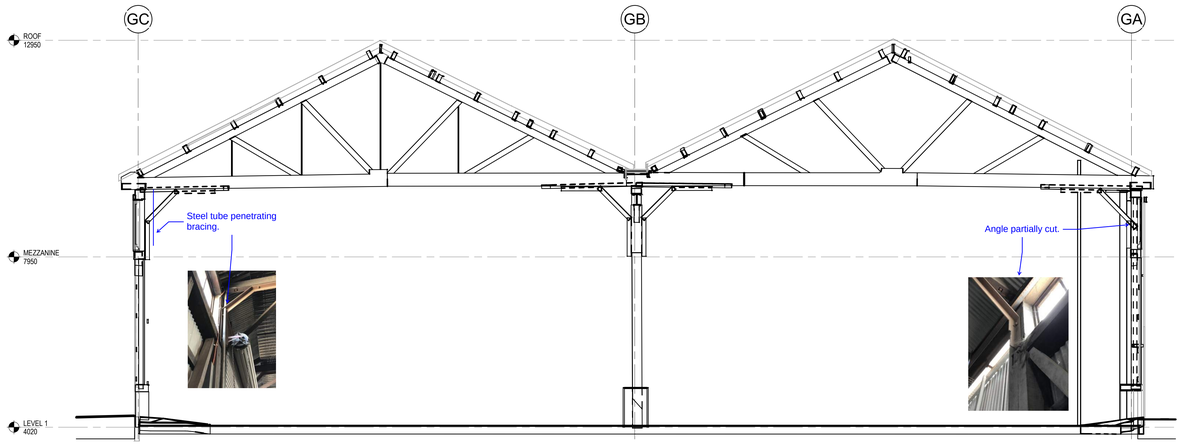
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Note that bay is partially obscured (unable to fully inspect).



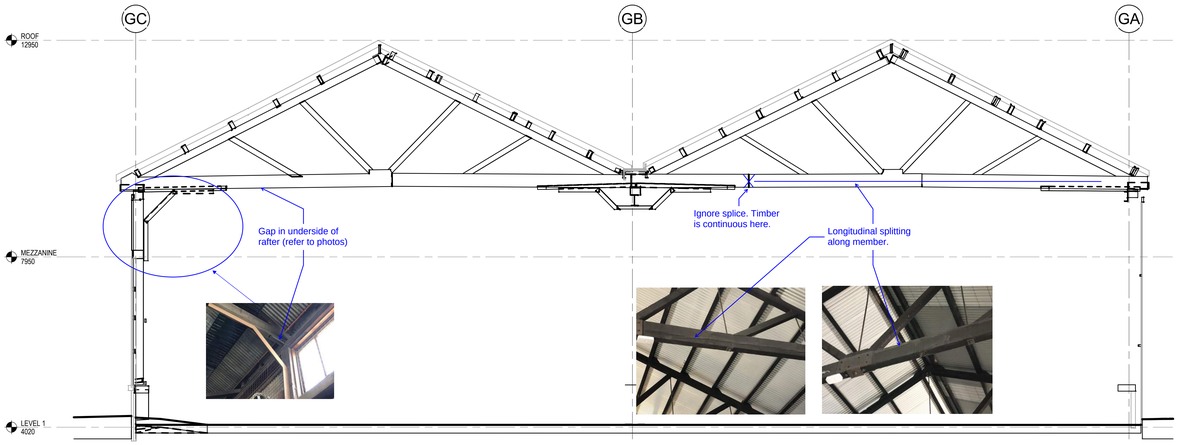
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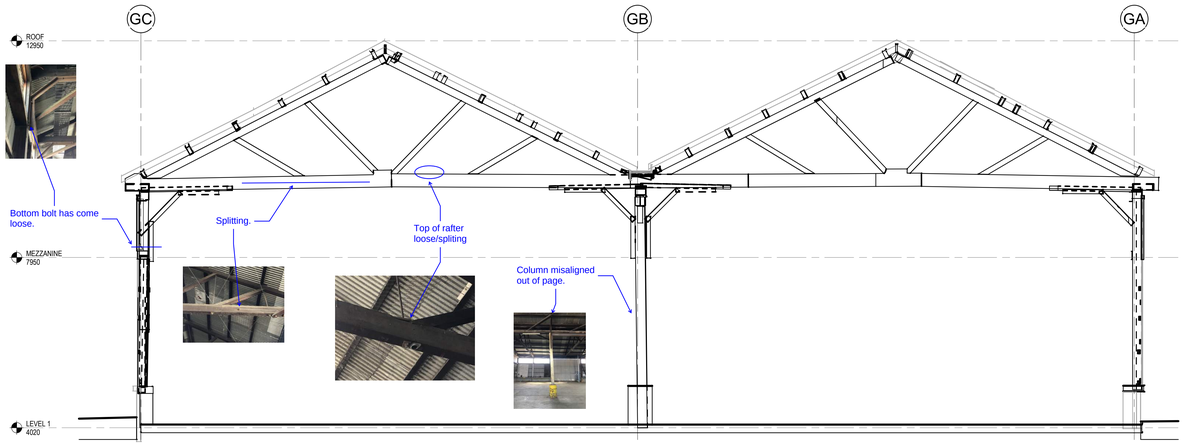
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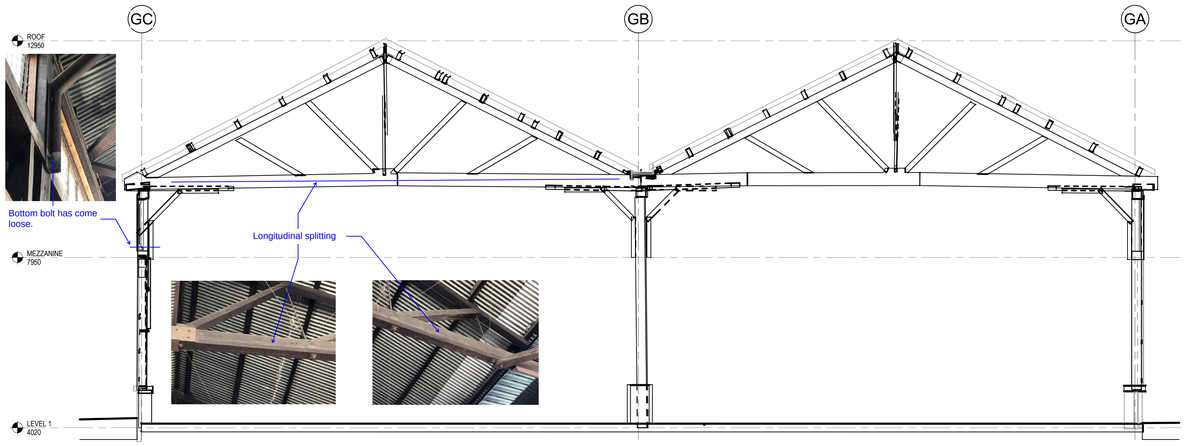
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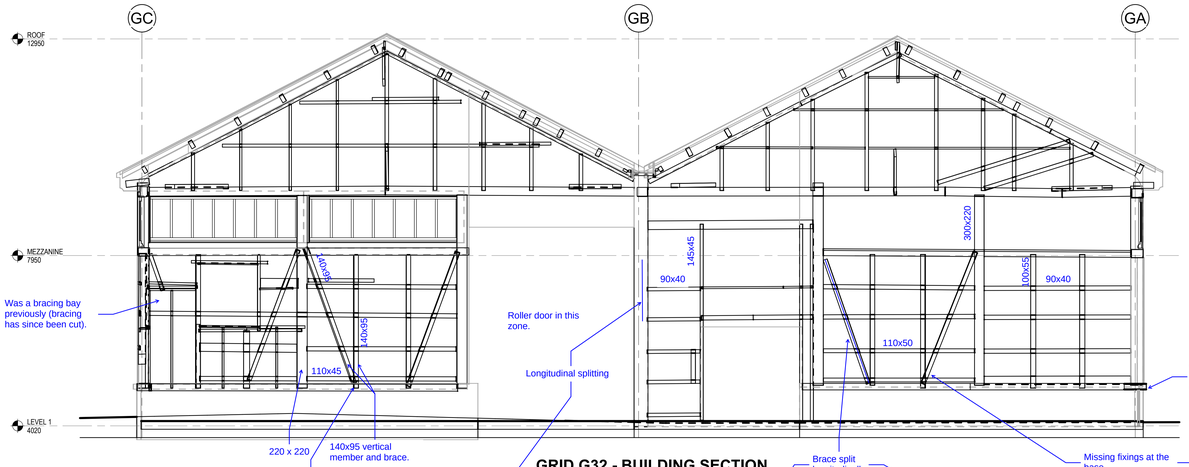
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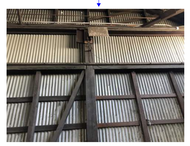
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Member split near bottom connection. Connection at base also compromised.







Brace split longitudinally





Missing fixings at the base.



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Appendix G: 7182_ACVIB_R_Hunter Mason - Mac Point Stadium Goods Shed Demolition CNVMP

Hunter Mason

Mac Point Stadium Goods Shed Demolition construction noise and vibration management plan



Report No. 7182_AC/VIB_R

TARKARRI ENGINEERING PTY LTD
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August 2026

Tarkarri Engineering

Air Quality • Acoustics • Environment • Vibration

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HUNTER MASON
MAC POINT STADIUM
GOODS SHED DEMOLITION
CONSTRUCTION NOISE AND VIBRATION MANAGEMENT PLAN

Report No.
7182_AC/VIB_R
Prepared for
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Keywords

Airborne noise (dB re 20 µPa)

dBA – *Decibels A-weighted.*

A-weighting – *Weighting of the audible frequencies reflective of the response of the human ear to noise.*

L_p – Sound pressure level, the difference between the instantaneous pressure at a point from a sound wave and the static pressure of the air, measured in pascals and converted to a logarithmic value relative to a reference pressure.

L_w – Sound power level, total acoustic energy emitted by a source in decibels

$L_{Aeq,T}$ – *Equivalent continuous A-weighted sound pressure level over a given time (T).*

V_{pp} – peak particle velocity (mm/s)

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References

Construction Noise and Vibration Management (CNVM) Framework (MPMS-MPDC-FW-MP-04-0).

ESP-09 Noise and Vibration Management Sub-plan (MPMS-MPDC-ES-ES-05-09).

Noise & Vibration Sensitive Receivers (NVSR) Register (MPMS-MPDC-RG-MP-04-02).

Australian Standard AS 2436-2010 Guide to noise and vibration control on construction, demolition and maintenance sites.

United States Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual September 2018 FTA Report No. 0123

1 Introduction

Tarkarri Engineering has been commissioned by Hunter Mason to develop a noise and vibration management plan (NVMP) for the Goods Shed Demolition for the Mac Point stadium.

An overarching Mac Point Stadium Project Construction Noise and Vibration Management (CNVM) Framework is in place, and this forms the basis for the development of a NVMP for the Goods Shed Demolition.

A Construction Environmental Management Plan (CEMP) has been developed by Hunter Mason with this CNVMP providing further management detail specific to potential noise and vibration impacts from the Goods Shed Demolition.

2 Project description

The works involves the staged demolition of the Goods Shed located on the Mac Point stadium site.

Primary noise and vibration sources for the project are:

- Excavators
- Hand tools
- Lifts
- Generator
- Forklift
- Truck traffic
- Hydraulic hammer and pulveriser excavator attachements

The Goods Shed Demolition will occur in three stages as follows:

Stage 1: Demolition of the southern end of the shed (non-heritage section facing onto Evans St) utilising a 15 – 20 t excavator to pull the structure down and load onto trucks for removal and disposal.

Stage 2: Deconstruction of the shed from the north end in bay sections. The facade will be removed and taken off site for disposal with the frame deconstructed (utilising lifts, both boom and scissor, and hand tools including impact wrenches and reciprocating saws). The sections will be loaded onto flatbed trucks via crane and taken off site for storage.

Stage 3: Demolition of the shed floor slab. This will be broken up utilising a hydraulic hammer attachment on a 15 – 20 t excavator with a second 15 – 20 t excavator with a pulveriser attachment utilised to breakup large concrete fragments. The broken-up slab will then be loaded onto trucks (utilising the same excavators with bucket or grab attachments) and removed off site for disposal.

The following equipment will operate at the site throughout the demolition process:

Stage 1:

- 15-20 t excavator (X1)
- Trucks removing demolition materials

Stage 2:

- Boom lift (X2)
- Scissor lift
- Electric scissor lift (X2)

NB: Only X2 lifts operating at any one time.

- Fork lift
- Handheld tools: Impact wrenches, reciprocating saws
- Flatbed trucks
- Generator (powering a self-erecting crane)

Stage 3:

- 15-20 t excavator (X2)
- Hydraulic hammer attachment
- Pulveriser attachment
- Trucks removing demolition materials

3 Management approach

3.1 Sensitive locations

Mac Point Stadium Project CNVM Framework identifies sensitive residential noise catchment areas and receptors and non-residential receptors surrounding the Mac Point stadium site. Tables 3-1 and 3-2 from the framework that provide details along with Figures (3-1 and 3-2) showing the catchment areas are provided below:

Table 3-1: Noise Catchment Areas and Residential Receptors (from CNVM Framework).

Noise Catchment Area	Receptors
NCA01	Sullivans Cove Apartments, Zero Davey Boutique Apartments
NCA02	IXL, Henry Jones Art Hotel
NCA03	MACq 01 Hotel
NCA04	Hotel Grand Chancellor
NCA05	7 Macquarie Street Apartments, One Collins Apartment, The Old Woodstore Apartment Hotel, 1 Creswells Row, 1-9 Ragged Lane, 1-15 Terminus Row, The Old Woodstore Apartment Hotel, 37 Campbell Street
NCA06	Glebe area residential receptors
NCA07	Rosny area residential receptors
NCA08	Bellerive area residential receptors

Table 3-2: Other Receptors (from CNVM Framework).

Receptor Type	Receptors
Education	University of Tasmania School of Creative Arts (37 Hunter St)
	Baha'I Centre of Learning (1 Tasman Hwy)
	University of Tasmania (40 Brooker Ave)
	University of Tasmania at the Hedberg (19-27 Campbell St)
	University of Tasmania School of Health Science (11 Liverpool St)
	University of Tasmania School of Nursing (71 Brooker Hwy)
Health	Royal Hobart Hospital
	Southern Community Mental Health (2-10 Liverpool St)
Commercial	1 Liverpool St, Hobart
	Hobart Gasworks Complex
	City Hall (57-63 Macquarie St)
	7 Campbell St
	Hobart Corporate Centre
	TasPort (18 Hunter St, Hobart)
Arts	Tasmanian Symphony Orchestra
	Theatre Royal Hobart (29 Campbell St)
	Tasmanian Museum and Art Gallery
Passive Recreation Area	Hobart Cenotaph



Figure 3-1: Noise Catchment Areas (from CNVM Framework).

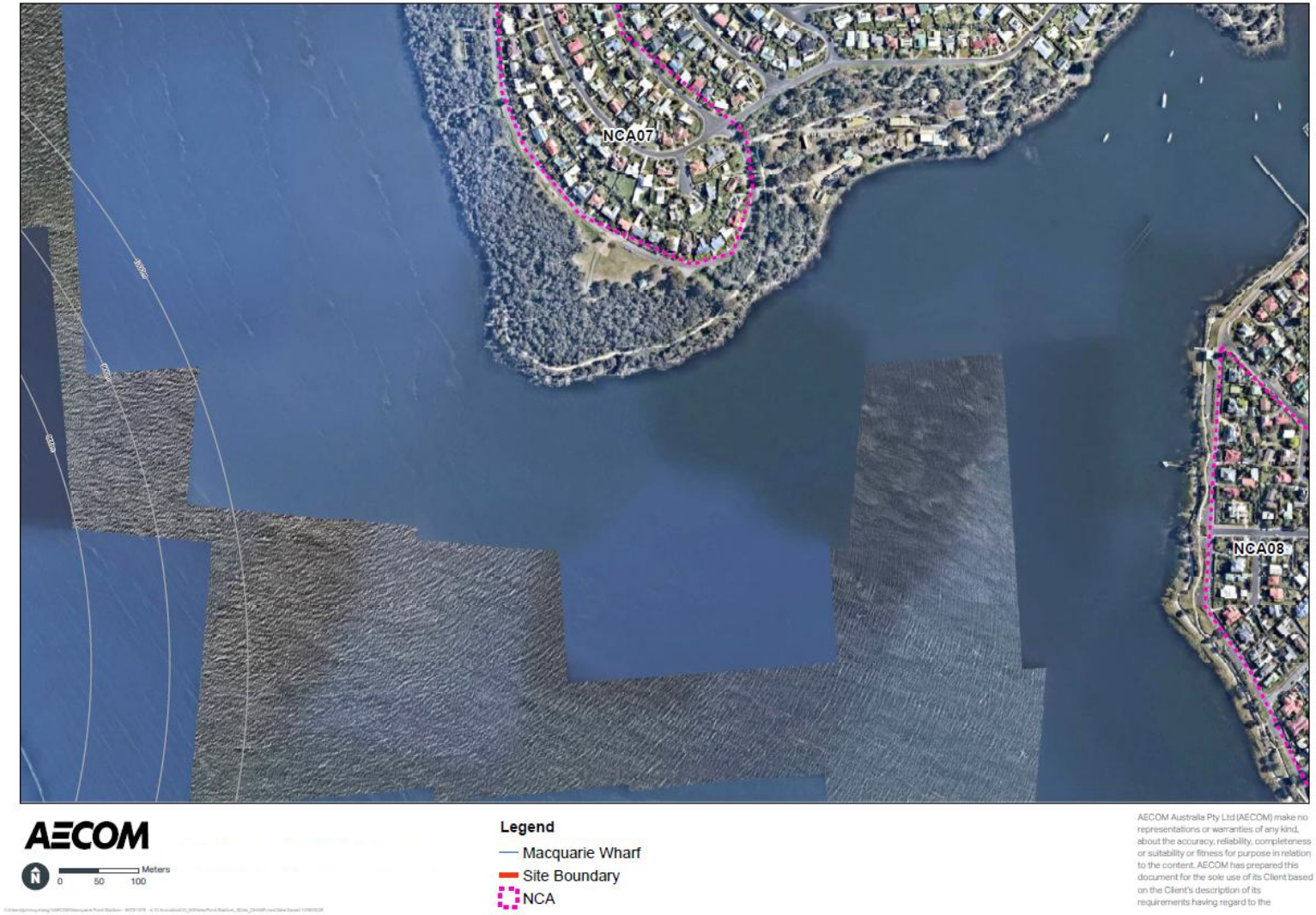


Figure 3-2: Noise Catchment Areas (from CNVM Framework).

Ambient monitoring was conducted in each of the catchment areas for a period of between 4 days and 2 weeks with Table 3-3 below from the framework providing rating background levels for each catchment area.

Table 3-3: Summary of Measured Background Noise Levels for Noise Catchment Areas (from CNVM Framework).

Noise Catchment	Noise Monitor ID	Rating Background Levels (RBLs), dB(A)[1]			
		Standard Hours	Outside Standard Hours[1]		
			OOHW Period 1 Day[3]	OOHW Period 1 Evening	OOHW Period 2
NCA01	L01	59	56	55	42
NCA02	L02	46	44	45	39
NCA03	L03	52	52	53	49
NCA04	L04	53	49	52	44
NCA05	L05	53	53	51	50
NCA06	L06	50	47	45	40
NCA07	L07	46	49	48	42
NCA08	L08	35	34	30	33

Notes:

1. RBL (Rating Background Levels) are determined based on the methodology in EPA NSW Noise Policy for Industry 2017
2. Standard construction hours are defined by Order Condition CN3: Monday to Friday 7:00am to 6:00pm, and Saturdays and Sundays from 8:00am to 6:00pm. Work outside of standard construction hours is defined as Out-of-Hours Work (OOHW) and can be divided into two periods of sensitivity:
   - OOHW Period 1 is defined as Monday to Sunday 6:00pm to 10:00pm (evenings), Saturday and Sunday 7:00am to 8:00am (days) and public holidays 8:00am to 6:00pm (days).
   - OOHW Period 2 is defined as Monday to Sunday 10:00pm to 7:00am (nights) and public holidays 6:00pm to 8:00am (nights).

   Refer to Section 3.3.1 for further details.
3. OOHW Period 1 Day which applies to Public Holidays has been based on weekend days.

Noise and Vibration Sensitive Receivers (NVSR) Register has been provided detailing a list of sensitive receptor locations identified in the noise catchment areas under the CNVM Framework. A figure from the register showing the receptor locations is provided in Appendix B, Figure B-1.

3.2 Construction noise

From the CNVM Framework:

The NSW Department of Environment and Climate Change Interim Construction Noise Guideline (ICNG) 2009 provides guidance on how a quantitative noise assessment should be conducted and provides construction noise management levels (NML) for receptors.

Table 3-4 *… sets out the management level for noise at residences and how they are to be applied…* Table 3-5 *… provides management levels for other non-residential sensitive land uses.*

The rating background level (RBL) is used when determining the management level for residential receptors. The RBL is the overall single-figure background noise level (LA90) measured in each relevant assessment period (during or outside the recommended standard hours). The term RBL is described in detail in the NSW Industrial Noise Policy (EPA 2000).

As a guide for internal assessments, the difference between internal and external noise levels is typically 10 dB when windows are open for adequate ventilation.

Table 3-4: ICNG Noise Management Levels (Residences) (from CNVM Framework).

Time of day	Management Level LAeq,15min	How to apply
Standard Hours	Noise affected RBL + 10 dB	• The noise affected level represents the point above which there may be some community reaction to noise. • Where the predicted or measured $L_{Aeq\ (15\ min)}$ is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. • The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected 75 dB(A)	• The highly noise affected level represents the point above which there may be strong community reaction to noise. • Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restricting the hours that the very noisy activities can occur, taking into account: 1. times identified by the community when they are less sensitive to noise (such as before and after school for works near schools, or mid-morning or mid-afternoon for works near residences 2. if the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.
Out-of-Hours Work	Noise affected RBL + 5 dB	• A strong justification would typically be required for works outside the recommended standard hours. • The proponent should apply all feasible and reasonable work practices to meet the noise affected level. • Where all feasible and reasonable practices have been applied and noise is more than 5 dB(A) above the noise affected level, the proponent should negotiate with the community. • For guidance on negotiating agreements see the Outside of Standard Hours Work Procedure (MPMS-MPDC-PC-ES-05-04)

Table 3-5: ICNG Noise Management Levels (Non-Residential) (from CNVM Framework).

Land Use	Management Level LAeq,15min (applies when properties are occupied)
Classrooms at schools and other education institutions	Internal noise level 45 dB(A)
Hospital wards and operating theatres	Internal noise level 45 dB(A)
Places of worship	Internal noise level 45 dB(A)
Active recreation areas (characterised by sporting activities and activities which generate their own noise or focus for participants, making them less sensitive to external noise intrusion)	External noise level 65 dB(A)
Passive recreation areas (characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, for example, reading, meditation)	External noise level 60 dB(A)
Community centres	Depends on the intended use of the centre. Refer to the recommended 'maximum' internal levels in AS2107 for specific uses.
Museums (exhibition spaces)[1]	Internal noise level 45 dB(A)

Note 1: these spaces are not explicitly listed in the ICNG; however, the criteria are derived from the same principle as 'Community centres', using the recommended 'maximum' internal levels in Australian Standard 2107 "Acoustics - Recommended design sound levels and reverberation times for building interiors".

3.3 Construction vibration

From the CNVM Framework:

The Transport for NSW has two guidelines regarding construction noise and vibration (EMF-NV-GD-0056 and EMF-NV-GD-0060). These guidelines are specifically written to manage roads and public transport infrastructure projects in NSW. Both guidelines provide a framework for identifying construction noise and vibration impacts, implementing feasible and reasonable mitigation measures, and engaging with affected communities and stakeholders. It should be noted that both guidelines refer to the Interim Construction Noise Guideline (ICNG) when establishing noise management levels.

3.4 Working hours

The works would occur within the standard working hours outlined in the Mac Point Stadium Project CNVM Framework as follows:

- Monday to Friday: 7:00 am to 6:00 pm
- Saturday and Sunday: 8:00am to 6:00pm
- No work on public holidays and during services at the nearby Cenotaph as specified in *ESP-09 Noise and Vibration Management Sub-plan*

To minimise impact on Federation Hall, TSO Studio, and ABC audio mastering room, due to their high sensitivity to noise and vibration, the TSO and Hotel Grand Chancellor have been able to provide a schedule of bookings a month in advance to allow any potential impacts to be managed.

NB: TSO release a monthly schedule that will be provided by the MPDC to Hunter Mason.

3.5 Noise and vibration management levels

3.5.1 Construction noise

The Mac Point Stadium Project CNVM Framework defines construction noise level management (NML) targets for any works on the Macquarie Point site for residential noise catchment areas (Table 3-5) and non-residential receptor types (Table 3-6):

Table 3-6: Construction airborne noise criteria (Residential) (from CNVM Framework).

Noise Catchment	NML, dB $L_{Aeq\ (15min)}$				
	Standard Hours		Outside Standard Hours		
	Noise affected	Highly noise affected	OOHW Period 1 Day	OOHW Period 1 Evening	OOHW Period 2
NCA01	69[1]	75	61	60	47
NCA02	56	75	49	50	44
NCA03	62	75	57	58	54
NCA04	63	75	54	57	49
NCA05	63	75	58	56	55
NCA06	60[1]	75	52	50	45
NCA07	56	75	54	53	47
NCA08	45	75	39	35	38

Note 1: the resultant noise management levels differ from the levels in the Hanson CNVMP. The NMLs are derived based on the NSW ICNG as per the Order. and are further supported from additional background noise levels obtained from monitors at representative locations of the receptors as detailed in Section 2.2.

Table 3-7: Construction airborne noise criteria (Non-Residential) (from CNVM Framework).

Receptor Type	NML, dB LAeq (15min)
Classrooms at schools and other educational institutions UTAS School of Creative Arts and Media	45 (internal) / 55 (external)[1]
Hospital wards and operating theatres Royal Hobart Hospital and Southern Community Mental Health	45 (internal) / 55 (external)[1]
Passive recreation areas (characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, for example, reading, meditation) Cenotaph	60 (external)
Industrial Premises TasPorts Macquarie Wharf	75 (external) / 65 (internal)[1]
Offices, Retails Outlets All Davey Street, Hunter Street, Evans Street commercial premises, including TSO general office, Evans Street South Side mixed residential/commercial	70 (external) / 60 (internal)[1]

Notes:

1. The ICNG does not provide an external noise management level for these receptors. A conservative minimum outside-to-inside attenuation of 10dB(A), based on open windows for natural ventilation, has been assumed to allow for an external noise assessment at non-residential sensitive receptors. This assumption may be refined once the affected façades and the locations of operable windows serving these non-residential spaces are determined.

3.5.1.1 High sensitivity locations

For high sensitivity locations, i.e. Federation Hall, TSO Studio, ABC audio mastering room and meeting and function spaces at in the Hotel Grand Chancellor and Henry Jones Art Hotel, the CNVM Framework provides the following criteria (Tables 3-8 and 3-9):

Table 3-8: Noise Criteria for High Sensitivity Receptors (from CNVM Framework).

Receptor	Management Level dB $L_{Aeq\ (15min)}$	Trigger Level dB $L_{Aeq\ (15min)}$
Federation Concert Hall (concert/rehearsal/recording)	dB L_{Amax} 30 (Internal)	35 (Internal)
TSO Studio, ABC audio mastering room	30 (Internal)	35 (Internal)
Hotel conference venues and meeting rooms, TSO music practice rooms	40 (Internal)	50 (Internal)
HGC Grand Ballroom, HJAH The Jones and Co. Room, TSO artistic offices, dressing rooms	45 (Internal)	55 Internal)

Table 3-9: Additional Noise Criteria for TSO (from CNVM Framework).

Receptor	Consultation Level dB $L_{Ceq\ (15min)}$	Required Actions	Responsible Party
Federation Concert Hall, TSO Studio	70dB $L_{Ceq(15min)}$ (2 metres from the building envelope)	The MPDC or ST (as relevant) will consult with the TSO and give as much advance notice as possible of all events or activities where the noise levels are likely to exceed the Consultation Level. If requested by the TSO for all Noise Sensitive Events, will consider all reasonable options to minimise noise impacts of those events including different scheduling, holding events at different times, lowering noise levels or lowering low frequency noise levels.	MPDC or ST
		The TSO will consult with MPDC or ST (as relevant) and give as much advance notice as possible of all Noise Sensitive Events conducted by the TSO during construction or operation of the Stadium.	TSO

The Noise Management Level represents the level at which the Contractor should apply all feasible and reasonable work practices to manage noise. Depending on the level of predicted or measured noise levels, certain actions will need to be undertaken, such as notifications, respite periods, etc. Refer to Table 6 and Table 7.

The Trigger Level represents the level at which a monitor would send an alert to the site manager or nominated representatives for immediate action. If construction noise reaches the Trigger Level, the Contractor must investigate immediately, reassess, implement all feasible and reasonable mitigation measures, and initiate additional consultation and management approaches, including rescheduling high-impact activities and implementing respite periods.

3.5.2 Construction vibration

The Mac Point Stadium Project CNVM Framework defines suitable vibration 'safe limits' in relation to structural damage and human exposure critiera as detailed in the subsections below (Tables 3-10 to 3-15).

3.5.2.1 Structural damage critiera

Table 3-10: Structural Damage 'Safe Limits' for Construction Short-term Vibration on Structures (DIN 4150-3) (from CNVM Framework).

Group	Type of Structure	Guideline values for vi, max in mm/s		
		At Foundation at a Frequency of:		
		1-10 Hz	10-50 Hz	50-100Hz[1]
1	Buildings used for commercial purposes, industrial buildings and buildings of similar design	20	20 to 40	40 to 50
2	Dwellings and buildings of similar design and/or occupancy	5	5 to 15	15 to 20
3	Structures that, because of their particular sensitivity to vibration, do not correspond to those listed in lines 1 or 2 and have great intrinsic value (e.g. heritage-listed buildings)	3	3 to 8	8 to 10

Note:
1. For frequencies above 100 Hz, the higher values in the 50 Hz to 100 Hz column would be used.

Table 3-11: Structural Damage 'Safe Limits' for Construction Long-term Vibration on Structures (from CNVM Framework).

Group	Type of Structure	Guideline Values for vi, max in mm/s at Horizontal Plane of Highest Floor (All Frequencies)
1	Buildings used for commercial purposes, industrial buildings, and buildings of similar design	10
2	Dwellings and buildings of similar design and/or occupancy	5
3	Structures that, because of their sensitivity to vibration, cannot be classified under lines 1 and 2 and are of intrinsic value (e.g. Heritage buildings)	2.5

Table 3-12: Guideline Values for vi, max, for Evaluating the Effects of Short-term vibration on the Lining of Underground Cavities (from CNVM Framework).

Line	Lining material	Guideline values for vi, max in mm/s
1	Reinforced or sprayed concrete, tubbing segments	80
2	Concrete, stone	60
3	Masonry	40

Note: The guideline values were measured during nearby mine blasting operations and apply only to the lining of underground structures, but not to any associated installations.

Table 3-13: Guideline Values for vi, max, for Evaluating the Effects of Short-term vibration on Buried Pipework (from CNVM Framework).

Line	Lining material	Guideline values for vi, max in mm/s
1	Steel, welded	100
2	Vitrified clay, concrete, reinforced concrete, prestressed concrete, metal (with or without flange)	80
3	Masonry, plastics	50

3.5.2.2 Exposure criteria

Table 3-14: Vibration Does Value Ranges Which Might Result in Various Probabilities of Adverse comment Within Residential Buildings (from CNVM Framework).

Place and Time	Low Probability of Adverse Comment ms-1.75	Adverse Comment Possible ms1.75	Adverse Comment Probable ms1.75
Residential buildings 16-hour day	0.2 to 0.4	0.4 to 0.8	0.8 to 1.6
Residential buildings 8-hour night Other sensitive spaces (TSO rehearsal room, recording studio, Federation Hall)[1]	0.1 to 0.2	0.2 to 0.4	0.4 to 0.8
Offices	0.4 to 0.8	0.8 to 1.6	1.6 to 3.2

Note 1: *BS6472-1:2008* does not have a specific VDV value for sensitive spaces such as the Federation Hall, as such, the night time residential building value has been adopted as a conservative approach.

The dose values for human amenity outlined in British Standard BS6472-1:2008 are a measure of the weighted spectral vibration experienced over a specified period, whereas construction vibration is often measured as a PPV.

Peak particle vibration criteria are generally preferable as they allow for an immediate review of discrete events that exceed a pre-determined threshold.

…

Accordingly, while VDV remains the appropriate descriptor for the detailed assessment of human response to intermittent vibration …, the adoption of PPV-based criteria as a complementary screening and management tool during construction is considered reasonable.

Table 3-15: Criteria for Exposure to Continuous and Impulsive Vibration (from CNVM Framework).

Place	Time	Assessment Criteria					
		[1]rms acceleration (m/s^2) (& vib. accel. Value) (dB re 10^{-6} m/s^2)		[1]rms velocity (mm/s) (& vib. accel. Value) (dB re 10^{-6} m/s^2)		[2]Peak velocity (mm/s)	
		Preferred	Maximum	Preferred	Maximum	Preferred	Maximum
Continuous vibration							
Critical working areas	Day or night	0.0050 (74 dB)	0.010 (80 dB)	0.10 (100 dB)	0.20 (106 dB)	0.14	0.28
Residences	Daytime	0.010 (80 dB)	0.020 (86 dB)	0.20 (106 dB)	0.40 (112 dB)	0.28	0.56
Residences	Night-time	0.0070 (77 dB)	0.014 (83 dB)	0.14 (103 dB)	0.28 (109 dB)	0.20	0.40
Offices	Day or night	0.020 (86 dB)	0.040 (92 dB)	0.40 (112 dB)	0.80 (118 dB)	0.56	1.1
Workshops	Day or night	0.040 (92 dB)	0.080 (98 dB)	0.80 (118 dB)	1.6 (124 dB)	1.1	2.2
Impulsive Vibration							
Critical working areas	Day or night	0.0050 (74 dB)	0.010 (80 dB)	0.10 (100 dB)	0.20 (106 dB)	0.14	0.28
Residences	Daytime	0.30 (110 dB)	0.60 (113 dB)	6.0 (136 dB)	12.0 (142 dB)	8.6	17.0
Residences	Night-time	0.10 (100 dB)	0.20 (106 dB)	2.0 (126 dB)	4.0 (132 dB)	2.8	5.6
Offices	Day or night	0.64 (116 dB)	1.28 (122 dB)	13.0 (142 dB)	26.0 (148 dB)	18.0	36.0
Workshops	Day or night	0.64 (116 dB)	1.28 (122 dB)	13.0 (142 dB)	26.0 (148 dB)	18.0	36.0

Notes:
1. Values derived from z-axis critical frequency range 4–8 Hz. Where required, a more detailed analysis can be conducted as per BS 6472–1992.
2 Values given for the most critical frequency range >8 Hz assuming sinusoidal motion. Where required, a more detailed analysis can be conducted as per AS 2670.2–1990. Sufficient justification should accompany the use of a peak velocity approach if used in an assessment.
3 Specific values depend on social and cultural factors, psychological attitudes and expected degree of intrusion.

3.5.2.3 Working distances

The CNVM Framework provides '*minimum working distances to achieve construction vibration criteria for typical items of vibration intensive plant…'* with distances for relevant equipment for the Goods Shed Demolition provided below:

Table 3-16: Ground Vibration Minimum Distances from Equipment (Structural Damage) (from CNVM Framework).

Equipment	Rating/description	Cosmetic damage Minimum working distances (m)		
		Heritage	Residential	Industrial
Large hydraulic hammer	(1,600 kg – 18-34 t excavator)	34	22	7

Table 3-17: Ground Vibration Minimum Distances from Equipment (Human Disturbance) (from CNVM Framework).

Equipment	Rating/description	Human response Minimum working distances (m)
Large hydraulic hammer	(1,600 kg – 18-34 t excavator)	73

The framework states that '*for receptors, the specific management actions outlined in Section 4.2.1 must be implemented if vibration intensive activities occur within the minimum working distances*.'

3.5.2.4 High sensitivity locations

For high sensitivity locations, i.e. Federation Hall, TSO Studio, ABC audio mastering room and meeting and function spaces at in the Hotel Grand Chancellor and Henry Jones Art Hotel, the CNVM Framework provides the following criteria (Table 3-18):

Table 3-18: Vibration Criteria for High Sensitivity Receptors.

Receptor	Guideline values for vi, max in mm/s			Trigger level, vi, max in mm/s		
	At Foundation at a Frequency of:			At Foundation at a Frequency of:		
	> 10 Hz	10-50 Hz	50-100Hz[1]	> 10 Hz	10-50 Hz	50-100Hz[1]
Federation Hall (concert/rehearsal/recording)	3	3 to 8	8 to 10	3	3	8
TSO Studio, ABC audio mastering room						
Hotel conference venues and meeting rooms, TSO music practice rooms						
HGC Grand Ballroom, HJAH The Jones and Co. Room, TSO artistic offices, dressing rooms						

Notes:

1. For frequencies above 100 Hz, the higher values in the 50 Hz to 100 Hz column would be used.

4 Noise and vibration sources

4.1 Noise sources

Table 4-1 presents a list of noise sources associated with the Mac Point Stadium Goods Shed Demolition. Indicative source sound power levels for each source are provided.

Table 4-1: Project noise sources.

Overall sound power levels (dBA)		
Source	L_w (dBA)	Comment
Truck	107	From Tarkarri Engineering library data and in accordance with published L_w levels and those published in AS2436-2010.
Excavator (15-20 t)	100	
Fork lift	106	
Boom lift	105	
Impact wrench	100	
Reciprocating saw	100	
Generator	95	
Large hydraulic hammer (excavator attachment)	120	
Pulveriser (excavator attachment)	110	

For the demolition stages single point receiver levels and noise contour maps were generated utilising SoundPLAN 9.1 noise modelling software (predicted via the *ISO 9613-2:2024* prediction algorithm). Table 4-2 presents the stages modelled for noise along with the noise sources modelled at each stage (from those listed in Table 4-1).

Table 4-2: Demolition stages modelled (noise) and noise sources modelled at each stage.

Modelled (noise) demolition stages and modelled noise sources	
Demolition stage	Modelled noise sources
Stage 1	Excavator
Stage 2	Boom lift (X2), Fork lift, Impact wrench*, Reciprocating saw*, Trucks (X2), Generator
Stage 3	Large hydraulic hammer*, Pulveriser, Truck

* + 5 dB adjustment applied to L_w when modelled to account for special audible characteristics.

NB: In the modelling scenarios truck movements have been modelled as line sources scaled for the time of operation within a 15-minute period. Ground absorption was modelled at a coefficient value of 0.3 across the study area.

Table 4.3 presents a list of single point receivers utilised in the modelling (based on the NVSR Register), providing coordinate locations and heights above ground. Figure 4-1 presents a model plan view with the receiver location marked.

NB: Receptor locations from the register not utilised here were considered unlikely to be impacted by construction noise given existing ambient noise levels, the additional distance from the works to these receptors and shielding provided by surrounding building structures

Table 4-3: Noise model receivers.

Model receptor locations				
Receiver		MGA coordinates		Height above ground (m)
NVSR Register ID	Location	East	North	
R06	Federation Concert Hall TSO	527321	5252417	5.5
R05	Henry Jones Art Hotel	527401	5252289	9.5
R07	Hotel Grand Chancellor	527268	5252372	9.5
R01	IXL Apartments	527417	5252364	9.5
-	IXL Tasmanian Art Gallery, Art Mob	527431	5252271	9.5
R04	MACq 01	527538	5252195	9.5
R03	Marine and Safety Tasmania	527607	5252284	5.5
R09	Old Woolstore Apartments Hotel	527289	5252524	9.5
-	Plimsoll Gallery	527498	5252320	1.5
R01	Sullivans Cove Apartments	527404	5252332	9.5
R03	UTAS School of Creative Arts and Media, ground floor	527533	5252305	1.5
R03	UTAS School of Creative Arts and Media, level 4	527533	5252305	13.5
R02	Zero Davey Apartments	527366	5252393	5.5



Figure 4-1: Model plan view with receiver locations marked.

Table 4-3 presents predicted sound pressure levels ($L_{Aeq,15min}$) for each of the demolition stages along with relevant NMLs for each receiver. Where an external NML is exceeded, the predicted level is highlighted in grey. **NB**: Facade adjustment is not applied to the predicted levels.

Table 4-4: Predicted sound pressure levels at external facade.

Predicted sound pressure levels, $L_{Aeq,15min}$ (dBA)					
Receiver				NML (dBA)	notes
	1	2	3		
Federation Concert Hall TSO	56	63	72	*70**	$L_{Ceq,15min}$
Henry Jones Art Hotel	31	33	51	*56*	
Hotel Grand Chancellor	25	48	48	*63*	
IXL Apartments	56	56	80	*69*	
IXL Tasmanian Art Gallery, Art Mob	33	36	54	*70*	
MACq 01	39	39	48	*62*	
Marine and Safety Tasmania	46	58	70	*70*	
Old Woolstore Apartments Hotel	44	51	68	*63*	
Plimsoll Gallery	62	62	83	*70*	
Sullivans Cove Apartments	36	43	58	*56*	
UTAS School of Creative Arts and Media_gnd	57	61	79	*55*	
UTAS School of Creative Arts and Media_L4	57	62	80	*55*	
Zero Davey Apartments	51	56	76	*69*	

* Consultation level, see Table 3-9.

From the above the following is noted in relation to noise emissions generated by the Goods Shed Demolition:

- At the facade of the UTAS School of Creative Arts and Media external noise levels up to 62 dBA are predicted (5 above the NML) during stages 1 and 2 of the works. The facade transmission loss is unknown, however, there is a potential for demolition works to generate internal noise levels to exceed the NML of 45 dBA $L_{Aeq,15min}$. Provision is made in the monitoring regime to address this potential. During stage 3 noise levels increase significantly, exceeding NMLs at sensitive receptors along Evans St, at the Old Woolstore Apartments Hotel and Sullivans Cove Apartments. The 'highly noise affected' NML of 75 dBA is also exceeded at receptors fronting onto Evens St. These exceedances are the result of hydraulic hammer operations.
- Predicted levels at the facade of the Federation Concert Hall TSO are between 58 and 63 dBC during stages 1 and 2 of the demolition works, below the consultation level of 70 dBC. During stage 3 when the hydraulic hammer is operational predicted levels exceed the consultation level. The facade transmission loss is unknown, however, there is a potential for slab demolition works during stage 3 to generate internal noise levels to exceed NMLs for high sensitivity receptors. Provision is made to consider this potential via observed measurement and access to the Unattended Real-time Noise and Vibration Monitoring network provided by Macquarie Point Development Corporation. A figure showing the unattended monitoring locations is provided in Appendix B, Figure B-2.

  NB: As previously noted, slab demolition (incldluing hydraulic hammer operations) would take no more than 5 days to complete and can be managed around potential impacts on sensitive locations.
- Predicted levels are below relevant NMLs at the remainder of the model receptors.

Noise contour maps for each demolition stage are provided in Appendix A.

4.2 Vibration sources

Impact on surrounding sensitive uses from ground borne vibration with subsequent building excitation has a low potential to occur during stages 1 and 2 of the demolition works. Some locations, particularly along Evans St, are in close proximity to the works and are close to heavy vehicle traffic pathways, monitoring would be conducted as these locations to verify that vibration impact is minimal.

Hydraulic hammer use during stage 3 slab demolition works would occur within safe working distances outlined in section 3.5.2.2 for a large hydraulic hammer, in particular with regard to human comfort criteria. Ground vibration levels at distance from such works is calculated via geometric spreading utilising the following equation:

$$V_{pp} = V_{pp(ref)} \left(\frac{r_{(ref)}}{r} \right)^{n}$$

Where:

- V_{pp} is the vibration level (peak particle) at a distance, r, from the source,
- $V_{pp(ref)}$ is the vibration level of the source at a reference distance, $r_{(ref)}$.
- n is the attenuation exponent that varies for different soil classifications.

The soils at the Mac Point stadium site are classified as a dermosol, a structured, clay-rich loam. This type of soil; a cohesive, structured clay and silty clay soils; is likely to exhibit moderate-to-high damping of ground-borne vibration. Given this an attenuation exponent (n) of 1.5 is selected.

From published data a conservative estimate of $V_{pp(ref)}$ from a breaker at 5 m distance is 4.5 mm/s.

For the prediction of vibration levels in relation to exposure criteria, the predicted vibration levels via geometric spreading have been adjusted to include a coupling loss with structures to estimate the internal vibration levels experienced by the building occupants. Coupling loss adjustments are taken from the United States Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual September 2018 FTA Report No. 0123*. Table 4-5 presents the adjustment factors from

Table 4-5: Adjustment factors for building foundation coupling.

Coupling to building foundation	Wood-Frame Houses	-5 dB	In general, the heavier the building construction, the greater the coupling loss.
	1-2 Story Masonry	-7 dB	
	3-4 Story Masonry	-10 dB	
	Large Masonry on Piles	-10 dB	
	Large Masonry on Spread Footings	-13 dB	
	Foundation in Rock	0 dB	

Table 4-6 presents predicted vibration levels from vibratory roller at the closest receptor locations along Evans St and to the west and north-west of the works.

Table 4-6: Predicted vibration levels.

Predicted vibration levels, peak particle velocity V_{pp} (mm/s)						
Receptor	Minimum Distance (m)	External V_{pp} (mm/s)	Structural damage 'safe limits' (V_{pp} mm/s)	Building Coupling Loss (dB)	Internal V_{pp} (mm/s)	Exposure Criteria (V_{pp} mm/s)
South side of Evens St *(UTAS School of Creative Arts and Media / Plimsoll Gallery / IXL Apartments)*	20	0.56	*10*	-13	0.13	*0.28 to 0.56*

* External criteria for high sensitivity receptor, see Table 3-18.

Predicted levels are below external structural damage criteria and exposure criteria.

NB: As previously noted, slab demolition (inclduing hydraulic hammer operations) would take no more than 5 days to complete and can be managed around potential impacts on sensitive locations.

Potential internal noise levels resulting from the predicted internal Vpp levels is estimated via the following steps:

- Convert velocity to decibels (assuming rms vibration levels ¼ of Vpp):

  $$L_v = 20 \log_{10} \left(\frac{v_{\text{rms}}}{v_0} \right)$$

  $v_0 = 10^{-9}$ m/s (equal to 10^{-6} mm/s)

- Estimate surface sound pressure with adjustment for room radiation:

  $$L_p = L_v + 10 \log_{10}(\sigma) + 10 \log_{10} \left(\frac{S}{A} \right) - 34$$

  room surface area (S), room acoustic absorption area (A), and the radiation efficiency factor (σ).

  NB: Room dimensions were estimated from limited available information on the receptors and a sigma value of 0.05 was assumed.

- Convert to A-weighting

  Approx. – 25 to 40 dB, depending on dominant frequencies.

The resulting internal sound pressure levels at the receptor location in Table 4-6 of between 10 and 25 dBA (buildings on the south side of Evens St). Predicted ground borne noise levels are well below internal construction airborne noise criteria for non-residential receptors in Table 3-7. The predicted levels are also low enough that cumulative effects with airborne pathways are not a significant factor.

5 Monitoring

Monitoring in accordance requirements of section 4.3 of the CNVM Framework would be conducted during the demolition stages as follows:

Stage 3

- Noise monitoring

- Vibration monitoring

In-situ measurements would be conducted at 5 noise monitoring locations (measuring A-weighted 15-minute noise statistics, including L_{eq} and L_{max}, with a hand held type 1 sound level meter and a ground vibration monitoring system measuring peak particle velocity at the peak frequency between 1 and 315 Hz) at the beginning of each stage listed above to define, quantitatively, the impact from the works and the need (or not) for additional feasible and reasonable mitigation and additional communication with affected sensitive locations.

Where project management levels are approached (within 3 dB for noise management levels and 0.5 mm/s of vibration structural damage 'safe limits') then relevant project personnel would be immediately notified and management actions implemented (see section 6 below). Measured levels would also be crossed referenced against the Unattended Real-time Noise and Vibration Monitoring network provided by Macquarie Point Development Corporation.

Monitoring locations are nominated as follows (locations may be relocated or additional locations added during observed measurement periods depending on the observed noise and vibration impacts).

Noise monitoring locations

- *Marine and Safety Tasmania*
- *UTAS School of Creative Arts and Media (provision is made for internal measurements if required)*
- *Plimsoll Gallery*
- *IXL Apartments*
- *TSO (provision is made for internal measurements if required)*
- *Old Woolstore Apartments*

Figure 5-1 presents an aerial view with the location of the nominated noise and vibration monitoring locations marked.

NB: Outside of measurements being conducted for stage 3, observations will be conducted by Hunter Mason personnel on a weekly basis noting audible and dominant noise sources at the locations shown in Figure 5-1. Observation will be cross referenced with measured levels from the Real-time Noise and Vibration Monitoring network provided by Macquarie Point Development Corporation, both noise and vibration levels. A monthly report (reviewed by a suitability qualified noise and vibration consultant) detailing the observations and monitor levels would be produced by Hunter Mason personnel in compliance section 4.3.6 and 4.4 of the CNVM Framework.



Figure 5-1: Aerial view with nominated noise and vibration monitoring locations marked.

6 Management actions and mitigation

Hunter Mason have committed to the following management actions and mitigations to minimise potential noise and vibration impacts as required by the CNVM Framework and outlined in section 4.2 of the framework:

The following mitigation measures, as applicable, shall be incorporated in the CNVMP and adopted by the Contractor:

- *Community notification and engagement*
- *Project specific management measures*
- *Site inductions and behavioural practices*
- *Scheduling and respite of works*
- *Selection of quieter construction methods or equipment*
- *Non-tonal reversing alarms*
- *Noise monitoring and model verification*
- *Noise barriers*

Table 6-1 … *provides guidance on standard noise mitigation measures developed from guidance provided in the TfNSW Construction Noise & Vibration Guideline. These shall be adopted as primary management and mitigation measures.*

Table 6-1: Standard Noise and Vibration Mitigation Measures for Construction (from CNVM Framework).

Component	Details	Required to be adopted?
Stakeholder engagement	Periodic notification (monthly letterbox drop/ email and website notification) detailing all upcoming construction activities delivered to sensitive receptors at least 7 days prior to commencement of relevant works. In addition to periodic notification, the following strategies may be adopted on a case-by-case basis: • Project-specific website • Project info line • Construction response line • Email distribution list • Web-based surveys • Social media • Community and stakeholder meetings For high-sensitivity receptors (TSO, HGC & HGAH), a two–way communication plan should be developed to ensure that contractors are aware of planned noise-sensitive events, while receptors are aware of high-impact activities on site. The plan should be carried out at least a month before the work commences.	Yes
Construction hours and scheduling	Where feasible and reasonable, construction should be carried out during the standard daytime working hours. Work generating noise with special audible characteristics should be scheduled during less sensitive time periods. • Schedule periods of low noise / vibration activities during critical operational times (for high sensitivity receptors) and communicating these defined periods to the stakeholders.	Yes
Construction respite period	Noise with special audible characteristics (including jack and rock hammering, sheet and pile driving, rock breaking and vibratory rolling) may only be carried out in continuous blocks, not exceeding three hours each, with a minimum respite period of one hour between each block.	Where feasible

Site inductions	All employees, contractors and subcontractors are to receive an environmental induction. The induction must at least include: • All relevant project specific and standard noise mitigation measures. • Relevant licence and approval conditions. • Permissible hours of work. • Any limitations on noise generating activities with special audible characteristics. • Location of nearest sensitive receptors. • Construction employee parking areas. • Designated loading/unloading areas and procedures. • Site opening/closing times (including deliveries). • Environmental incident procedures.	Yes
Behavioural practices	• No swearing or unnecessary shouting or loud stereos/radios on site. • No dropping of materials from height, throwing of metal items and slamming of doors. • No excessive revving of plant and vehicle engines. Controlled release of compressed air.	Yes
Plan worksites and activities to minimise noise	• Plan traffic flow, parking and loading/unloading areas to minimise reversing movements within the site.	Where feasible
Equipment selection	• Use quieter construction methods where feasible and reasonable. For example, when piling is required, use of bored piles rather than impact-driven piles will minimise noise impacts. Similarly, diaphragm wall construction techniques, in lieu of sheet piling, will have significant noise benefits.	Yes
Non-tonal reversing alarms	• Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out-of-hours work, including delivery vehicles.	Yes
Minimise disturbance arising from delivery of goods to construction sites	• Loading and unloading of materials/deliveries is to occur as far as possible from sensitive receptors. • Select site access points and roads as far as possible away from sensitive receptors. • Dedicated loading/unloading areas to be shielded if close to sensitive receptors. • Delivery vehicles to be fitted with straps rather than chains for unloading, wherever possible.	Where feasible
Construction related traffic	• Schedule vehicle movements during less sensitive times and route them away from sensitive receptors. • Limit the speed of vehicles and avoid the use of engine compression brakes. • Maximise on-site storage capacity to reduce the need for truck movements during sensitive times.	Where feasible
Silencers on mobile plant	Where possible reduce noise from mobile plant through additional fittings including: • Residential grade mufflers • Damped hammers such as 'City' Model Rammer Hammers • Air Parking brake engagement is silenced.	Where feasible
Prefabrication of materials off-site	• Where practicable, pre-fabricate and/or prepare materials off-site to reduce noise with special audible characteristics occurring on site. Materials can then be delivered to site for installation.	Where feasible
Engine compression brakes	• Limit the use of engine compression brakes at night and in residential areas. • Ensure vehicles are fitted with a maintained original equipment manufacturer exhaust silencer or a silencer that complies with the National Transport Commission's 'In-service test procedure' and standard.	Yes
Shield Stationary Noise Sources such as pumps, compressors, fans, etc.	• Stationary noise sources should be enclosed or shielded wherever possible.	Yes

'Table 24 provides details on suggested management and mitigation measures from the ICNG that go above and beyond standard controls that can be applied under certain circumstances.'

Following specific actions would be taken in relation to the results of noise and vibration prediction and assessment presented in section 4 of the CNVMP are as follows:

- Liaison with the TSO in relation to the scheduling of operations in high sensitivity receptor spaces and use of the hydraulic hammer during slab demolition operations with a view to minimising hydraulic hammer operations during usage of the spaces where feasible.
- Liaison with UTAS School of Creative Arts and Media in relation to the scheduling of operations in internal spaces that front onto to Evans St and use of the hydraulic hammer during slab demolition operations with a view to minimising hydraulic hammer operations during usage of the spaces where feasible.

Appendix A



Figure A-1: Predicted noise contours, Stage 1.



Figure A-2: Predicted noise contours, Stage 2.

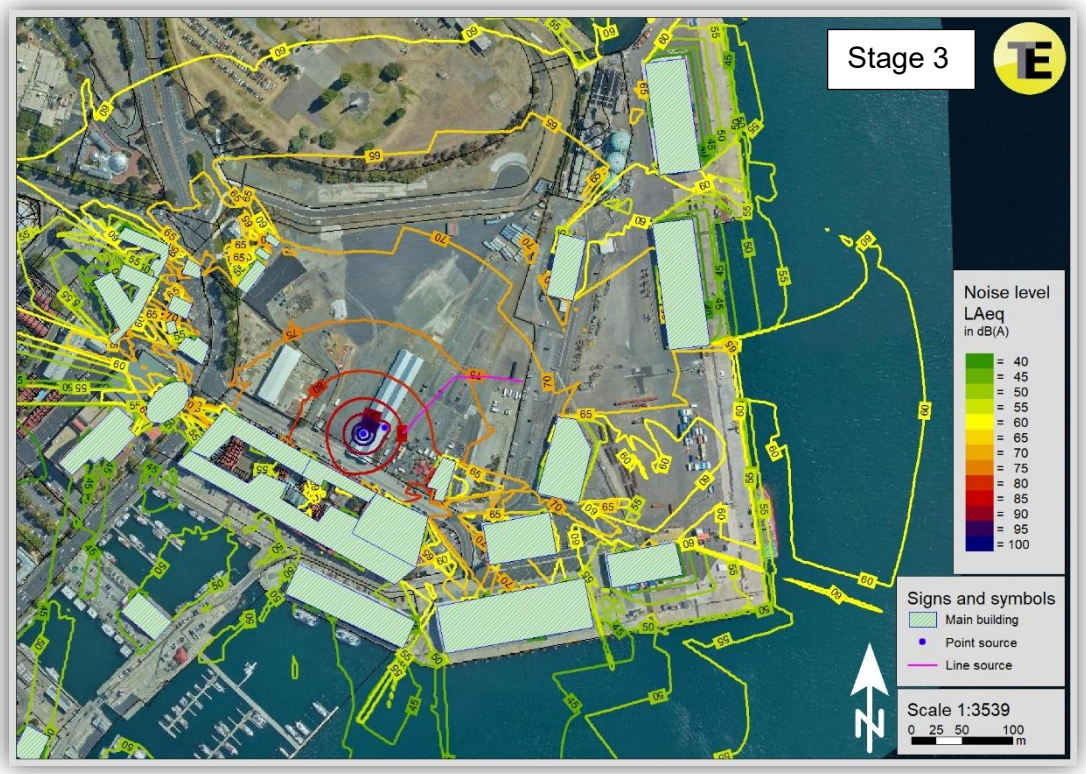


Figure A-3: Predicted noise contours, Stage 3.

Appendix B



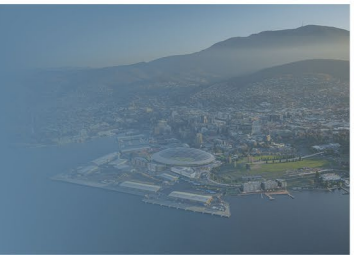
Figure B-1: Noise Sensitive Receptors (from CNVM Framework).



Figure B-2: Proposed Noise and Vibration Monitoring Locations (from CNVM Framework).

Appendix H: MPMS-SOU-RP-ES-00-02

Document Review and Endorsement Form



MACQUARIE POINT
DEVELOPMENT CORPORATION

Document Information					
Document Title:	Macquarie Point Multipurpose Stadium Project of State Significance – Stadium Development Goods Shed Statement of Historical Archaeological Potential (SoHAP)				
Contractor Doc. No.:	Doc. Id MacPtGS100			**Revision**	**Date**
Organisation:	Southern Archaeology			Version 1	24 Jul 2026
Document Purpose:	Goods Shed Statement of Historical Archaeological Potential (SoHAP) - This report specifically addresses the Goods Shed listing as defined under Condition H9 of the Order				
Prepared by:	**Organisation**	**Name**	**Position Title**	**Date**	**Initials / Signature**
	Southern Archaeology	Darren Watton	Principal Archaeologist	24 Jul 2026	DW
Reviewed by:	MPDC	James Puustinen	Project Manager	24 Jul 2026	JP
Endorsed by:	MPDC	James Puustinen	Project Manager	24 Jul 2026	JP
For Document Control to Complete					
For MPDC Documents	**MPDC Document No.**			**Revision**	**Date**
	CM:			1	28 Jul 2026
	ProCore:	MPMS-SOU-RP-ES-00-02			

Macquarie Point Multipurpose Stadium
Project of State Significance – Stadium Development Goods Shed Statement of Historical Archaeological Potential (SoHAP)



Figure 1: c1920 aerial showing the Goods Shed and study area looking north. Source: Libraries Tasmania Ref: NS892-1-64 accessed 2024.

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Version: Date: 24th July 2026.

1 Document control

Table 1: Quality assurance table.

Item	Comment
Version	Version 1
Reason for review	Ensure standards of reporting met and approved
Status	Final
Prepared by	Darren Watton Principal Archaeologist Southern Archaeology
Reviewed and recommended by	James Puustinen (MPDC) Darren Watton, Colin Hughes Sam Diprose-Adams, Miranda Kinrade and John Dent on behalf of Southern Archaeology.
Authorised by	Darren Watton (Southern Archaeology) James Puustinen (MPDC).
Reviews	Issued to John Dent, Colin Hughes Miranda Kinrade and Sam Diprose-Adams for review and editing and review 29th March 2026. Returned from John Dent 31st March 2026. Issued to James Puustinen. Returned from James Puustinen and updated 17th May 2026 to reflect comments. Returned to James Puustinen for second pass review 17th May 2026. Sent John Dent for review 7th July 2026. Returned by John Dent 8th July 2026. Resent to James Puustinen 9th July 2026 for first pass review after alterations. Returned 9th July 2026. Reviewed Heritage Tasmania 23rd July 2026. Updates made and made Final PDF 24th July 2026.
Issue Date	James Puustinen 24th July 2026.

2 Cultural sensitivity notices and acknowledgements

2.1 Cultural Sensitivity Notice

Aboriginal and Torres Strait Islander readers are advised that this report may contain names, images, and references to deceased persons. Some content may also include historical descriptions, artwork, or documents that reflect the language and attitudes of the time in which they were created. These references are included for historical accuracy but may be distressing to some readers.

We acknowledge and pay respect to the traditional custodians of the land, their Elders past and present, and the ongoing cultural and spiritual connections of Aboriginal and Torres Strait Islander peoples to Country.

2.2 Acknowledgment of Traditional Owners

Southern Archaeology acknowledges the sovereignty of Lutruwita's traditional owners (the Tasmanian Aboriginal people, the Palawa or Pakana). We appreciate being provided permission to work on traditional lands and thank the Aboriginal community. For this report Southern Archaeology worked on the traditional lands of the Muwinina Clan (part of South-East Nation). This area is known as Nipaluna (Hobart) and Timtumili Minanya (the Derwent River) with Kunanyi (Mount Wellington) also sitting

prominently within this country. This is and always was an important and spiritual place for Aboriginal people of Lutruwita (Tasmania).[1]

2.3 Acknowledgement of contributors to this work

The contributors to this work are:

- Darren Watton – Principal Archaeologist (Southern Archaeology).
- Colin Hughes - Aboriginal Heritage Officer (AHO).
- John Dent – Southern Archaeology (editing and review).
- Sam Diprose-Adams – Southern Archaeology (editing and review).
- Miranda Kinrade – Archaeologist Southern Archaeology (editing and review).

The contact for this work is James Puustinen from the Macquarie Point Development Corporation (MPDC - hereafter the Proponent). Southern Archaeology would like to thank James for his time, support, and assistance.

3 Important note on this report

It has been raised by Heritage Tasmania on review of this report that it extends beyond the scope of the Order. As a consequence, the report has been updated and significantly reduced from the original to address Heritage Tasmania's requirements.

This report addresses matters required by the Order and the spatially defined boundaries of the Royal Engineers Building and Kings Yard and the Goods Shed. However, MPDC has directed work in addition to those addressing the conditions of the Order. These directions include:

- An Unanticipated Discovery Plan that applies to a spatially defined area of land and will assist the contractor manage finds made when the archaeologist is not present on site. The UDP adopts a cautious approach of requiring archaeological oversight of these finds to ensure that the significance of the find determines its management.
- An Anticipated Discovery Plan for the eastern rubbish tip deposits to guide the contractor and avoid unnecessary archaeological resources being devoted in this spatially defined area.

Notwithstanding this, Southern Archaeology's approach is to provide comprehensive, well-researched and carefully considered heritage assessments that identify and evaluate all reasonably foreseeable archaeological values, constraints and project risks, irrespective of report length or statutory minimum requirements. Our methodology is founded on the principle that heritage assessments should not only satisfy regulatory obligations but also provide clients with a practical framework for informed decision-making throughout the life of a project.

Where appropriate, Southern Archaeology adopts a precautionary and risk-based approach that seeks to identify potential heritage issues at the earliest possible stage, including archaeological sensitivities

[1] Sam Beattie pers comm., 2024.

that may not be immediately apparent from previous investigations or existing records. By thoroughly evaluating these risks during the planning phase, clients are better positioned to incorporate appropriate avoidance, mitigation and management measures into project design and construction methodologies.

This approach provides greater certainty for both the client and regulatory authorities by reducing the likelihood of unexpected archaeological discoveries, project delays and inadvertent impacts to heritage values during construction, while supporting the long-term protection and appropriate management of Tasmania's cultural heritage.

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4 Executive Summary

4.1 Introduction

Macquarie Point is a significant location for Tasmanian Aboriginal people. The site contributes to the story of Tasmania's growth from a small camp to the colonial capital of Van Diemen's Land, and now Tasmania. The history is layered with Aboriginal, colonial, industrial, and more recent history and heritage present. This report identifies archaeological potential across the Stadium footprint based on statutory requirements, historical mapping, previous investigations and updated sensitivity analysis as per the requirements of the client (MPDC) – see note above in **Section 3**. The approach outlined seeks to balance the scale and program of the Stadium development with the need to ensure that any surviving significant archaeology is identified, appropriately investigated and recorded before impact, thereby informing the Tasmanian Planning Commission's integrated assessment and supporting responsible project delivery.

The report builds upon more than two decades of archaeological assessment and excavation across the site, including recent remediation-phase investigations that have confirmed the presence of significant Aboriginal and early colonial archaeological material alongside substantial nineteenth and twentieth century industrial remains. Macquarie Point is a layered historical and cultural landscape. While large portions of the site have been heavily disturbed through nineteenth century convict construction, railway infrastructure, land reclamation and twentieth century industrial development, recent excavations have demonstrated that intact or redeposited archaeological material survives in key areas. In particular, the recovery of Aboriginal cultural material extending from the early Holocene into the early colonial period has reinforced the importance of the site within both Aboriginal and historical heritage frameworks. The findings also highlight that archaeological potential remains in selected zones, including areas associated with the Kings Yard and adjacent early structures, and that future construction works carry a real risk of encountering significant subsurface heritage.

Under the Order, the Stadium project includes the stadium structure, relocation of the Goods Shed, concourse and plaza areas, and associated infrastructure works across defined Project land parcels. Condition H9 of the Order specifically requires the preparation of a Statement of Historical Archaeological Potential in respect of the Goods Shed, identified in Certificates of Title Volume 179192 Folio 3, included in the Tasmanian Heritage Register as defined by CPR 11248.

This report specifically addresses the Goods Shed listing as defined under Condition H9 of the Order. Another SoHAP for the Royal Engineers Building and Kings Yard has also been prepared under Condition 10 (Southern Archaeology 2026).

4.2 Limitations and constraints

The limitations and constraints outlined below (**Table 2)** reflect the complex and layered nature of Macquarie Point, where extensive historical disturbance coexists with demonstrated areas of surviving archaeological significance. While large portions of the site have been truncated through industrial development, remediation and rail infrastructure, recent investigations confirm that intact or redeposited Aboriginal and early colonial deposits remain in selected zones. The scale and pace of the Stadium development, combined with safety, access and statutory requirements, necessitate a carefully

staged and conservative archaeological approach. These constraints have directly informed the recommended methodology, which integrates targeted pre-construction excavation with monitoring during works to ensure that any remaining significant archaeology is appropriately identified, recorded and managed prior to impact.

As a special requirement, this SoHAP goes beyond the specific requirements of the Order at the request of the client the note above in **Section 3** above should also be considered.

The following is a summary of the limitations and constraints associated with this work (**Table 2**).

Table 2: Limitations and constraints summary.

Category	Limitation / Constraint	Implication for Project	Management Response
Previous Disturbance	Extensive nineteenth and twentieth century industrial activity, rail infrastructure, reclamation and remediation works have heavily altered the site.	Original soil profiles and archaeological deposits may be truncated, redeposited or absent in some areas.	Sensitivity mapping used to target areas of higher potential; staged excavation and monitoring approach adopted.
Incomplete Historical Record	Historical plans and documentary sources are variable in accuracy and coverage.	Precise locations of some early structures or features may differ from mapped predictions.	Ground-truthing through controlled excavation; flexible methodology allowing refinement as works progress.
Later Reporting Updates	Some earlier assessments did not incorporate the most recent excavation findings (e.g. updated interpretations of Kings Yard and Aboriginal material distribution).	Archaeological potential in some zones may be higher than previously assumed.	Adoption of a precautionary and conservative management strategy including provision for targeted excavation.
Disturbance from Remediation	Contaminated land remediation has altered stratigraphy in parts of the development footprint.	Stratigraphic integrity may be reduced; deposits may be mixed or partially removed.	Archaeological supervision during disturbance; detailed recording of stratigraphic relationships where intact.
Construction Program	Large-scale, staged construction in a dynamic and safety-sensitive environment.	Limited time and space for detailed excavation if significant archaeology is encountered unexpectedly.	Pre-construction archaeological works in higher sensitivity areas; integration of archaeology into program planning.
Safety and Access	Active construction environment, plant movement, exclusion zones and changing site conditions.	Constraints on excavation layout, recording access and extended open-area exposure.	Pre-works excavation strategy for identified sensitive areas. Use of staged grid systems, defined work zones, SWMS compliance and coordination with principal contractors.
Heritage Management compliance	Presence of colonial and Aboriginal cultural material, including contact-period artefacts, requiring permit compliance and consultation.	Additional works may be required; potential delays if significant finds occur.	Inclusion of AHOs in archaeological works. Compliance with State Policies Projects (Macquarie Point Precinct) Order 2025 Statutory Rules 2025, No. 49; consultation with Aboriginal Heritage Tasmania and community groups; permit pathways identified.
Built Heritage Interfaces	Extant built heritage elements and conserved structures adjacent to the development footprint.	Archaeological works must avoid damage to standing heritage fabric.	Clear delineation of exclusion zones; coordination with heritage conservation plans.
Environmental Conditions	Variable groundwater levels, reclaimed land and deep fills.	Excavation depth may be limited; potential instability of deep sections.	Engineering input where required; controlled excavation depths; use of stepped or baulked methodologies.
Areas Previously Cleared	Some areas have been subject to open-area excavation and are considered archaeologically resolved.	Limited remaining archaeological potential in these zones.	No further excavation proposed in cleared areas unless new evidence emerges.

These limitations and constraints have informed a precautionary archaeological approach across the broader Macquarie Point project area. For the Goods Shed footprint and 12 m buffer, however, extensive reclamation and disturbance mean that no archaeological excavation or monitoring is warranted beyond standard Unanticipated Discovery Protocols.

4.3 Background summary

4.3.1 General site information

This report relates specifically to the study or Project Area extent including (*State Policies and Projects (Macquarie Point Precinct) Order 2025* – see **Figure 2** below):

> *Project land means the areas of land as specified in the following Folios of the Register kept under section 33 of the Land Titles Act 1980:*
>
> *(a) Volume 13583, Folio 1;*
> *(b) Volume 20452, Folio 2;*
> *(c) Volume 45404, Folio 1;*
> *(d) Volume 129483, Folio 6;*
> *(e) Volume 179192, Folio 2;*
> *(f) Volume 179192, Folio 3;*
> *(g) Volume 179192, Folio 4;*

The study (or Project) area includes:

- Portions of the Hobart Town Rivulet location.
- The original foreshore (which includes archaeological remains from the original Hobart Town settlement such as the Kings/Engineers Yard – subject to a separate SoHAP and AMS).
- Parts of the Derwent River now developed as TasPorts.
- Areas developed as the historical Hobart Railway Station and terminus.
- The Engineers Building and Stone Post listed on the Tasmanian Heritage Register (THR Datasheet No. 2280 – Datasheet) which is not addressed in this report in detail as it is adjacent to but just outside the study area and development extent (i.e., it will not be directly impacted by this development and is considered an exclusion zone in terms of extensive development).
- The Goods Shed which is also listed on the Tasmanian Heritage Register (THR Datasheet No. 10995) which is the subject of this SoHAP and AMS for this project as per requirements of the *State Policies and Projects (Macquarie Point Precinct) Order 2025*.

The extent of the study area and the Goods Shed is shown below in **Figure 2**.



Figure 2: Development and Goods Shed extent. Source: Compiled by Darren Watton using QGIS 2026 and based upon data supplied by MPDC 2026.

4.3.2 State Policies and Projects (Macquarie Point Precinct) Order 2025 summary

The *State Policies and Projects (Macquarie Point Precinct) Order 2025* establishes a statutory framework for managing historical archaeology across the Macquarie Point Stadium project area. The Project includes construction of the Stadium, relocation of the Goods Shed, development of a surrounding concourse and plaza, and all associated works such as access, parking, landscaping and signage, across a defined group of land titles (see above) within the Macquarie Point Precinct.

The Order requires that historical archaeological values of the Goods Shed are formally identified, assessed and managed as part of the Heritage Conservation Management Plan (HCMP). A core requirement is the preparation of a Statement of Historical Archaeological Potential (SoHAP), prepared in accordance with the Heritage Council - approved *Practice Note Managing Historical Archaeological Significance in the Works Process* (2014). This statement must assess the likelihood, nature and significance of archaeological remains that may be present and consider how proposed works may affect those values.

Additional and more targeted archaeological assessment is specifically required for areas associated with the Goods Shed (see **Figure 2** above). A Statement of Historical Archaeological Potential (SoHAP) and associated Archaeological Method Statement (AMS – see below) must be prepared for the Good Shed area, reflecting its heightened sensitivity and heritage status. This is addressed in more detail in **Section 5.4**.

Where the Goods Shed archaeological assessment identifies that culturally significant archaeological values may be impacted and cannot reasonably be avoided, the Order requires preparation of a detailed Archaeological Method Statement (AMS). This document must set out how archaeological values will be managed, investigated and mitigated, and must be prepared and implemented in accordance with the later stages of the Heritage Council's Practice Note (2014). The Method Statement must be submitted to Heritage Tasmania and approved prior to the commencement of relevant ground-disturbing works.

If archaeological investigation or mitigation is recommended, all required archaeological processes must be completed in accordance with the approved Archaeological Method Statement (AMS) before excavation or construction proceeds within affected areas.

The HCMP must also include clear policies for the management of artefacts and *in situ* archaeological deposits. This includes procedures for recovery, recording, cataloguing, protection, conservation, temporary storage and long-term management of archaeological material, ensuring that archaeological values are responsibly managed throughout construction and beyond.

Overall, the Order embeds historical archaeology as a mandatory and structured component of project planning and delivery, ensuring that archaeological risks are identified early, managed systematically, and addressed in parallel with construction timelines for the Macquarie Point Stadium development.

While the wider study area forms part of a long-occupied Aboriginal cultural landscape associated with the Derwent estuary, the Goods Shed footprint lies outside former foreshore environments and is located within reclaimed land. As such, it is assessed as having a low likelihood for Aboriginal cultural material, with management limited to the Aboriginal Heritage Unanticipated Discovery Plan under Schedule 3 of the Order.

4.4 The structure of this report

This report is divided into two key parts and four sections as follows:

1. The Executive summary which presents the key outcomes of this report (**Section 4**).
2. The SHAP in relation to the study area (**Sections 5 to 13**). This includes the location and project description, background history and information, assessments of any Potential Historical Archaeological Sensitivity (PHAS) Zones, assessments of disturbance, potential and significance, key legislation and approvals considerations, an assessment of the impact to archaeological remains at the place and other relevant information. This also includes an Archaeological Impact Statement (**Section 12**) and the key recommendations for the site (see **Section 13**).

4.5 Statement of Historical Archaeological Potential (SHAP)

4.5.1 Overview

This report is provided as a Statement of Historical Archaeological Potential (SoHAP also referred to as a SHAP or SoAP). Sometimes this is accompanied by an Archaeological Method Statement (AMS) if further archaeological work is recommended in the SoHAP, or the AMS may be provided separately. An AMS has not been provided in this instance.

Ordinarily a SoHAP (and sometimes with an accompanying AMS) is written in response to a THR listed property being located within a potential area of impact from a proposed development. This property has some elements that are listed on the THR (Datasheet Id., 10995 – Hobart Railway Goods Shed)

In addition to the State Order 2025, this assessment follows the general principals set out in a SoHAP and considers other key legislation such as the *Sullivan's Cove Planning Scheme (1997)*, the *Burra Charter* (2013), the *Historic Cultural Heritage Act 1995* (Tas), the *Aboriginal Heritage Act 1975* (Tas) and local government planning scheme requirements. These additional legislative considerations are addressed in **Section 10** of this report. While following the general principals of these key measures, it is noted that they do not apply in this case and are replaced by the State Order 2025.

Please note: In the case of the Goods Shed footprint and its 12m buffer, the SoHAP has determined that archaeological potential and significance are very low. As a result, the accompanying recommendations do not provide for archaeological excavation or monitoring in this area and is limited to implementation of Anticipated and Unanticipated Discovery Protocols.

4.6 Assessment of significance

4.6.1 Overview

The following is a summary of the assessment of archaeological potential, disturbance and archaeological significance for the study area followed by a significance statement for the study area. For the full assessment see **Section 11**.

4.7 Potential Historical Archaeology Sensitivity (PHAS) Zone summary

4.7.1 Overview

Potential Historical Archaeological Sensitivity (PHAS) zones are zones where there is heightened sensitivity for archaeological remains associated with a particular place or feature. For a more detailed overview of PHAS Zones see **Section 9**.

The previous background research, analysis of previous work and analysis of overlays has informed the PHAS designation. In these areas it is suggested that ground disturbance has little potential of impacting subsurface archaeological remains that may be of state significance. This analysis also acknowledges the entangled Aboriginal and European histories that give the place meaning.

The Goods Shed area has been assessed as having very little archaeological potential and no PHAS Zones have been developed. This is due to its location being within areas outside the original coastline where Aboriginal occupation was likely focused and where initial and significant historical (European) development took place. The area of the Goods Shed (c1915) is within reclaimed land dating to at least after c1850 and is outside (and to the east of) previous potentially significant developments such as the Slaughter Yards and Engineers Yards.

No further archaeological works are therefore considered necessary outside the Unanticipated Discovery Protocols.

4.8 Archaeological potential, disturbance and significance summary

4.8.1 Overview

The following (**Table 3**) is an updated summary of the archaeological potential, disturbance, and significance for the Goods Shed study area (including the 12m buffer) based upon this report.

Table 3: Archaeological and Aboriginal potential, disturbance, and significance for the Goods Shed study area.

Item	Rating	Summary main points/recommendations
Goods Shed Study Area		
Disturbance	High	Intense industrial development, reclamation and change.
Potential	Very low	There are unlikely to be archaeological remains of as significant nature in the deposits below the Goods Shed.
Significance	Low at state level.	There is unlikely to be significant archaeology in the deposits below the Goods Shed.

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4.8.2 Significance statement – summary

This report finds that the archaeological layers below the Goods Shed are unlikely to contain potential archaeological remains of a significant nature i.e., these are deposits associated with the relatively recent (1890s-1900s) history of Hobart that have already been previously archaeologically sampled to a sufficient extent.

4.9 Archaeological Impact Statement – summary

The proposed Stadium development at Macquarie Point will involve substantial ground disturbance across the study area and adjacent reclaimed waterfront land. The works include bulk excavation, piling, deep services installation, stormwater infrastructure, crane pads, temporary works platforms, laydown areas and associated construction compounds. In several locations excavation depths are anticipated to extend well beyond recent surface levels (≈2.4m) and into nineteenth-century reclamation fills and, in defined areas, into earlier ground surfaces associated with the Goods Shed infrastructure.

Accordingly, ground disturbance within the Goods Shed footprint and 12m buffer is not expected to impact significant archaeological deposits, and no archaeological excavation or monitoring is required in this area beyond implementation of the Unanticipated Discovery Protocols.

4.10 Recommendations summary

The following table (**Table 4**) summarises the key recommendations arising from this assessment for the Goods Shed study area. These recommendations reflect the low archaeological potential identified within the footprint, while ensuring that appropriate procedures, controls and management measures are in place should unanticipated heritage material be encountered during works. Collectively, they provide a clear and practical framework for managing archaeological risk in accordance with relevant legislation and best-practice heritage standards, while supporting the efficient delivery of the proposed development.

Figure 3 shows the areas where Anticipated and Unanticipated finds are expected.

Table 4: Summary of recommendations.

Recommendation	Title	Summary	Key Requirements / Actions
1	Archaeological requirements – Goods Shed & 12m buffer	No further archaeological work required due to low/no identified potential	- No excavation or monitoring required - Apply UDPs only during works
2	AMS and reporting	An AMS is not required for this location	No AMS required
3	Anticipated (post 1900 artefacts and features) & Unanticipated Finds Protocols (UDPs)	Mandatory implementation of UDPs for all works due to risk of unexpected finds	- Apply protocols for: • European heritage • Aboriginal heritage • Human remains- Stop works, establish 50m buffer- Notify relevant authorities- Archaeologist/AHO assessment required
3a	Artefact management	All recovered material to be managed to best-practice standards	- Cataloguing and database recording - Specialist analysis - Conservation measures- Secure storage- Consultation on long-term curation

3b	Spatial recording	All finds and features to be spatially recorded and integrated into GIS	- Record trenches, features, artefacts- Integrate with historic overlays and past data
3c	Excavation expansion	Flexibility to expand works if significant archaeology is identified	- Extend trenches - Remove balks - Undertake targeted excavation if required
4	Inductions (MPDC & Contractors)	Mandatory heritage inductions for all personnel working on site	- Pre-works induction by archaeologist + AHO - Heritage awareness and protocols- Cultural awareness requirements - Daily toolbox meetings with heritage component
5	Interpretation of results	Promote interpretation and public dissemination of findings where appropriate	- Displays, signage or digital outputs - Integration into design/landscape - Public reporting and education

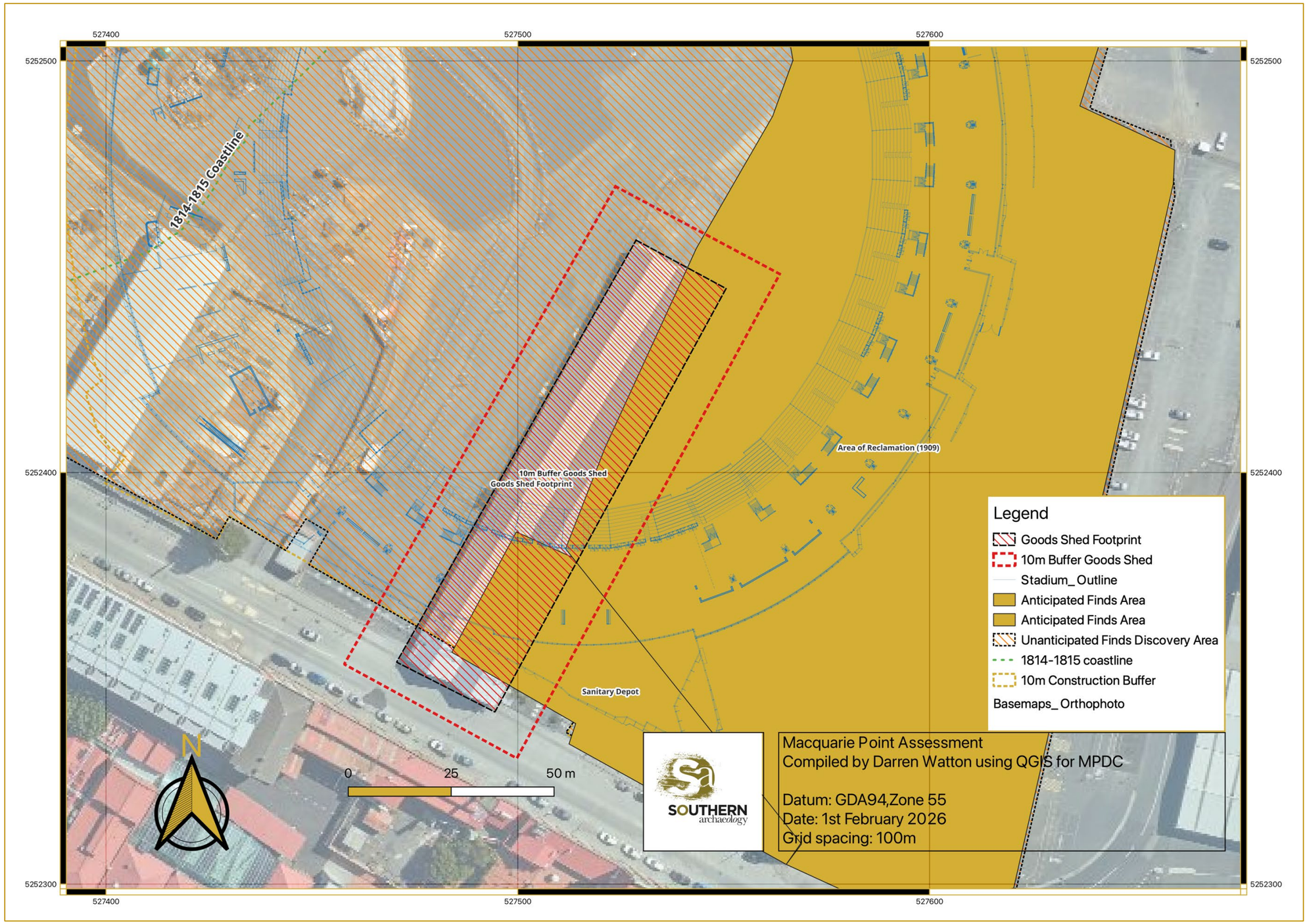


Figure 3: Location of the Anticipated and Unanticipated Finds areas. Compiled by Darren Watton using QGIS 2026.

Statement of Historical Archaeological Potential (SoHAP)

The following image **(Figure 4**) shows the Goods Shed (on the left) and the Hobart Rivulet in c1915-1920.

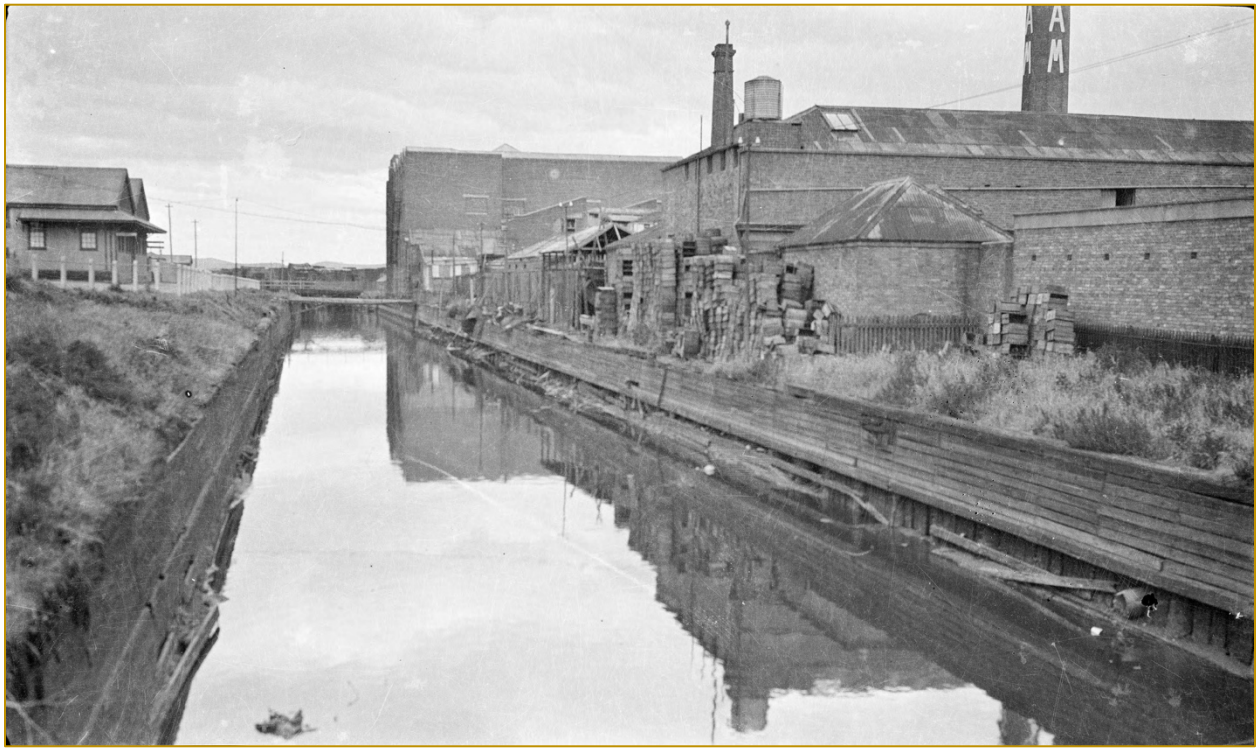


Figure 4: 1930 photograph of the Hobart Rivulet showing the Goods Shed to the left of the rivulet. This is where Evans Street is today. Source: TAHO Libraries Tasmania Ref: NS1231/1/19 accessed 2026.

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5 Introduction

5.1 Overview

Southern Archaeology have been engaged to provide two Statements of Historical Archaeological Potential (SoHAPs) as per the Guidelines – Macquarie Point Multipurpose Stadium Project of State Significance (Tasmanian Planning Commission February 2024 – hereafter also known as the Document). The first SoHAP relates to the Engineers and Kings Yard and the wider Stadium activity extent (completed as a separate report – Southern Archaeology 2026) and the second relates to the Hobart Railway Goods Shed (THR Listing Datasheet No. Id., 10995). This report relates to the Hobart Railway Goods Shed project extent only.

The following is taken from the Document as an outline for the requirements of this report:

Introduction

A proposal by the Crown in Right of Tasmania for the development of a multipurpose stadium at Macquarie Point has been declared a Project of State significance, by order (the order) of the Governor. The order was approved by both Houses of the Tasmanian Parliament on 8 November 2023 and took effect on 9 November 2023.

Under the Order, the proposal for a stadium to be developed includes:

a. A stadium that is suitable for a range of entertainment, sporting, cultural, corporate and community uses.
b. The related infrastructure and services necessary to support the stadium and its operations.
c. A public concourse adjacent to the stadium.
d. Any other facility or thing necessary, or convenient, for the implementation of the project.

A Ministerial Direction from the Premier dated 16 October 2023 (Appendix A) directs the Tasmanian Planning Commission (the Commission) to undertake an integrated assessment of the Macquarie Point Multipurpose Stadium project (the proposed project), in accordance with the State Policies and Projects Act 1993 (the Act).

The Proponent of the proposed project is the Crown in Right of Tasmania. The Premier has advised that the Macquarie Point Development Corporation will be responsible for progressing the project. Where the guidelines refer to the Proponent it is referring to the Crown in Right of Tasmania.

Background

The Commission must undertake an integrated assessment of the proposed project in accordance with Part 3 of the State Policies and Projects Act. The Act specifies that the integrated assessment by the Commission must:

a. *Seek to further the objectives set out in Schedule 1 of the Act.*
b. *Be undertaken in accordance with State Policies, and,*
c. *Take into consideration the matters set out in any representations made following public*

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exhibition of the draft integrated assessment report.

The Ministerial Direction requires the Commission to comply with the following requirements (subject to the terms of the Act):

1. *The integrated assessment is to address the environmental, social, economic and community impacts of the proposed project.*
2. *As part of the integrated assessment, the Commission is to specifically consider the extent to which the proposed project:*
    - *Is consistent with and supports the urban renewal of the Macquarie Point site (as defined in the Macquarie Point Development Corporation Act 2012) as provided for in the Mac Point Precinct Plan prepared by the Macquarie Point Development Corporation established under section 5 of that Act.*
    - *Impacts on the surrounding area and uses, and,*
    - *Could generate social, economic, and cultural benefits to the region and the State of Tasmania.*

The order supplants the approval processes otherwise required by legislation concerning the use and development relevant to the proposed project under the Resource Management and Planning System of Tasmania, specifically:

- *Land Use Planning and Approvals Act 1993.*
- *Environmental Management and Pollution Control Act 1994.*
- *Historic Cultural Heritage Act 1995.*

Section 20(2B) of the Act empowers the Commission to prepare and publicly exhibit guidelines to be followed in the preparation of reports to be presented to the Commission for the purposes of the integrated assessment. The reports will inform the Commission's integrated assessment.

The Ministerial Direction requires the Commission to prepare guidelines within four months of the Commission receiving the direction. In this document those guidelines are called 'the final guidelines.

Specifically, a requirement has been identified in the report for two Statement of SHAP and AMS reports. This is outlined as follows:

State Policies and Projects (Macquarie Point Precinct) Order 2025
Historical Archaeology

10. H9

The Heritage Conservation Management Plan must include a Statement of Historical Archaeological Potential prepared in accordance with Part 2 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process.

11. H10

In addition to the Statement of Historical Archaeological Potential required under condition H9, a Statement of Historical Archaeological Potential must be prepared –

(a) in respect of the Royal Engineers Building and Kings Yard –

(i) identified in Certificate of Title Volume 20452, Folio 2, and Certificate of Title Volume 179192, Folio 3, in the Register kept under section 33 of the Land Titles Act 1980; and
(ii) recognised as a place, or precinct, of archaeological potential in the planning scheme, within the meaning of the Land Use Planning and Approvals Act 1993, that applies to the Project land; and

(b) in accordance with Part 2 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process.

12. H11

If the Statement of Historical Archaeological Potential required under condition H9 or H10 indicates that culturally significant archaeological values may be affected by the works and avoidance of that effect in all, or part, is not possible, then an Archaeological Method Statement for managing the archaeological values –

(a) must be prepared in accordance with Parts 3 to 8 of Practice Note No. 2, approved by the Heritage Council on 19 November 2014, and entitled Managing Historical Archaeological Significance in the Works Process; and
(b) must be submitted to Heritage Tasmania before the relevant works commence.

13. H12

If an Archaeological Method Statement is prepared in accordance with condition H11 and recommends an archaeological process to be undertaken, the archaeological process must be completed in Archaeological accordance with the Method Statement before excavation work on Project land commences.

14. H13

The Heritage Conservation Management Plan must include policies for the management of artefacts and in situ archaeological deposits, including recovering, recording, cataloguing, protecting, conserving, temporary storage and long-term management.

5.2 This report

This report provides the SoHAP as per Section H9 of the Policies and Project (Macquarie Point Precinct) Order 2025 (see above).

This report has been prepared for the Hobart Railway Goods Shed, being land identified in Certificate of Title Volume 179192 Folio 3. The SoHAP is to be prepared in accordance with Part 2 of Practice Note No. 2: Managing Historical Archaeological Significance in the Works Process (19 November 2014). Where impact cannot be avoided, an Archaeological Method Statement (AMS) is also required.

In practical terms, this report addresses the Hobart Railway Goods Shed footprint area (and 12m buffer) as defined under Condition H9. This property is on the Tasmanian Heritage Register (Datasheet Id. No., 10995).

This report has reviewed all available historical mapping, previous archaeological investigations, shoreline reclamation data and current design overlays to reassess archaeological sensitivity across the site. This has resulted in the identification of refined and, in some areas, expanded zones of archaeological potential that inform the recommendations.

Therefore, while this report is prepared to meet the specific statutory requirements of Condition H9, it also, as a matter of due diligence and best practice, considers some of the wider Stadium development area (excluding the Goods Shed relocation) and assesses archaeological potential across the broader site to ensure that risk is comprehensively understood and appropriately managed – see **Section 3**.

5.3 Location and development activity summary

5.3.1 Location summary

The study area is located at Macquarie Point Hobart and is well defined within many recent reports. **Figure 5** shows the study area for the Macquarie Point Stadium Development. The approximate location of the Hobart Railway Goods Shed is also defined in **Figure 5** below.

One of the outcomes from this report is in relation to the to the location of the original coast prior to c1900 – this has also been addressed in more detail (because the study area includes a wider area) in the Kings Yard SoHAP.[2] This has been addressed in detail in the overlays section of this report (**Section 8**). Estimates based upon overlays of old maps, previous overlay attempts, previous archaeological work, background research and field observations, **Figure 6** shows the location of the indicative original coast, the reclaimed land areas related to the study area and a section of undefined area. This is important in understanding the location of early occupation and where potential Aboriginal sites may be located at the study area.

[2] Southern Archaeology 2026, Macquarie Point Multipurpose Stadium, Kings Yard and Stadium Footprint, SoHAP and AMS Unpublished report for MPDC.



Figure 5: Macquarie Point Stadium Development Hobart Goods Shed study area. Compiled by Darren Watton using QGIS 2026 based upon the study area extent supplied by MPDC 2026.



Figure 6: Location of various areas specific to this development such as the area identified as reclaimed land, the original coast area and the not defined area. Compiled by Darren Watton using QGIS 2026 and based upon overlays in this report. Please note that the original coast area is indicative based upon the most up to date information – the exact location of the original coast is still largely unknown.

5.4 Project activity

5.4.1 Overview

The Macquarie Point Multi-Use Stadium Development is a major development. It has been classed as a Project of State Significance (PoSS). An overview of the development and the PoSS is provided at:

< https://www.planning.tas.gov.au/__data/assets/pdf_file/0003/781293/Macquarie-Point-Multipurpose-Stadium-Summary-Report-September-2024.PDF >

A short summary of this document is provided in the text box in below (**Figure 8**).

The study area and Precinct Plan as defined by the PoSS is provided below in **Figure 7** (it is noted that this plan was completed in 2024 and may be subject to change). The stadium itself encompasses about 58,000m^2 and the carpark area about 8,100m^2.



Figure 7: Detail of the study area and Precinct Plan as defined by the PoSS guidelines. Source: Macquarie Point Multipurpose Stadium Summary Report 2024.

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The Macquarie Point Multi-Use Stadium Summary Report September 2024

The Macquarie Point Multipurpose Stadium Project proposes the development of a roofed, all-weather stadium within the Macquarie Point precinct, immediately west of Hobart's CBD. The project has been declared a Project of State Significance (PoSS) and is being assessed under bespoke guidelines prepared by the Tasmania Planning Commission. The stadium is intended to act as a foundation element for the broader redevelopment and activation of Macquarie Point as a mixed-use precinct incorporating sport, culture, events and public open space.

The proposed stadium has a seated capacity of approximately 23,000, with provision for additional standing capacity and larger configurations for major concert events. It is designed as a multi-use facility capable of hosting AFL, cricket and other sporting codes, as well as concerts and non-sporting events. Key design elements include a fixed transparent roof structure spanning the full oval, a continuous internal concourse, integrated public spaces and surrounding arrival plazas. The project scope also includes associated infrastructure such as an underground car park, external concourse areas and the relocation and integration of the former Hobart Railway Goods Shed.

The summary report documents the design, siting and staging of the project, and outlines the outcomes of detailed technical investigations addressing transport and access, environmental impacts, geotechnical conditions, Aboriginal and historic heritage, and land use compatibility. Construction is proposed to commence following approvals, with staged works extending through to completion and commissioning prior to the stadium becoming operational. Overall, the project is presented as a major piece of civic infrastructure intended to support Tasmania's entry into the AFL competition and contribute to long-term economic, social and cultural outcomes for Hobart and the state.

Figure 8: The Macquarie Point Multi-Use Stadium Summary Report September 2024.

The Macquarie Point Multi-Use Stadium Development will have a lasting and significant impact on the study area. Much of the area to be developed is significantly disturbed with much of the area also reclaimed land (see **Figure 6** above). Reclaimed land in this report is defined as follows:

> *Reclaimed land refers to areas that were originally part of a natural waterbody, foreshore, tidal flat or wetland and have been artificially created or extended through deliberate human activity, typically by infilling, land raising or shoreline modification, to form new usable ground. In the context of this project, reclaimed land comprises ground formed after European settlement through successive episodes of foreshore infill and modification, resulting in land that did not exist in its present form prior to these works and which has a fundamentally altered stratigraphic and geomorphological context.*

However, much of the area is also part of the original Macquarie Point foreshore and as such will be impacted by some parts of the development including by the stadium itself, its outbuildings and ancillary buildings, roads and carparks, services and utility installations, landscaping, signage, reshaping and other associated works (see **Figure 6** above). These areas have been identified as also potentially containing historic and Aboriginal material remains.

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It should also be noted that much of the specific development construction methodology is still to be developed and cannot at this point be fully defined.

Figure 9 shows the study area and includes the footprint of the Stadium. This is the most up to date imagery of the expected stadium footprint and also includes a 10m buffer area around the stadium area.

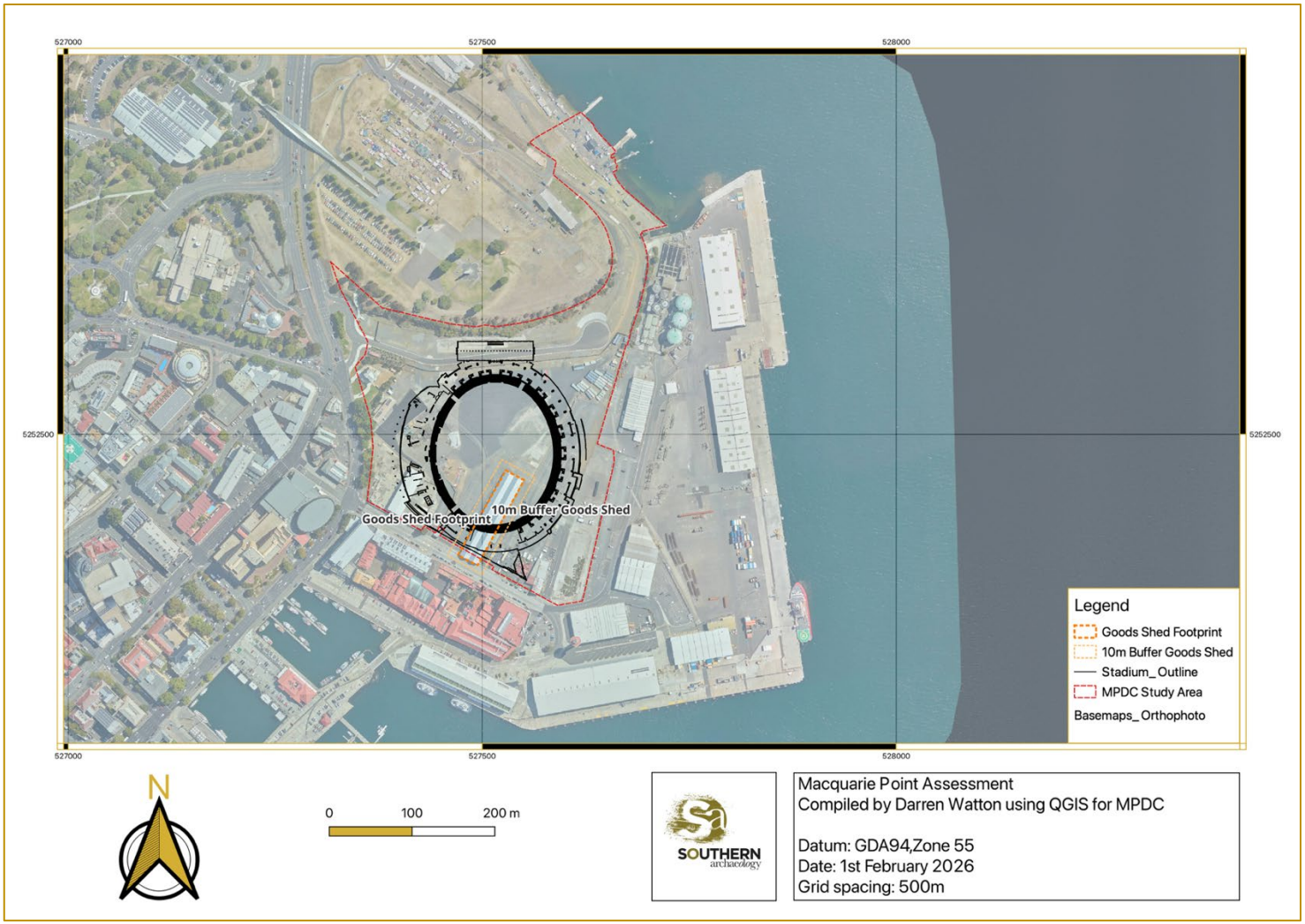


Figure 9: The study area (Hobart Railway Goods Shed footprint included) with the main elements of the stadium development including the 12m buffer for the stadium proper. Compiled by Darren Watton using QGIS 2026 and based upon shapefiles provided by MPDC 2026.

5.4.2 Project construction summary

Appendix A – Technical Specification: Bulk Excavation for Future Development (Stage 1 and Stage 2) sets out the scope, methodology and management framework for large-scale bulk excavation works proposed at Macquarie Point to facilitate future redevelopment. The specification defines excavation extents, staging, contamination management requirements and construction controls to ensure the works are undertaken in a safe, compliant and coordinated manner.

The document outlines a staged excavation program comprising Stage 1, covering the western and northern portions of the site, and Stage 2, covering the eastern and southern areas, along with a discrete northern area identified as containing asbestos-impacted material. Excavation is generally proposed to a final design level of approximately +2.4 m AHD, with localised deeper excavation in some areas followed by placement of engineered fill where required. The anticipated excavation volumes are substantial and consist predominantly of historical fill material, with smaller quantities of weathered dolerite. Excavation of intact dolerite bedrock is excluded from the scope and addressed separately.

A key focus of the specification is the management of contaminated soils resulting from historical industrial use and land reclamation. Excavated materials are to be classified in accordance with relevant environmental guidelines, with most material anticipated to be low-level contaminated fill suitable for transport to approved waste facilities. Soils of unknown or higher contamination status, including potential acid sulphate soils and asbestos-impacted material, are required to be stockpiled, sampled and assessed prior to treatment or off-site disposal. Specific areas of known or suspected contamination are identified as requiring heightened management and monitoring.

The specification also details construction, environmental and safety requirements, including protection of existing infrastructure and heritage elements, dust and vapour suppression, groundwater management and work health and safety controls. Archaeological and Aboriginal heritage considerations are incorporated through requirements for adherence to approved archaeological methodologies, implementation of an Unanticipated Discovery Plan and monitoring during ground-disturbing works in areas of known or potential heritage sensitivity.

Overall, the document provides a comprehensive technical framework to guide bulk excavation works at Macquarie Point, ensuring that large-scale earthworks are undertaken in a controlled and staged manner while addressing contamination risks, protecting heritage values and supporting the future development of the site.

5.4.3 Project impact summary

The proposed bulk excavation works will result in widespread ground disturbance across the Macquarie Point site, primarily within two defined excavation stages and several locally sensitive areas. Stage 1 excavation will affect the western and northern portions of the site and represents the largest area of impact, involving extensive removal of historical fill to a uniform reduced level. Stage 2 excavation will affect the eastern and southern portions of the site and will similarly involve large-scale stripping of fill, albeit across a smaller footprint. In both stages, excavation will predominantly impact anthropogenic deposits associated with nineteenth- and twentieth-century reclamation, industrial activity and infrastructure works, rather than intact natural landforms.

Excavation impacts will extend vertically to approximately +2.4 m AHD across most of the site, with localised deeper excavations required in discrete zones to accommodate future development levels and services. These deeper excavations have the potential to intersect earlier reclamation sequences and buried foreshore deposits, particularly in southern areas of the site where former mudflats and estuarine environments were infilled. While intact archaeological deposits are considered unlikely across much of the footprint due to prior disturbance, these zones remain sensitive due to the possibility of surviving fragmentary historical features or redeposited Aboriginal cultural material.

A discrete northern area identified as containing asbestos-impacted material will be subject to targeted excavation and remediation works, representing a separate but significant impact area. Excavation in this zone will be tightly controlled due to contamination risk and will involve removal, segregation and disposal of impacted soils rather than conventional bulk earthworks.

Across all stages, excavation activities will result in the removal of remaining garden soils, fill layers and truncated cultural deposits associated with the former Lumber Yard, Engineer's Office precinct and later industrial phases. While the majority of intact archaeological resources within previously excavated areas have already been removed, recorded and reburied, the proposed works have the potential to impact unexcavated areas adjacent to earlier investigations, including locations associated with deep reclamation fills, residual structural remains and areas of unresolved archaeological sensitivity.

Overall, the principal impact of the bulk excavation works will be the further removal of historically disturbed fill across the site, with limited but targeted risk to residual historical and Aboriginal archaeological material in discrete locations. These impacts reinforce the need for archaeological monitoring, implementation of unanticipated discovery procedures and careful management of identified sensitive areas during all ground-disturbing works.



Figure 10: Proposed bulk excavation stages in the future works. Source: Appendix A – Technical Specification: AECOM Bulk Excavation for Future Development (Stage 1 and Stage 2) document accessed 2026.

6 Site history

6.1 Introduction

Much work has already been done of this site, and the general history of the area is well documented. Therefore, this section will not provide a detailed history of the site although an expanded and consolidated history of the site is provided in the Appendices document.

6.2 Overview

The Macquarie Point foreshore and wider study area has been profoundly reshaped over the past 200 years, with reclamation and industrial development now obscuring most of the original coastline, tidal flats and drainage patterns.

Before 1803, Aboriginal occupation in and around the study area is understood to have focused on the Derwent estuary foreshore, including rock shelves, reefs, small beaches and productive intertidal zones. Although these landforms are now largely buried or removed, the broader precinct (including the Domain, Botanical Gardens and the Derwent foreshore) contains extensive and often remarkably intact archaeological evidence, with more than 40 recorded sites in the immediate vicinity (commonly middens and artefact scatters, some substantial).[3] This supports the interpretation of the area as a well-established cultural landscape used for extended camping, gathering and resource collection, with ongoing cultural value that remains irrespective of later physical change. Early accounts also document canoe use on the Derwent and highlight the speed and scale of environmental change once settlement began, with Wooraddy later describing the first arrival, rapid land clearing and the steady increase of ships and settlement activity after 1803.

From 1803, Hobart's first European settlement was established at Risdon Cove and then moved to Sullivan's Cove and the Hobart Rivulet, taking advantage of fresh water, deep-water anchorage, and the utility of Hunter Island as a tidal landing and storage point. Early images depict dense woodland down to the foreshore, narrow beaches and low cliffs, and a small islet connected by a sand spit at low tide. Within a short period, clearing and small-scale development began along the northern foreshore, including early grants and cottages (notably Leonard Fosbrook's and later holdings consolidated by Edward Lord), wharf structures, and localised ground disturbance that impacted near-shore Aboriginal deposits.[4] By the 1810s–1820s, the government progressively acquired land for public, farming and industrial uses, while the town expanded rapidly. A major turning point occurred in 1825 with the "New Cut", which redirected the mouth of the Hobart Rivulet and enabled increased reclamation and modification around Hunter Island and the foreshore.

Figure 11 is one of the earliest sketches (c1805) showing the first historical developments at 'The Camp', later Hobart Town. The study area (and Fosbrook's Cottage, one of the first houses on Macquarie Point) is located to the right of the image.

[3] Southern Archaeology AHAR 2026.
[4] Southern Archaeology AHAR 2026.

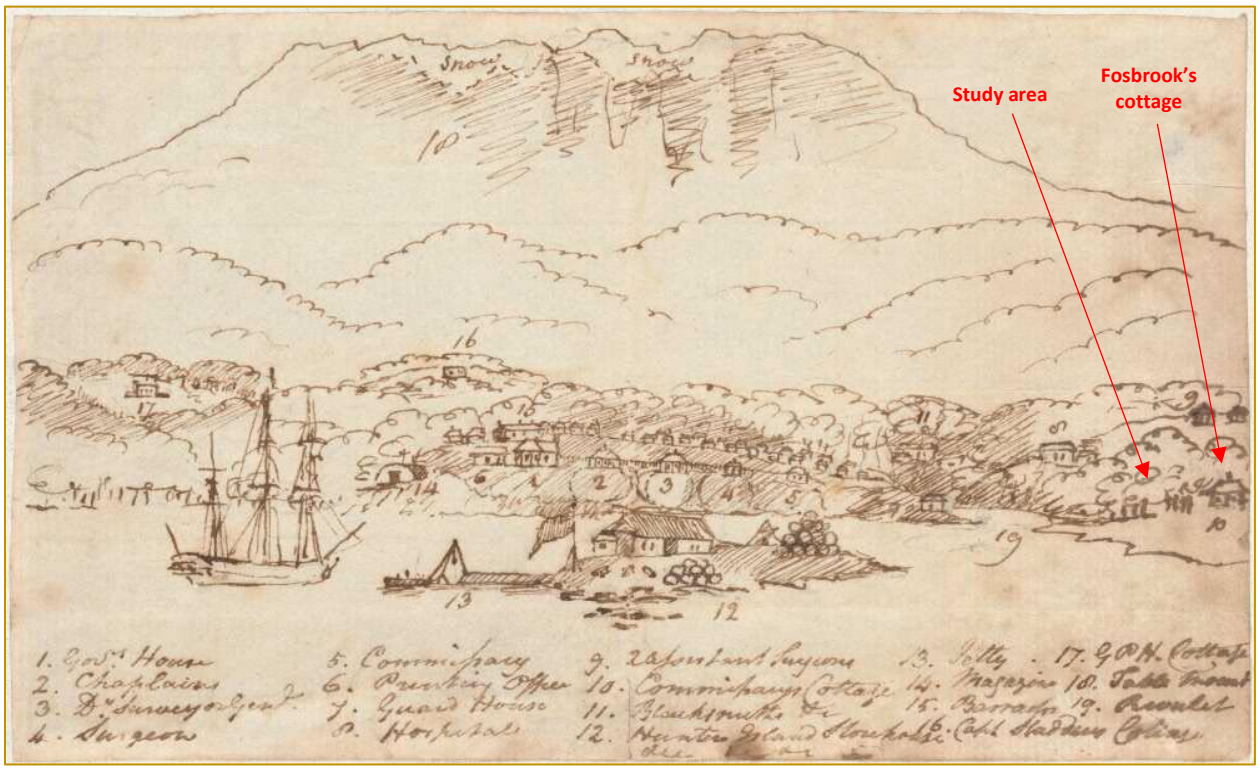


Figure 11: c1805 drawing of Hobart probably by George Prideaux Harris. Source: National Library of Australia Ref: 135224422 accessed 2024.

By the late 1820s through to the mid-1800s, Macquarie Point became a major government works precinct. The lumber yard (also known historically as the King's Yard/Queen's Yard/Engineer's Yard) developed into a prominent depot supporting civil and military works, with jetties, slipways, workshops and extensive infrastructure (walls, drains and yard surfaces), some of which has been confirmed in recent archaeological excavations (see below). Across the 1850s-1870s, the area transitioned further toward heavy industry and port functions, including gasworks development, slaughter yards and associated jetties and land reclamation, followed by the construction of railway infrastructure from the early 1870s and opening by 1876. Early photographs from the late 1850s and 1860 capture the foreshore shortly before the most extensive infilling, showing a gently sloping, muddy tidal shoreline that contrasts strongly with the present landform. Figure 12 is a painting by George Evans done in the 1810s showing the study area.



Figure 12: GW Evans c1810s image of the study area. Source: Stone and Tyson 1978.

From the 1880s–1890s, the scale of change accelerated dramatically with construction of a large seawall, a basin and widespread reclamation using refuse and fill, alongside major port and rail expansion. By the mid-1890s the original mudflats, reefs and earlier jetties were largely buried, and the precinct began to resemble the industrial shoreline footprint that has continued to evolve into the 20th century. Subsequent phases included diversion of the Hobart Rivulet through engineered channels and tunnels, further port works (including Victoria Dock and later wharf complexes), and substantial mid-20th-century reclamation that created the hard-edged contemporary landscape of concrete, asphalt and industrial surfaces.

The key conclusion for the stadium project context is that Macquarie Point is an intensely modified historical landscape in which the original foreshore is largely hidden, but not necessarily absent. Archaeological evidence indicates that original ground surfaces may survive at depth in some locations beneath fill, while other areas (particularly associated with railway cutting and filling) may have experienced significant truncation. As a result, understanding and managing heritage values requires looking beyond the present-day surface, integrating early landscape evidence, subsurface potential, and the enduring cultural landscape values and connections that persist despite physical transformation.

6.3 The Hobart Railway Goods Shed – summary

The following is a summary of the history provided by Purcell 2024.

The Hobart Goods Shed was constructed in 1914–1915 as part of a major redevelopment of Hobart's rail freight infrastructure. It was built to address the limitations of the earlier and much smaller goods handling arrangements associated with the Hobart rail terminus. By the early twentieth century, the existing facilities were no longer adequate for the increasing volume of goods traffic moving through

Hobart, particularly agricultural produce and export freight. The new Goods Shed formed a central part of a broader railway expansion designed to improve the efficiency of freight handling between rail and ship.

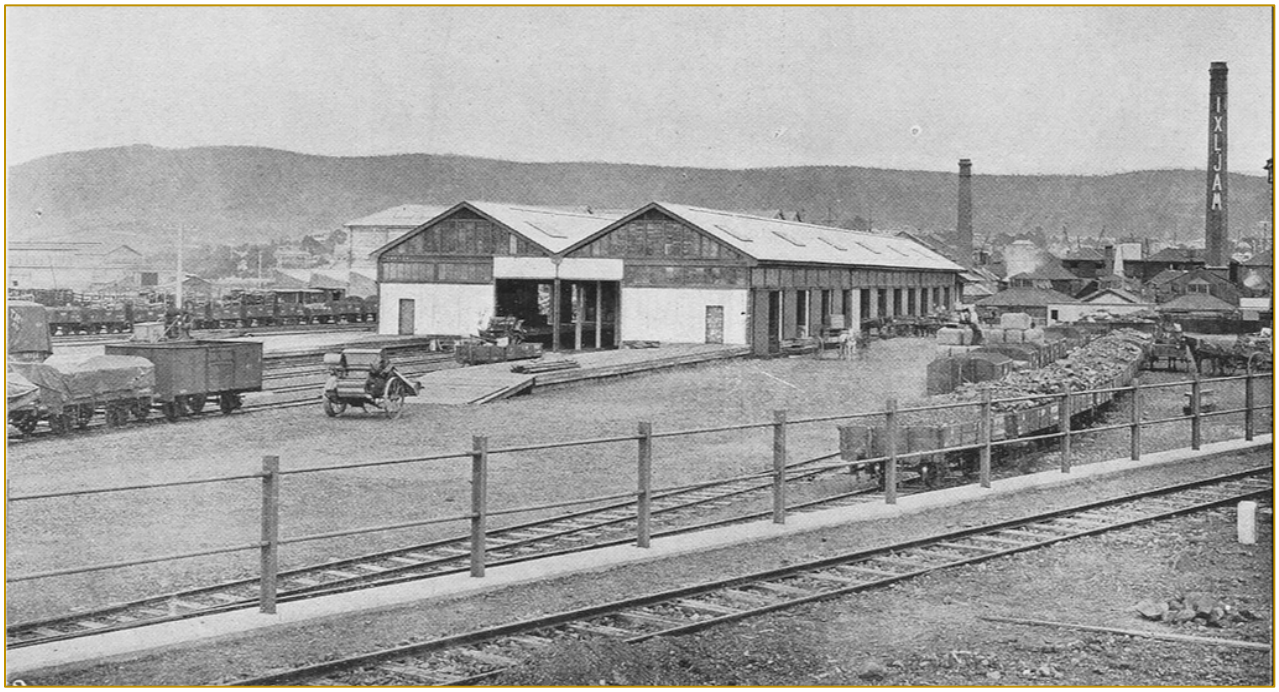


Figure 13: The Goods Shed in the early 1900s. Source: The Weekly Courier, 23 December 1915:23.

The shed was one of the largest building projects in the new railway yard, second only to the locomotive roundhouse (see **Figure 15** below). A 1914 plan (see **Figure 14** below) shows that the building was carefully designed for practical freight operations. It was originally approximately 300 feet long, or about 91.5 metres, and a little over 23 metres wide. The structure was aligned to run north-east into the yards and was built with two railway lines entering through its northern end and continuing through the centre of the building. This arrangement allowed goods wagons to be brought directly into the shed for loading and unloading under cover.

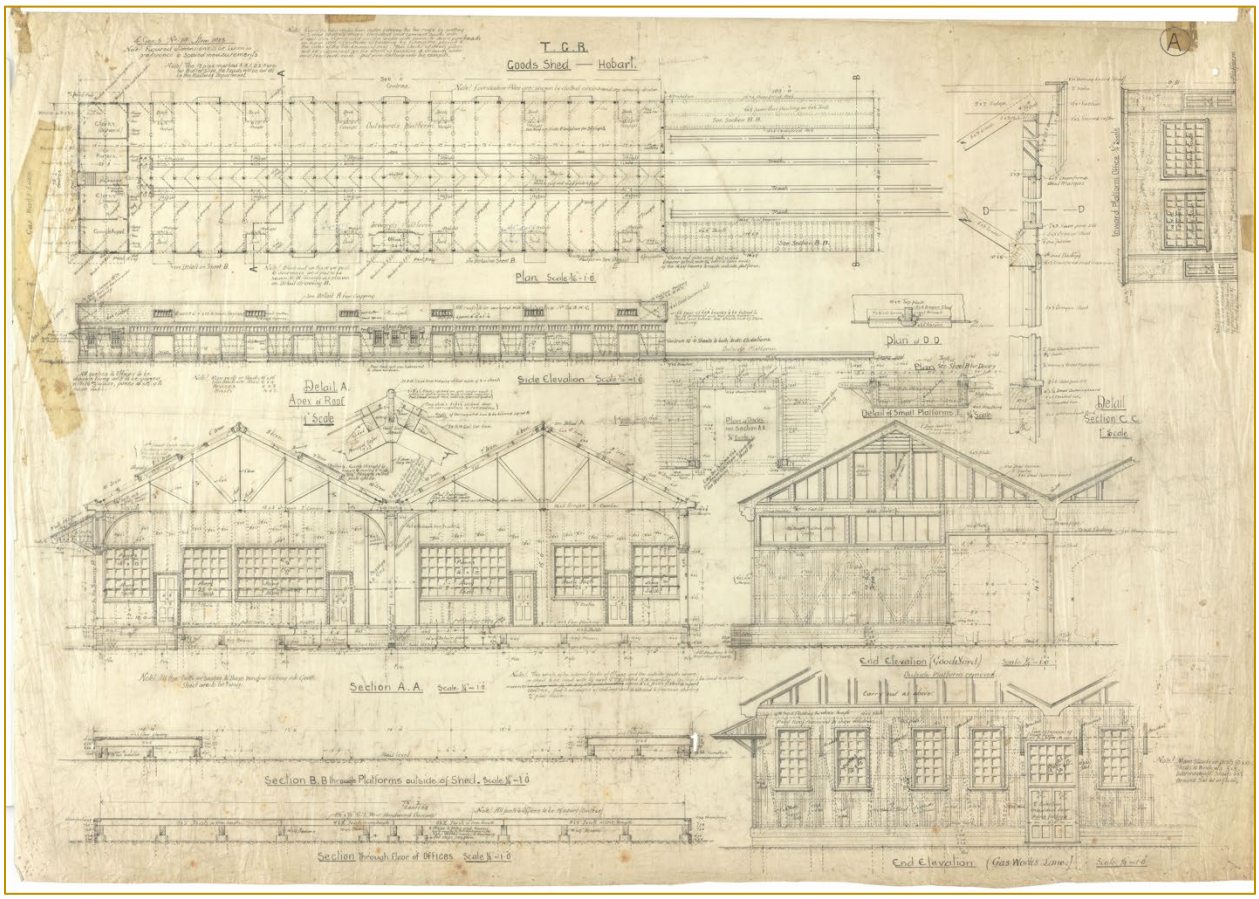


Figure 14: Plan of the Goods Shed from 1914. Source: TAHO Libraries Tasmania Ref: P1330/1/5596 accessed 2026.

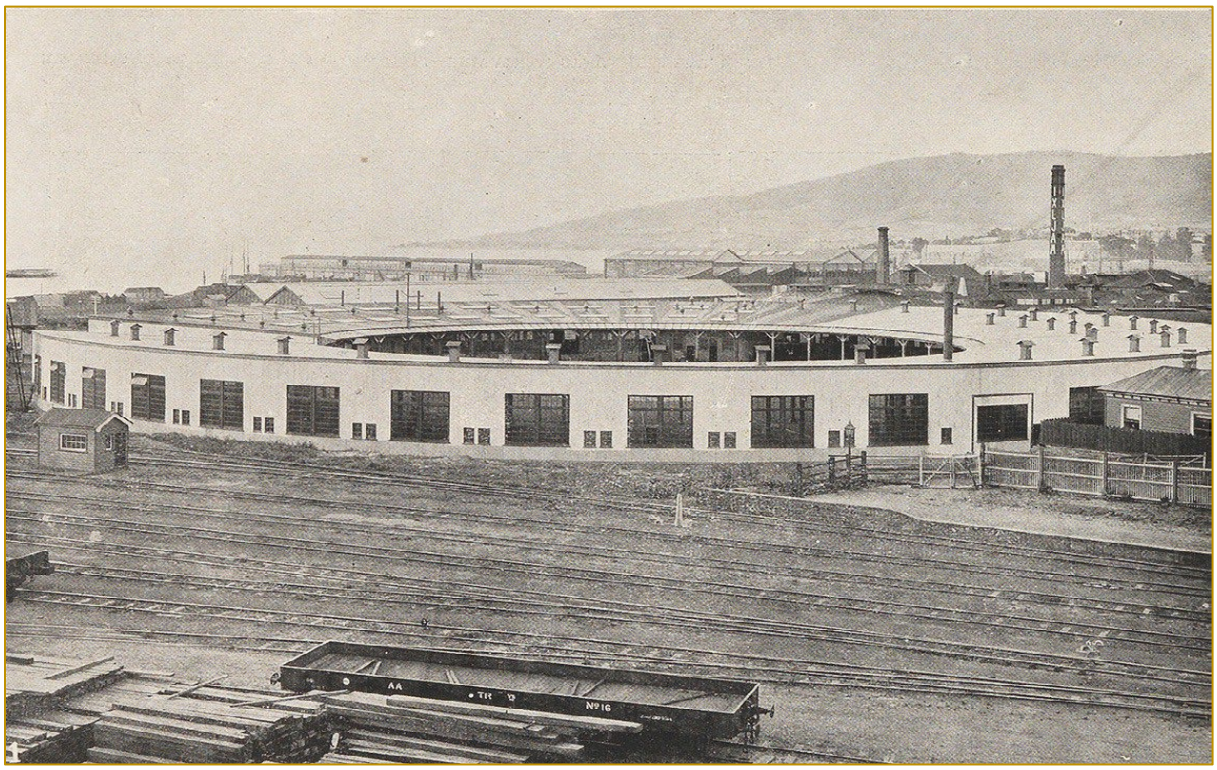


Figure 15: Roundhouse with Goods Shed to the rear. Source: The Weekly Courier 23rd December 1915.

In its original form, the Goods Shed was a substantial timber-framed building clad in corrugated iron. It was supported on timber piers and incorporated timber decks and posts, much of it using imported Oregon pine, a material commonly used in major industrial and railway buildings of the time. The roof was formed as a double gable with skylights, allowing natural light into the interior. Its structural system included a central line of timber posts supporting the roof between the two internal rail lines, giving the building a strong and repetitive internal layout typical of large railway goods sheds.

The internal layout was specifically designed for freight movement and handling. Loading platforms ran along both long sides of the building, with the outward platform on the western side and the inward platform on the eastern side. Sliding doors along both elevations created multiple loading points, while recessed loading docks allowed vehicles to back directly into the building. Office accommodation was provided both in a small office on the inward platform and in a more substantial office suite at the southern end. These offices housed inward and outward clerks, porters and the goods agent, reflecting the administrative complexity of freight handling at the site.

The new Goods Shed was completed in December 1915, somewhat later than originally intended due in part to delays associated with the First World War. Once finished, it represented a major improvement in Hobart's goods handling capacity. The old goods shed had been able to hold only around twelve trucks, whereas the new shed could hold thirty, with fifteen on each platform. More broadly, the new yard had capacity for nearly 200 trucks. This significantly improved the ability of the railway system to move freight efficiently through Hobart.

The Goods Shed quickly became an important part of Tasmania's freight network. It handled a wide variety of goods moving in and out of the capital, particularly agricultural products destined for export.

Fruit was one of the most important commodities, arriving from producing districts such as the Huon Valley, Derwent Valley, Southern Midlands, Lilydale, Scottsdale, Latrobe and Spreyton, as well as from the Tamar Valley. Other products included wool, hops, frozen rabbits, produce and chaff, while imported flour and other goods were distributed northward through the rail network. The extension of rail access to Ocean Pier meant that goods could be loaded directly between trains and ships, greatly improving the efficiency of export trade.

One distinctive aspect of the Hobart railway goods operations was the practice of produce auctions conducted directly from railway trucks. This system pre-dated the Goods Shed but continued during its period of operation. Farmers and buyers gathered at the yards each morning, where produce such as chaff and potatoes was sold straight from the rail wagons. This made the Hobart yard an important commercial as well as transport space and was regarded as unusual within Australia.

Figure 16 is a photograph from c.1915-20 showing the Hobart Rivulet and the Goods Shed to the left. This is in the vicinity of Evans Street today.

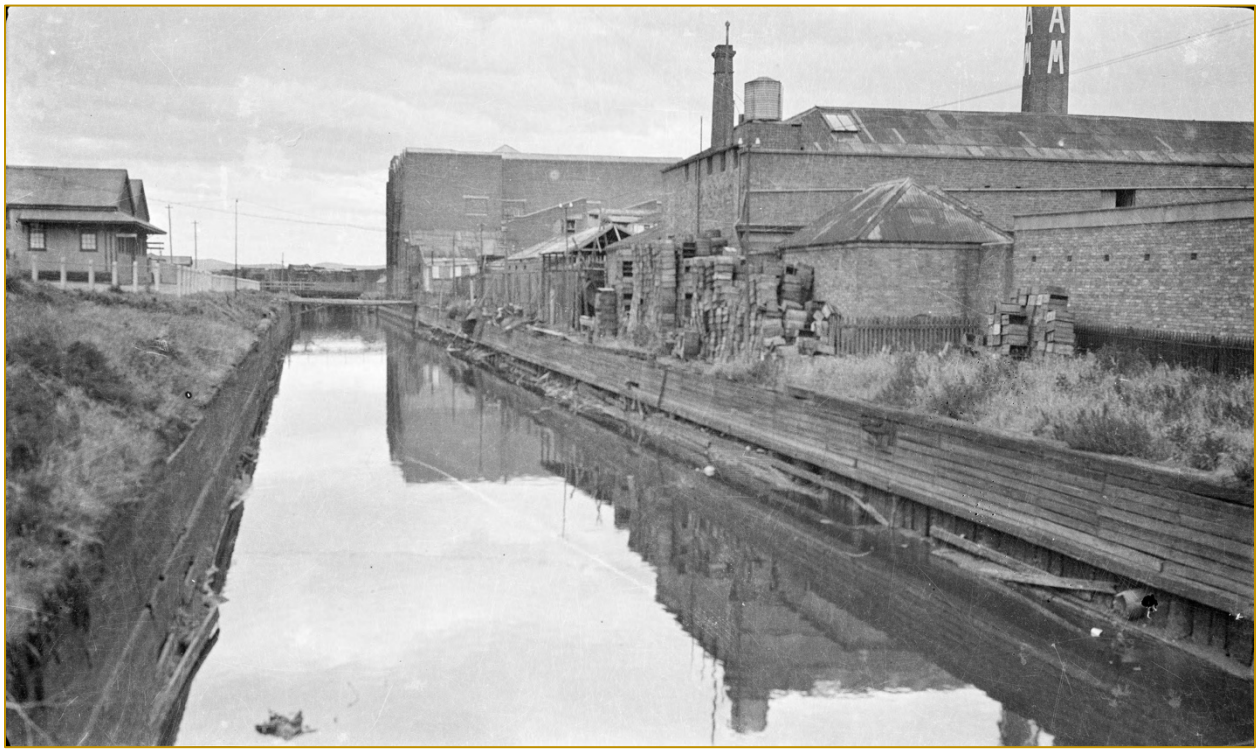


Figure 16: c.1915-20 photograph of the Hobart Rivulet showing the Goods Shed to the left of the rivulet. This is where Evans Street is today. Source: TAHO Libraries Tasmania Ref: NS1231/1/19 accessed 2026.

Over the following decades, the Goods Shed underwent a series of alterations, most of them concentrated around the office areas and operational spaces. These early changes were generally modest and related to office fit outs, heating, lighting and staff amenities. However, by the 1940s the condition of the building and its surrounding yard had deteriorated considerably. Reports described poor drainage and difficult working conditions, with mud and water affecting operations. Structural movement in parts of the platforms also caused functional problems, including difficulty opening wagons.

Major rebuilding works were therefore undertaken in the mid-1940s. By 1945 the original timber piers beneath the building had decayed badly, and in 1946 they were replaced with approximately 100 concrete blocks. This required the whole shed to be raised by about 12 inches. At the same time, the timber deck and all structural elements below it were replaced with concrete slabs and blade walls. These works represented a major physical transformation of the original building fabric, although the overall form and function of the shed remained intact.

As part of the same works program, the northern end of the Goods Shed was extended by six bays, or about 72 feet (around 22 metres), bringing it to its current length. This expansion increased its capacity so that each platform could now accommodate twenty trucks. Office facilities at the southern end were also substantially rebuilt, with a mezzanine added and the first internal toilet installed. These works modernised the building while retaining its essential form as a large rail goods shed. Repairs were also later required following roof damage caused by a boiler explosion at the adjacent Jones & Co jam factory.

Figure 17 shows the Goods Shed in 1946.



Figure 17: Section of 1946 aerial showing the Goods Shed. Source: LIST Aerial Viewer Ref: 3rd March 1946 0015_894.

Additional changes were made in 1959 in response to increased freight traffic and operational demands. These included further office alterations and the construction of the “umbrella roof” at the northern end, which had first been proposed in the 1940s. This canopy improved loading conditions by allowing work to continue in poor weather. Further office modifications followed in 1964 and 1969, including the

installation of female toilets. This suggests changing staffing arrangements and the likely increased presence of women in the administrative workforce associated with the goods operations.

Although altered, the Goods Shed remained recognisably the same building through much of the mid-twentieth century. Photographs from 1968 show that its external appearance still closely resembled the original structure, aside from the extension and canopy at the northern end.[5] Comparison of these images with earlier views suggests that parts of the original northern wall may even have been retained and incorporated into the extension, showing a degree of continuity in the building's evolution.

A major change occurred in the 1980s when the building ceased to function as a traditional rail goods shed and was adapted for road freight use. By this stage, broader transport patterns in Tasmania had shifted away from rail for general goods. In about 1984 the shed was converted into a transit warehouse for truck-based freight. This involved extensive alterations, including recladding parts of the building in Colourbond, filling many of the loading bay openings or replacing them with roller shutters, and constructing a small brick office addition on the eastern side.

The internal changes during this 1980s conversion were particularly substantial. Rail access through the building was removed, the old rail lines were filled, and a new concrete floor was installed to allow truck movement through the shed. Most of the original recessed loading docks were filled, although some were retained and lengthened. At the northern end, the concrete floor in the 1946-49 extension was removed and replaced with a new ground-level slab, and some columns were removed. The office area was also expanded internally. These works changed the operational logic of the building from rail-based freight handling to road-based warehousing, while still preserving the large shell of the original structure.

The final rail freight use of the broader Macquarie Point site ended in 2014, when freight operations moved to Brighton. By that time the Goods Shed had already outlasted most of the surrounding railway infrastructure, much of which had been demolished during the late twentieth century. Its survival makes it particularly important as one of the few remaining substantial structures associated with Hobart's former rail freight system.

In recent years the building has entered a new phase of adaptive reuse. In 2019 the office section was renovated for use by the Macquarie Point Development Corporation (MPDC), with the historic timber columns and trusses deliberately retained as part of the interior design. The wider shed has since been used for events, exhibitions, performances and commercial activities. Further work in 2023-2024 included partial over-cladding of the roof, while retaining the older roof and skylight remnants beneath.

Taken as a whole, the history of the Goods Shed is one of adaptation rather than replacement. Built in 1915 as a purpose-designed rail freight building, it expanded and evolved in response to changing freight demands, new technologies and broader shifts in transport systems. Despite major alterations, it still clearly expresses its origins as a large early twentieth-century railway goods shed. Its long operational life, survival, and capacity to be reused are central to its historical and heritage importance.

[5] Purcell 2024.

7 Previous historical work

7.1 Overview

The area has been extensively studied, excavated and assessed to date. However, despite extensive work, much of the area remains unknown in terms of Historical and Aboriginal archaeological potential.

The key most recent reports for this area include:

- AMAC 2008, Archaeological Test Excavation Report, New Hobart Royal Hospital Redevelopment Site Hobart Tasmania: Volume 1, Unpublished Report for The Department of Health and Human Services.
- Austral 2015, Macquarie Point Historical Archaeological Test Excavations, Unpublished Report for MPDC.
- Austral 2016, Macquarie Point Seawall and Archaeological Refuse Deposit Investigation, Unpublished Report for MPDC.
- AHI 2021, Final Archaeological Acquittal Report, Roundhouse Remediation Works Macquarie Point, Unpublished Report for MPDC.
- AHI 2023, Phase 1 and Phase 2 Archaeological Excavations, Unpublished Report for MPDC.
- The AMAC 2023/2024, Phase 3 archaeological investigations, Unpublished Report for MPDC.
- The AHI 2024, Archaeological Sensitivity Report, Unpublished Report for MPDC.
- The Southern Archaeology 2025, Cultural Landscape Values Assessment, Unpublished Report.
- Purcell, 2025, The Goods Shed Initial Conservation Management Plan, Unpublished report for MPDC.
- The Southern Archaeology 2026, Aboriginal Heritage Assessment Report.

These are addressed in the separate SoHAP on the Kings Yard and the wider Stadium footprint.[6] The main reports specifically related to the Goods Shed are:

- Purcell, 2025, The Goods Shed Initial Conservation Management Plan, Unpublished report for MPDC, and,
- The AHI 2024, Archaeological Sensitivity Report, Unpublished Report for MPDC.
- The Southern Archaeology 2026, Aboriginal Heritage Assessment Report, Unpublished report for MPDC.

7.2 Past work summary and discussion

7.2.1 Overview

Earlier investigations at Macquarie Point, particularly those undertaken prior to 2020, were largely small-scale test excavations and monitoring works that provided targeted insights into site history, disturbance patterns and archaeological potential. Reports such as AMAC (2008) and Austral (2015, 2016) established an important baseline understanding, although they were limited in scope and not

[6] For a greater understanding of the wider area the Southern Archaeology 2026 report should be consulted alongside this report.

designed to address the full extent of archaeological potential associated with a development of the scale of the Stadium. Of particular relevance to the Goods Shed is the Austral refuse report (2016), which indicates that this area comprises reclaimed land formed through the deposition of refuse and fill over former estuarine environments, suggesting a landscape dominated by made ground rather than intact early surfaces.

More recent investigations, including AHI (2021, 2023) and AHI (2024), together with the Phase 3 excavations by AMAC (2025), have provided a broader understanding of archaeological sensitivity across Macquarie Point. While AHI (2024) concludes that much of the project area is of low archaeological sensitivity and recommends a monitoring-based approach, later findings demonstrate that significant deposits can survive in discrete areas, particularly within the Kings Yard. In contrast, the Goods Shed area remains comparatively under-investigated but is consistently interpreted as heavily reclaimed and of low subsurface archaeological potential. The most relevant assessment for this area is therefore the Purcell (2025) Conservation Management Plan, which identifies the Goods Shed as a highly significant heritage structure and establishes the framework for its conservation, relocation and adaptive reuse.

The collective archaeological test excavation locations to date are shown below in **Figure 18**.

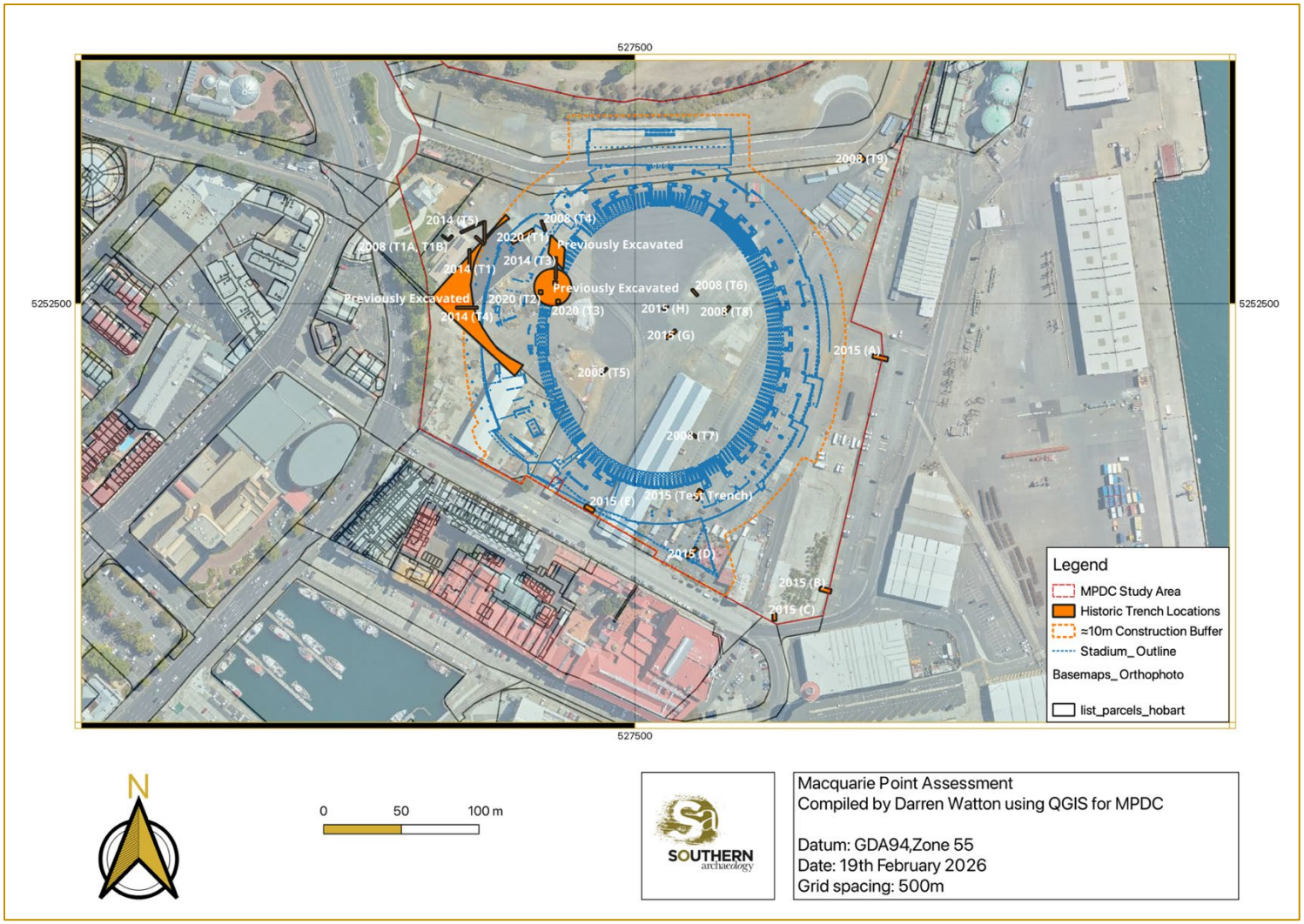


Figure 18: Location of historical excavations at Macquarie Point. Compiled by Darren Watton using QGIS 2026.

7.3 Discussion

Reports prior to 2020 were primarily focused on targeted test excavations and monitoring works that provided relatively small-scale investigations of key areas across Macquarie Point. These early studies contributed important background information regarding the history of the site, patterns of disturbance and the likelihood of surviving archaeological material, often based on historical overlays, localised excavation results and site observations. While useful and informative, they were generally not designed to address the full archaeological potential associated with a development of the scale and complexity of the proposed Stadium project. Instead, they provided an incremental understanding of the site that informed later and more extensive investigations.

The most relevant of these earlier reports include AMAC (2008), Austral (2015) and the Austral refuse report (2016). These reports all related to relatively small-scale excavations or specific investigations which, while valuable, did not provide a broad-scale understanding of the entire area or have sufficient scope to fully address the archaeological implications of large-scale redevelopment. They did, however, establish an important baseline for later work by identifying key themes of reclamation, disturbance, former shoreline change and the presence or absence of surviving archaeological deposits in particular parts of the site.

The main exception among these earlier works is the Austral refuse report (2016), which is particularly relevant to the Goods Shed area. This report suggests that the area in and around the Goods Shed has been extensively filled with refuse and reclamation material and lies over former estuarine land rather than the original 1804 shoreline. When read alongside historical overviews of the site and mapping of the former foreshore, it supports the interpretation that this portion of Macquarie Point is characterised by substantial made ground and heavily modified deposits, rather than intact early land surfaces. In this respect it provides particularly useful context for understanding the archaeological potential of the Goods Shed area.

Collectively, these earlier reports were also important in informing later excavations and the broader management of Macquarie Point. This is expressly recognised in the AHI 2021 Acquittal Report, which notes that the heritage assessments and earlier phases of archaeological testing and monitoring together created a detailed picture of archaeological sensitivity across the site and directly contributed to the planning constraints governing the management of archaeological heritage at Macquarie Point. In this way, the pre-2020 reports formed an important evidentiary base for the more recent and larger-scale investigations undertaken in response to subsequent development proposals.

The AHI 2021 Acquittal Report summarised the results of excavations at the Roundhouse and updated archaeological sensitivity mapping for the site. These excavations were aimed at providing remediation options for the Roundhouse area, particularly in relation to a proposed carpark and the management or treatment of contaminated soil. In doing so, the report drew together the results of earlier investigations from 2008, 2014, 2015 and 2020 and demonstrated how these separate stages of work had progressively built a more refined understanding of archaeological conditions at Macquarie Point. The AHI 2021 report therefore marked an important step in shifting the understanding of the site from isolated local investigations toward a broader site-wide management framework.

The AHI 2023 report built upon this work and provided further excavation detail to the west of the Goods Shed, particularly within the area south-west of the Roundhouse and into the Kings Yard.

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Together, the AHI 2021 and 2023 reports became a major part of the basis for understanding archaeological sensitivity across Macquarie Point on a broader scale and directly informed the later Phase 3 excavations undertaken by AMAC in 2025. They were not however located in areas relevant to the Goods Shed. These reports did, however, reinforce the view that although much of the site had been significantly disturbed by reclamation, industry and infrastructure, archaeological material could still survive in localised areas.

A further important report is AHI (2024), being Appendix M: Historical Archaeological Assessment, Sensitivity Report and Archaeological Method Statement, prepared for MPDC in relation to the proposed Stadium development. This is one of the most recent and relevant reports for the broader project area and was prepared specifically to assess the potential impacts of the proposed Macquarie Point Multipurpose Stadium on historical archaeological values within the project footprint and surrounding concourse area. It built upon the earlier AHI sensitivity mapping and previous excavations and was prepared in accordance with the Macquarie Point Multipurpose Stadium Guidelines (Tasmanian Planning Commission 2024) and the relevant legislative framework.

The AHI 2024 report concluded that the project area was generally of low historical archaeological sensitivity due to widespread disturbance caused by nineteenth- and twentieth-century land reclamation, industrial activity and major infrastructure works. It identified seven historical archaeological elements within or adjacent to the project area, including the Slaughter Yards, Royal Engineers Headquarters and Kings Yard, Engineers Jetty and seawalls, the Roundhouse, a nineteenth-century road, the Sanitation Depot and septic tanks, and the Hobart Railways Goods Shed. According to AHI, most of these elements had either been previously excavated, substantially disturbed or removed and therefore had low archaeological potential. On that basis, the report concluded that further large-scale excavation was not warranted and recommended that historical archaeological values be managed through archaeological monitoring during ground-disturbing works, supported by an unanticipated discovery plan or watching brief.

While the AHI 2024 report has been carefully considered, it does not fully incorporate the later findings and conclusions arising from the AMAC Phase 3 excavations undertaken in late 2023 and reported in 2025. In particular, it appears to have been prepared before the full implications of the AMAC work in the Kings Yard were available, including evidence that potentially significant archaeological deposits may survive in the southern and south-eastern portions of that area. As such, the AHI 2024 report was prepared without the benefit of the most recent field evidence demonstrating that intact and potentially significant archaeology may remain within and adjacent to the Kings Yard precinct. It also does not appear to fully address the practical and methodological implications of encountering significant archaeology during active construction, particularly within a large and safety-critical project environment where reactive discovery may result in delays, redesign and permanent destruction of archaeological evidence before it can be properly investigated.

For this reason, while AHI 2024 remains a relevant and important report for the broader Stadium area, a more conservative and precautionary approach is considered warranted in areas of identified historical archaeological sensitivity, particularly in and around the Kings Yard. This includes targeted pre-emptive archaeological excavation in conjunction with structured archaeological monitoring, rather than reliance solely on a construction-phase watching brief. That said, the AHI 2024 conclusions regarding generally low sensitivity and widespread disturbance remain more broadly relevant to heavily reclaimed and

modified parts of the site, including areas such as the Goods Shed footprint where the archaeological potential appears to be considerably lower than in the more sensitive western zones.

The Phase 1 and Phase 2 archaeological investigations undertaken by AHI in 2021 and 2023, together with the subsequent Phase 3 salvage excavations completed by AMAC in late 2023 and 2024 and reported in 2025, form a substantial part of the core evidence base informing current assessments of Macquarie Point. To these can also be added, to a lesser extent, the Southern Archaeology Cultural and Landscape Values Assessment (2025) and the Southern Archaeology Aboriginal Heritage Assessment Report (2026), both of which broaden the understanding of the site by placing it within a wider Aboriginal cultural landscape context. Collectively, these studies confirm that Macquarie Point is a complex and multi-layered cultural landscape that has been extensively modified by early nineteenth-century use, foreshore reclamation and later industrial development, yet still retains significant Aboriginal and historical values.

Significantly, archaeological investigations have demonstrated that pre- and post-colonisation Aboriginal occupation deposits have survived within excavated areas of the Kings Yard, at least in reworked form, with material present within historical contexts consistent with the redistribution of earlier estuarine and foreshore deposits during reclamation, landscaping and garden formation. Potential *in situ* material may also remain in places, although this is difficult to separate in highly disturbed lower deposits. Recent monitoring by Southern Archaeology in 2026 also identified midden material further north near the foreshore, challenging previous assumptions about the location of the original coastal edge and suggesting that Aboriginal material may occur more broadly in areas where development has not entirely destroyed earlier deposits. However, these findings relate principally to former foreshore and western parts of the site and are not considered directly applicable to the Goods Shed area, which lies within a reclaimed landform outside the earlier coastal overlays.

Substantial historical archaeological remains have also been documented elsewhere at Macquarie Point, particularly in association with the convict-era Lumber Yard, Lord's House and later Engineers Office, including structural remains, yard surfaces, drains and garden deposits. The recent AHI sensitivity work and the AMAC investigations both demonstrate that, although much of the broader Stadium footprint is of low archaeological sensitivity due to prior disturbance and previous excavation, moderate to high potential remains in discrete unexcavated areas beyond the Phase I–III footprint, particularly within parts of the Kings Yard and associated early precincts. This reinforces the point that archaeological sensitivity across Macquarie Point is highly variable and must be considered by area rather than assumed to be uniform across the site.

With all this said, it is important to note that most of the archaeological reports discussed above, with the exception of the Austral refuse report (2016), the Purcell Conservation Management Plan (2025) and the Southern Archaeology AHAR (2026), provide relatively little direct information on the Goods Shed area itself, being focused largely on areas to the west. For the Goods Shed, the most relevant document is therefore the Purcell (2025) Initial Conservation Management Plan. This identifies the Goods Shed itself as a highly significant remnant of Hobart's rail and port history, constructed in 1915 on reclaimed land as part of the expansion of Macquarie Point's railway infrastructure. It confirms the importance of the building's scale, timber-framed structure, roof form, trusses and relationship to the former rail yard, and provides the principal framework for its future conservation, dismantling, relocation and adaptive reuse in accordance with Burra Charter principles. It also confirms that the area beneath the Goods Shed

is unlikely to contain significant archaeological remains either historical or Aboriginal with the Goods Shed being potentially the first building located on this reclaimed land.

Together, these studies support a nuanced management approach across Macquarie Point. In the more archaeologically sensitive western areas, particularly the Kings Yard, they support a precautionary approach involving targeted excavation and structured monitoring. In contrast, for the Goods Shed area they indicate a low likelihood of intact subsurface archaeological deposits due to its reclaimed and heavily modified context, but a high level of historical and built heritage significance associated with the structure itself. As such, the Goods Shed is best understood and managed primarily as a place of standing historical heritage and conservation significance, rather than as an area likely to contain extensive subsurface archaeological remains.

8 Overlays

8.1 Plans used in overlays

An overview of the plans used in the overlays in this section is provided in Appendices document. The following text box overviews the use of overlays.

Special note on overlays

Southern Archaeology uses QGIS software for all overlays and GIS work. This is the most updated version at the time of writing this report. Datum relates to GDA94, Zone 55. Maps and development plans have been provided by MPDC.

There are considerations (limitations and constraints) in relation to the use of overlays and historic plans.

Early plans can be difficult to overlay and rely upon various georeferenced points that are consistent with known points in modern times. The main points, in order of preference, used in overlays are:

1. Common boundaries – these are the most accurate especially if correctly surveyed on old plans.
2. Coastal or other known landscape features – these may, however, vary over time.
3. Common houses and other structures – these may, however, vary over time and may not have been correctly surveyed at the time being placed as a general feature for identification by the surveyor on old plans.
4. Other features such as fences and wells etc as may appear on plans.

It must also be remembered that survey conditions in the 1800s were not always ideal and mistakes were made (as they can be today). For this reason, overlays are treated as a guide only (albeit often a very good guide).

Figure 19: Summary of the use of overlays.

8.2 The overlays

8.2.1 Overview

Overlays related to the wider study area were included in the Kings Yard SoHAP and AMS and won't be repeated here – for a greater understanding of the area that report should be consulted. Only overlays relevant to the Goods Shed itself will be included in this section.

The following overlays show the various phases of development of the Goods Shed area. Overlays are based upon previous work commissioned by MPDC and others and Southern Archaeology's assessment of the site and background research of the place.

Two distinct overlay series have been developed for the study area:

1. Mapping showing the original coastline. This informs the historic development of the area as well as informing understanding of the key areas where significant archaeological material may

be located and where reclaimed areas may have disrupted or overlaid earlier surfaces. A map of the original coastlines is provided below in **Figure 20**.

2. A series of maps showing the historic phases of development at the Goods Shed site. These are based upon a number of historic maps, background research and subsequent archaeological works at the site.

These maps will in turn inform the recommendations made in this report and the further work detailed in the AMS. The historical maps used in these overlays are provided In the Appendices document.

8.2.2 Mapping the original coast

The location of the original coast and the subsequent developments and land reclamation activities at the site have been the subject of much mapping over previous decades. Understanding the location of these changes is important as it assists in knowing the extent of heritage at the site and the levels of filling and disturbance that have occurred. As such, many archaeological excavations, contamination studies, soil profile analysis, bore hole testing and test pitting programs in the area have been devoted to understanding this critical element of the study area – if we know where the original coastlines and subsequent changes to the coastlines were, we can understand where the earliest buildings were or where *in situ* Aboriginal sites may be located. This is no less the case for the stadium development.

Over the years this has been fine-tuned through studies to a point where a good general understanding of this has now been achieved (see **Figure 20 and Figure 21** below). This, however, does not prevent there being occasional accidental and unanticipated changes to this understanding. For example, more recently the unanticipated discovery of *in situ* midden material by Southern Archaeology (2026) in the northern part of the study area during works for TasWater has resulted in an extension to the midden and associated artefact scatter (AH14278) about 17m east of the mapped 1814-1815 original coastline suggesting the coastline was slightly further out than originally thought (see **Figure 20** below). The reasons for this discrepancy are probably as simple as inaccuracies in historical maps used to predict the extent of Macquarie Point in this area and suggests caution when relying on mapping alone. Early surveyors often estimated extents of water courses, geographical features, coasts and even buildings especially if they were not critical to the overall understanding of the place opting to only survey the specific feature or building, they were concerned with for the survey or the grant they were assigned to detail.

Having said this, while some surprises may occur archaeological investigations have shown the location of the coast and the buildings in the Kings Yard and Goods Shed area to be very accurate. In this area at least, overlays can be relied upon.

By 1826 changes to the coastline were beginning to occur, with a natural reef to the west and in the bay being utilised for a jetty (the engineers jetty – see **Figure 20** below) eventually replacing a slipway that ran from the Lumber Yard into the bay to the north (see next section).

In relation to the Goods Shed, this building is not within the original 1804 coastal zone but rather most likely sits over mudflats, the low water tidal zone associated with the mouth of the Hobart Town Rivulet and Macquarie Point or estuarine sections of Timtumili Minanya (the Derwent River). It was not until 1836 and later that this area began to be filled in and some development occurred in the vicinity of the Goods Shed.

Figure 20 and Figure 21 below show the current mapping of the changes to the Macquarie Point foreshore.

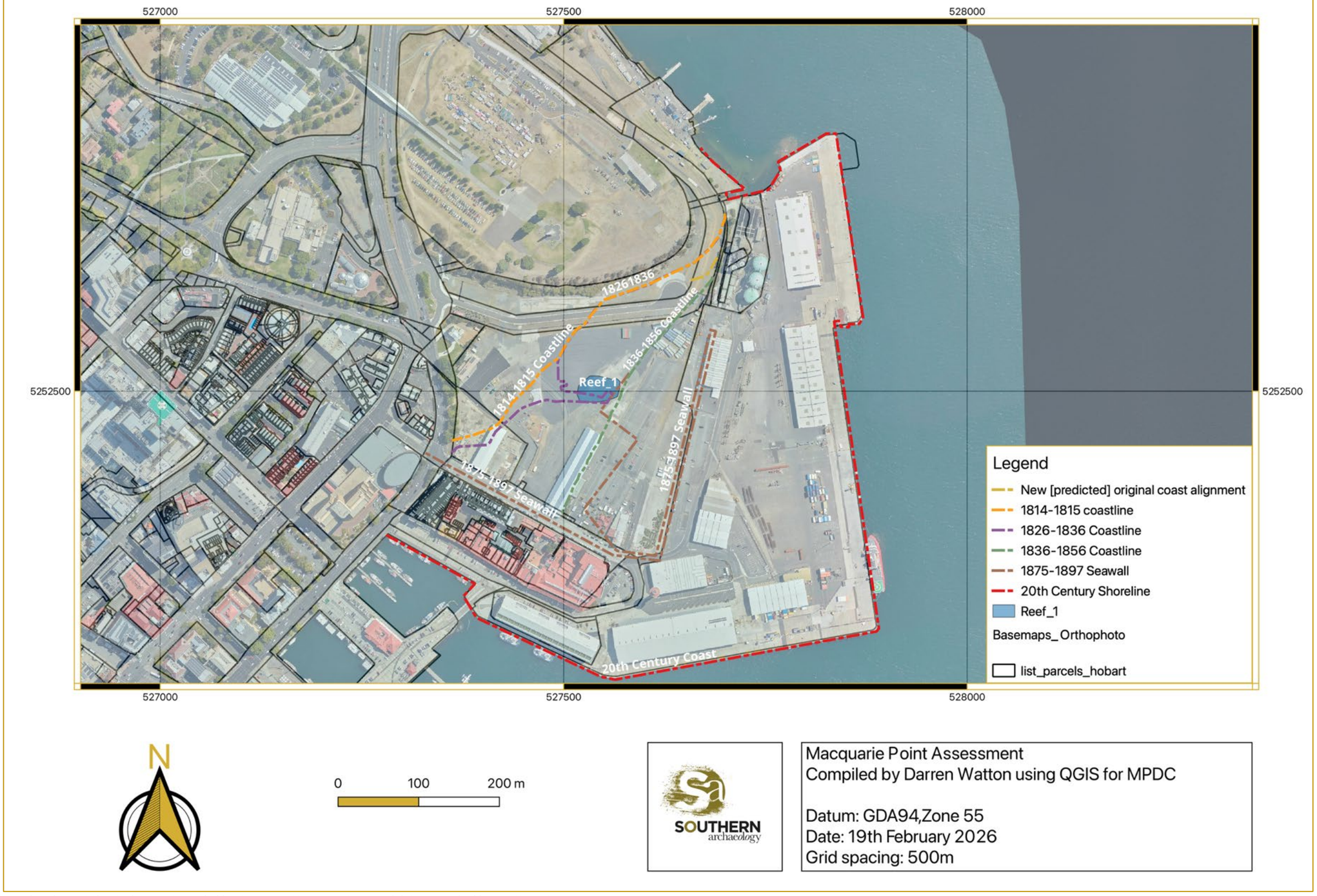


Figure 20: Historic shorelines at the study area. Compiled by Darren Watton using QGIS and datum supplied by MPDC 2026.

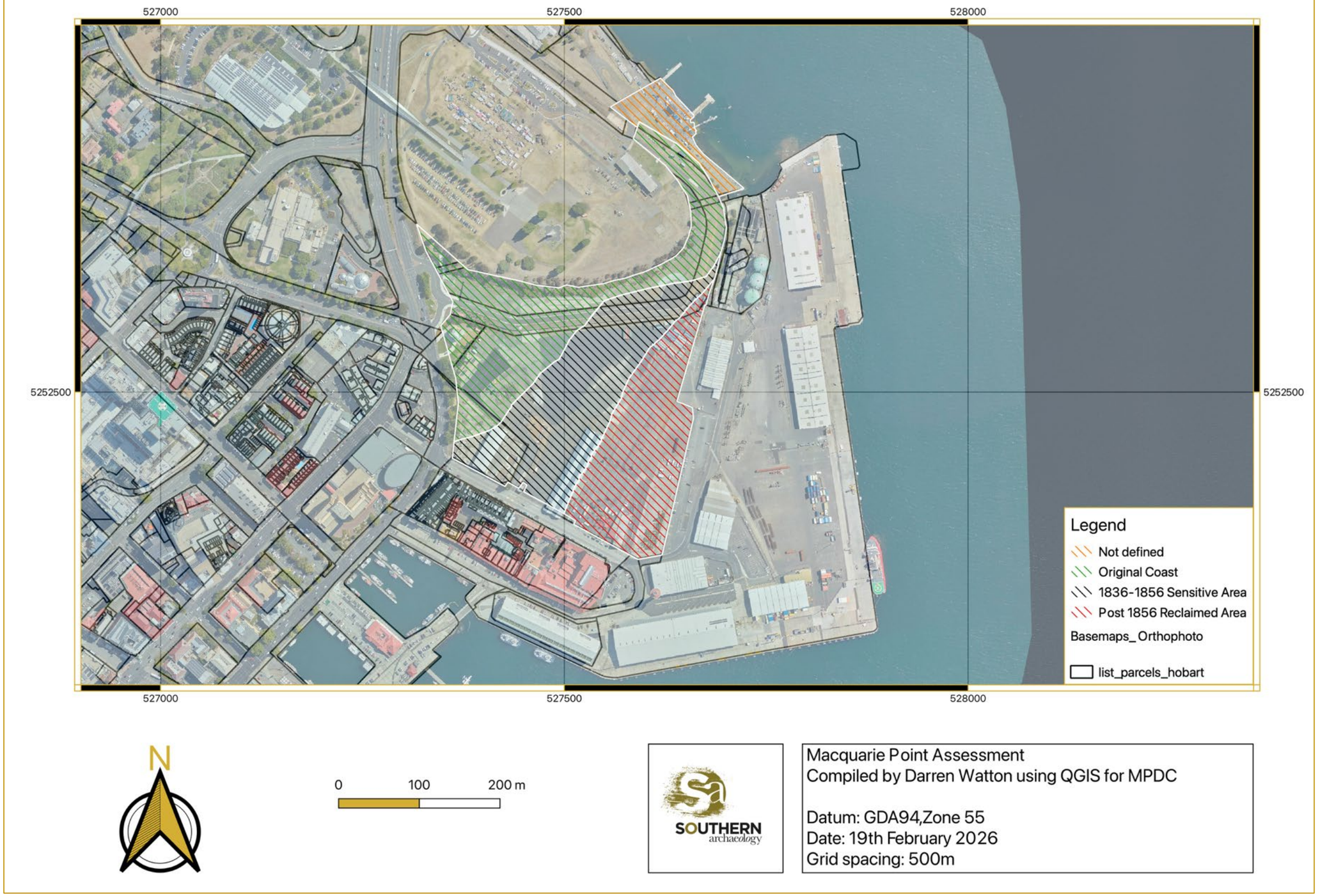


Figure 21: Original coast (green), 1836 to 1856 sensitive area and reclaimed area. Compiled by Darren Watton using QGIS 2026.

8.2.3 Historical phases

8.2.3.1 Overview

The following overlays each of the historical developments at the study area based upon background research, previous works and historical maps which related specifically to the Goods Shed. These represent the most up to date and considered mapping of the area and will be used in sensitivity mapping and trench plans later in this report. Each map documents the developments relative to the stadium footprint with a ≈10m construction buffer.

Figure 22 is a painting dating to c1825 by Augustus Earle showing the original Macquarie Point foreshore.



Figure 22: Augustus Earle painting dating to the c1825. Source: State Library of New South Wales Ref: FL19868805 accessed 2024.

8.2.3.2 1836 to 1856 – first changes to the coast

There were undoubtedly changes to the coast to make way for developments in this period, but these probably did not stretch as far as the Goods Shed area. It is known that some areas near a reef to the north were filled in for use for the Engineers Wharf.

8.2.3.3 1858 to 1872 – The Slaughter Yards

The first serious changes to the area occurred after the 1840s and 1850s with reclamation of the coastal mudflats easterly into Timtumili Minanya (the Derwent River). This reclamation stretched to the approximate easterly edge of the Goods Shed area as shown **Figure 23** below.

In 1858 the Slaughter Yards were developed to the west of the Engineers Yard. Gas works were also developed to the south, and the Engineers Yards was also changed and expanded. These developments are shown in **Figure 23** below relative to the stadium development. Notably the coastline is moved to a new location almost 100m to the west of the original 1815 coastline with the engineers wharf and the reef now filled. This filling and reclaiming of the mudflats is some of the most dramatic changes to the area so far and is one of the first of many major reclamation programs for the site.

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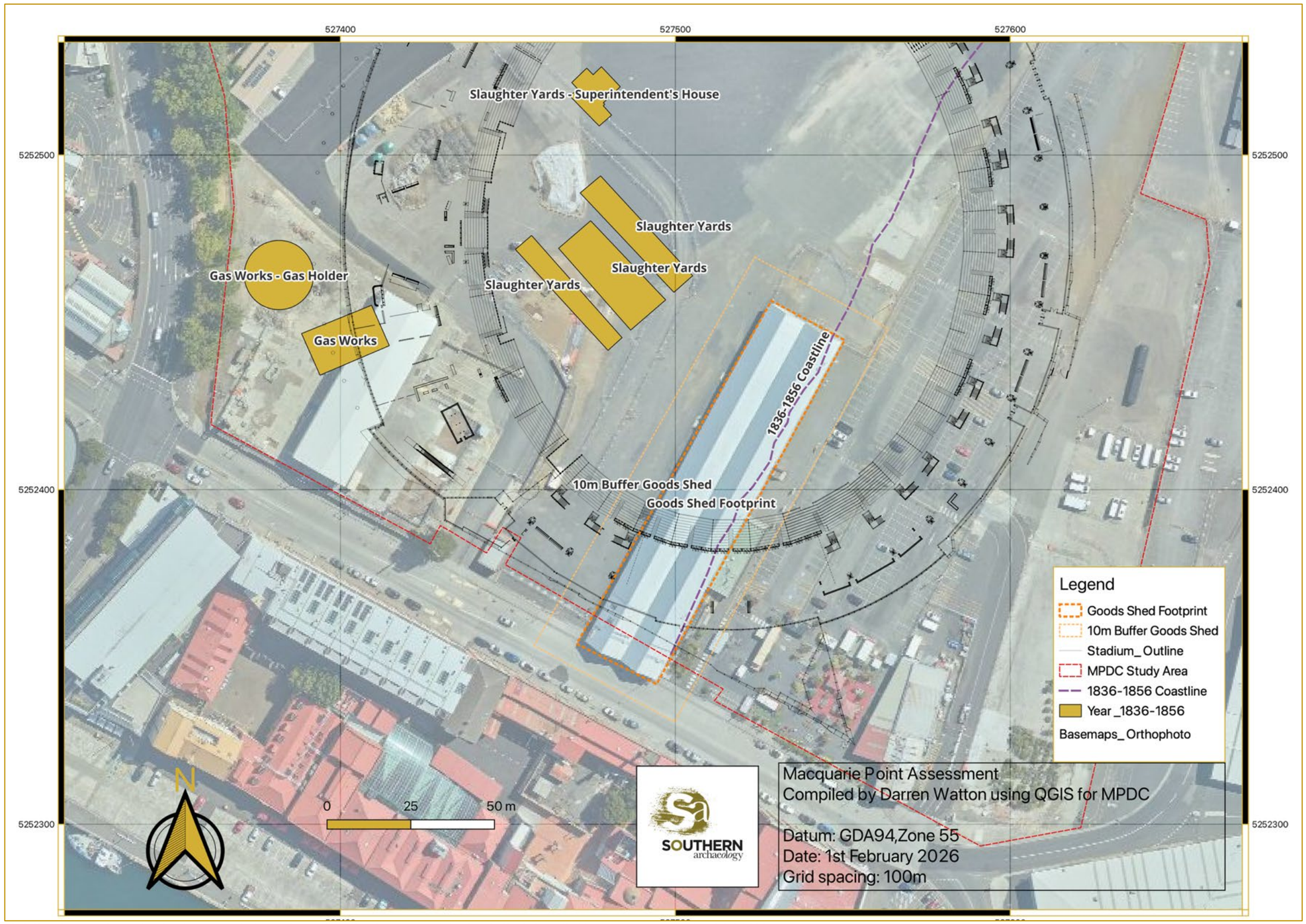


Figure 23: 1836 to 1872 Slaughter Yard complex development relative to the stadium development and the Goods Shed. Compiled by Darren Watton using QGIS 2026.

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8.2.3.4 1872-1897 – Development of the Slaughter Yards and Gas Works and the coming of the railway

The period between 1872 and 1897 saw expansion of the Gas Works and the Slaughter Yards – see **Figure 24** below). This is shown below in **Figure 25** relative to the stadium and the Goods Shed. These developments were to the west of the Goods Shed and outside the Goods Shed footprint.

A major change in this period was the addition of the seawall to the west and changes to the shoreline and there were many other changes to the area as the railway started to encroach. By 1897 much of the infrastructure was being demolished and significantly a large railway roundhouse and goods shed were built on the site after 1900. This replaced the Slaughter yards and the Engineers Yard by the early 1900s. This is illustrated (relative to the stadium development and the Goods Shed) in **Figure 26** below.

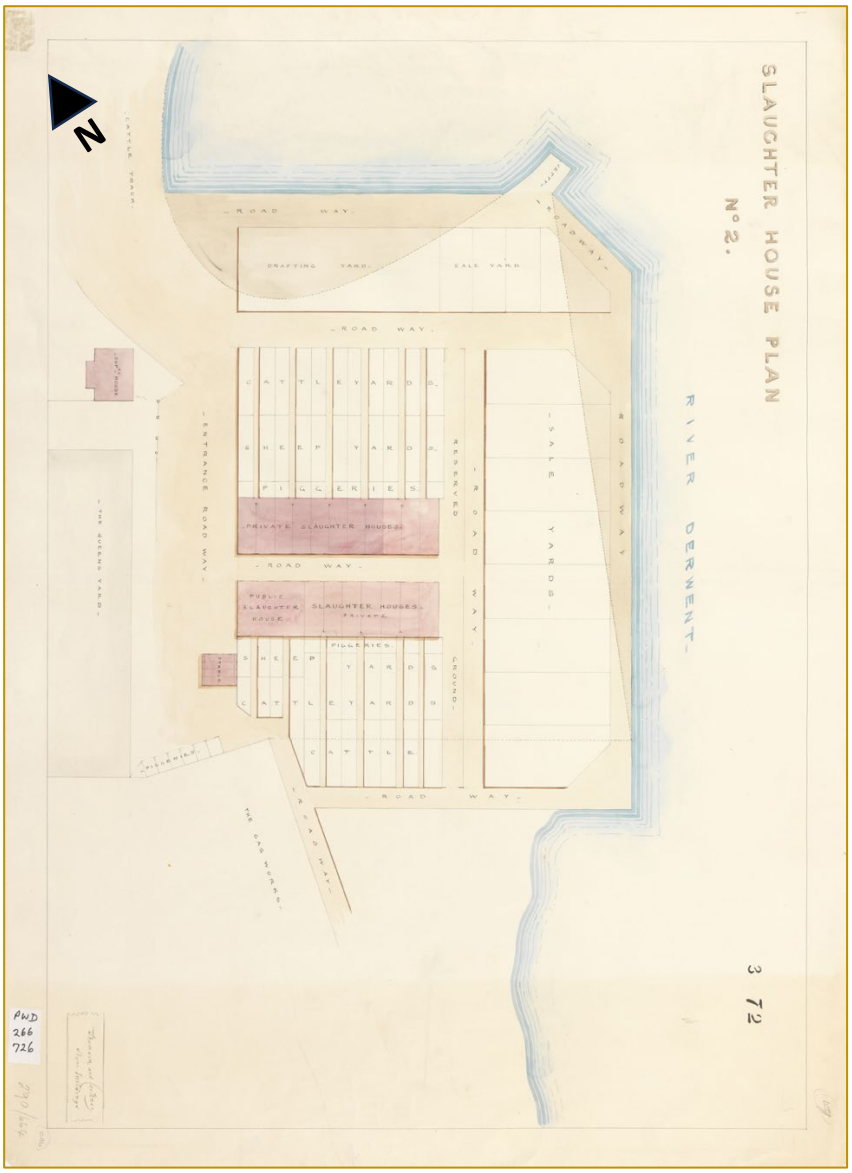


Figure 24: Slaughterhouse plan. Source: TAHO Libraries Tasmania Ref: PWD266-1-726 accessed 2026.

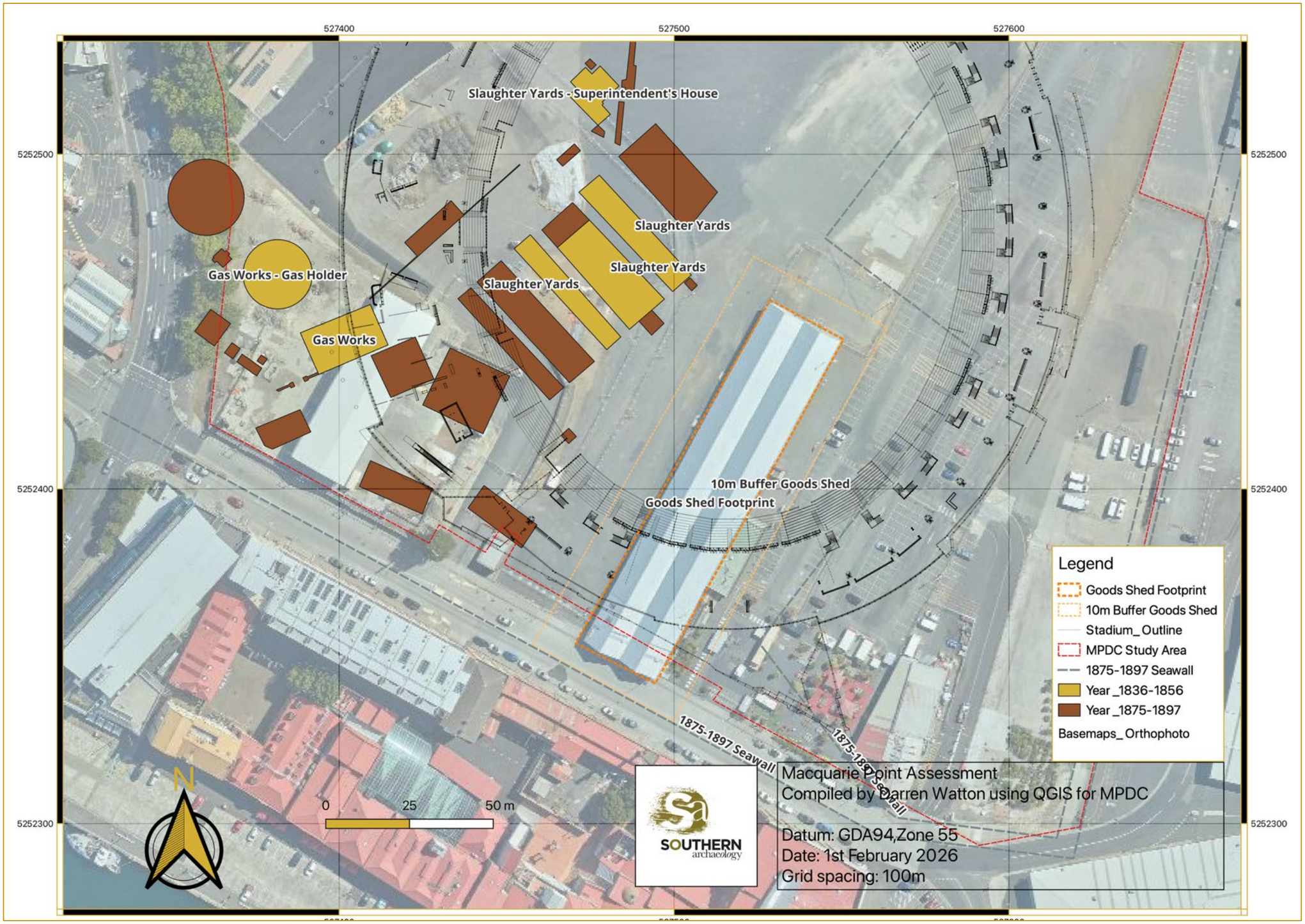


Figure 25: 1872 to 1897 developments at the study area – expansion of the Slaughter Yards and Gas Works. Compiled by Darren Watton using QGIS 2026.

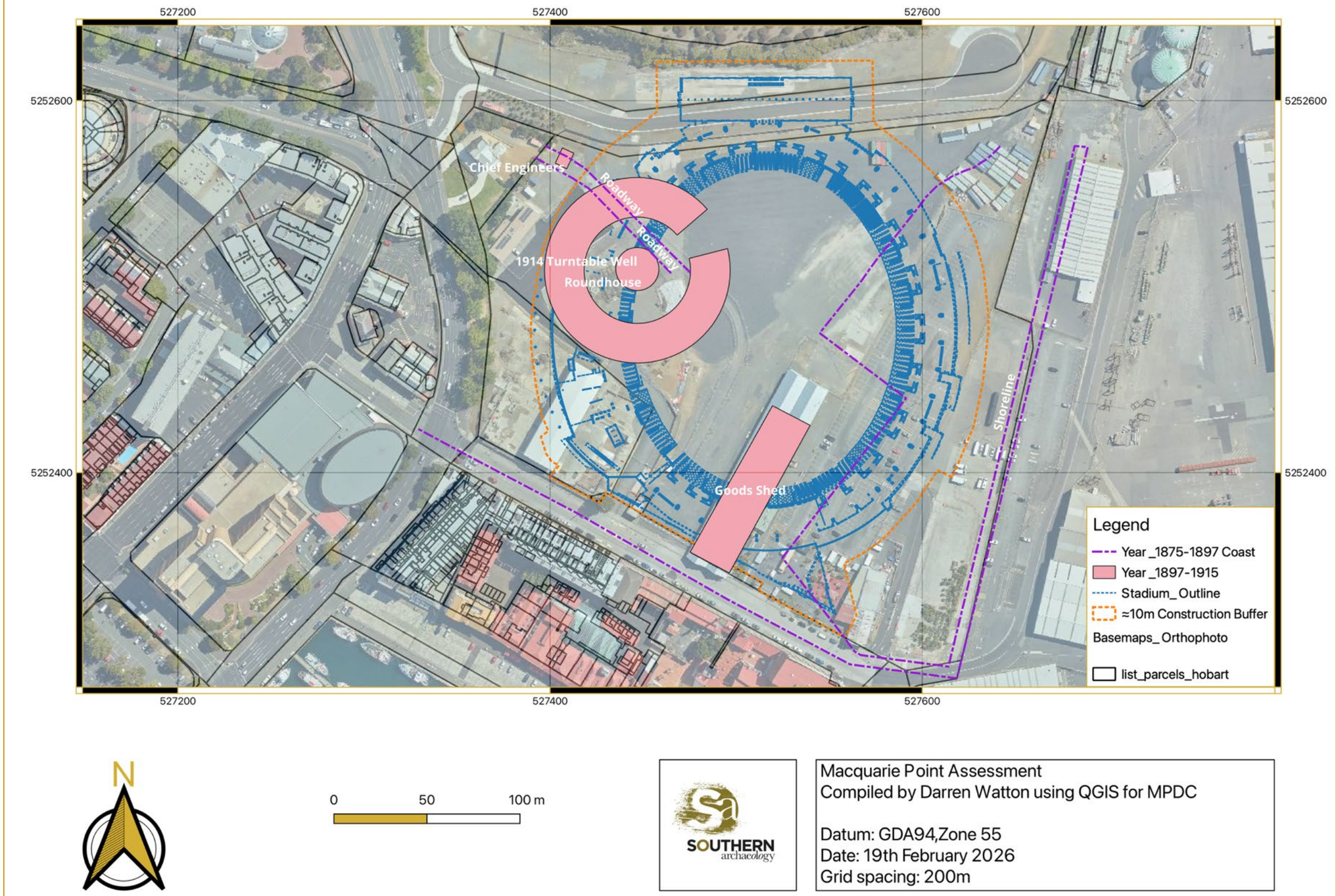


Figure 26: Development of the Roundhouse and the Goods Shed relative to the Stadium development. Compiled by Darren Watton using QGIS 2026.

8.2.3.5 1897 to 1965 – Railway expansion

Between 1897 and 1965 there was expansion of the railway developments on the site. These, like the Roundhouse in the early 1900s, had serious impacts on the area resulting the destruction of much historic infrastructure, filling and reclamation.

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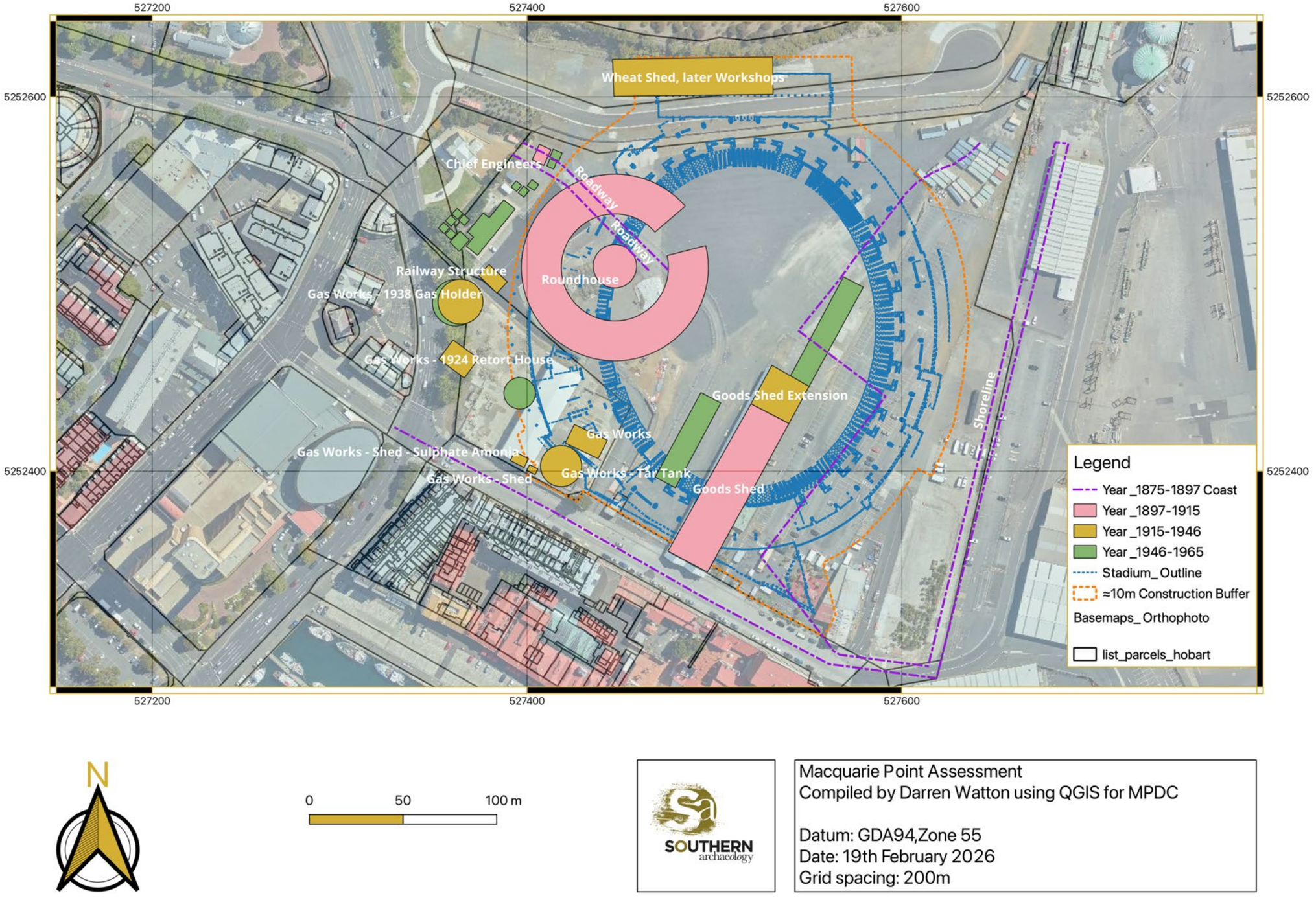


Figure 27: 1897 to 1965 developments at the site relative to the stadium. Compiled by Darren Watton using QGIS 2026.

8.2.3.6 1965 to 2016 – Redevelopment and disappearance of the Railway and Gas Works

Between 1965 and 2016 the area changes dramatically. Much of the railway and gasworks have disappeared, and a large cold store built on the site. The Goods Shed is one of the only railway buildings to survive these changes. **Figure 28** shows the developments at the site relative to the stadium development and the Goods Shed.



Figure 28: 1965 to 2026 developments at the site relative to the stadium development. Compiled by Darren Watton using QGIS 2026.

8.2.4 Discussion and conclusions regarding overlays and imagery

The overlays completed above serve to emphasise the changes that have occurred in the area in the last 200 years or so. In terms of Aboriginal cultural and landscape values there is little to be seen of the original landscape at the surface (except to the north at the Regatta Grounds – AH14278 for example) which has been much altered since European settlement.[7] Much of the original landscape is now covered and confined to the northern half of the area where the stadium development will also encompass a large area of reclaimed and disturbed areas.

To the west substantial archaeological work has been done which confirmed potential features and artefacts associated with the Kings Yard (Lumber and Engineer's Yards) and Lord's Residence as well as later features and artefacts associated with the railway period (essentially the Roundhouse and Turntable) along with Aboriginal material. There are also several key areas identified that may contain archaeology outside the Kings Yard (such as the Engineer's Wharf, the Slaughterhouse Yards, the Lumber Yard Slipway and the Slaughterhouse Superintendent's House) not covered within the current Order for the site. While some of these areas have been addressed to some extent by small test pit excavations and conclusions made that they are potentially largely destroyed, there remains some doubt and some potential that some evidence of these may be found during the stadium works complicating what should be done in terms of how to deal with them if they arise.

However, none of these buildings fall within the area of the Goods Shed and overlays indicate that likelihood or potential for any archaeological features in this area is extremely low.

[7] see the Southern Archaeology AHAR 2026.

9 Potential Historical Archaeological Sensitivity (PHAS) Zones

9.1 Introduction

As part of the historical assessment process, archaeologists may identify areas within a study area that have the potential to contain subsurface remains of past human activity. These areas are referred to as Potential Historical Archaeological Sensitivity (PHAS) Zones.

PHAS Zones are identified through a predictive and interpretive process that draws on a range of background research, documentary, visual, and observational sources. These include archival research, historic mapping and plans, aerial imagery, photographic records, oral history, and field observation. Professional archaeological judgement also plays a key role in recognising patterns of past occupation and landscape modification that may not be immediately visible on the ground.

Designation of PHAS Zones is based on multiple lines of evidence, such as:

- Historical documents including land titles, parish maps, estate plans, and early survey records.
- Comparisons between historic and current aerial photography or map overlays to identify changes in land use.
- Photographs, drawings or other imagery that depict past structures, gardens, roads and tracks, or other features.
- Oral histories and recollections from residents, descendants, or community stakeholders.
- Physical indicators in the landscape such as mature introduced trees, ground depressions, terracing, or soil discolouration.
- Past archaeological reports and excavations.
- Professional knowledge of regional land use patterns, settlement history, and the typical archaeological footprint of past activities.
- Results from the Southern Archaeology AHAR 2026.

PHAS Zones assist in identifying areas where buried archaeological deposits may survive. These may include structural remains, postholes, artefact scatters, refuse pits, fence alignments, or other evidence of historical activity. Not all PHAS Zones will necessarily contain intact archaeology, but they represent areas where the likelihood is sufficient to warrant further consideration before disturbance occurs.

The primary purpose of PHAS designation is to guide archaeological risk management. These zones support informed planning decisions, help avoid or mitigate damage to heritage values, and can trigger requirements for further archaeological investigation, monitoring, or conservation action under relevant legislative frameworks.

PHAS Zones are therefore a practical tool for heritage management. They help integrate archaeological considerations into the planning and development process and ensure that places of potential historical value are appropriately acknowledged, protected, and, where necessary, investigated.

9.2 PHAS Zones at the study area

9.2.1 Introduction

Potential Historical Archaeological Sensitivity (PHAS) Zones are a management tool used to identify areas where subsurface archaeological material is likely to survive. At Macquarie Point, the identification of PHAS Zones must consider the exceptional historical and cultural significance of the site. This is the location of Aboriginal occupation (a place of enduring Aboriginal cultural value) stretching back many millennia and the site of Tasmania's first European settlement in 1804.

The place has a complex history and has been the site of many changes over the years as detailed above in the Overlays section. It has also been the subject of much archaeological work. Therefore, it is a place that requires special consideration and the following PHAS analysis reflects all these complexities.

PHAS Zones were developed for the Kings Yard and the wider study area in the separate SoHAP and AMS for the area.[8] The investigation for that report suggested that there was very little if any potential for archaeological material or features (significant archaeology) within the Goods Shed area. Therefore, considering the results of that report and the background analysis, past reporting and overlays in this report, the Goods Shed area is considered to have very low archaeological potential. No PHAS Zones are considered necessary for the Goods Shed area (including the 12m buffer).

No PHAS Zones have been identified for the Goods Shed footprint or its 12m buffer due to the assessed very low archaeological potential and high level of prior disturbance within this area.

9.2.2 Implications

The previous background research, analysis of previous work and analysis of overlays has informed the PHAS designation. In these areas it is suggested that ground disturbance has little potential of impacting subsurface archaeological remains that may be of state significance. This analysis also acknowledges the entangled Aboriginal and European histories that give the place meaning.

The Goods Shed area has been assessed as having very little archaeological potential and no PHAS Zones have been developed. This is due to its location being within areas outside the original coastline where Aboriginal occupation was likely focused and where initial and significant historical (European) development took place. The area of the Goods Shed (c1915) is within reclaimed land dating to at least after c1850 and is outside (and to the east of) previous potentially significant developments such as the Slaughter Yards and Engineers Yards.

No further archaeological works are therefore considered necessary outside the Unanticipated Discovery Protocols.

[8] Southern Archaeology, 2026, Macquarie Point Multipurpose Stadium, Kings Yard and Stadium Footprint, SoHAP and AMS, Unpublished Report for MPDC.

10 Legislation and approvals

The study area is subject to a comprehensive suite of heritage legislation and policy frameworks at both state and national levels, which have traditionally guided the assessment and management of cultural heritage values. Central to this is the *Burra Charter* (2013), which underpins heritage practice in Australia through its emphasis on understanding and managing cultural significance across aesthetic, historic, scientific, social, and spiritual values, including both tangible and intangible heritage. At a state level, the *Historic Cultural Heritage Act* 1995 has provided the primary statutory mechanism for the protection and management of historic heritage places listed on the Tasmanian Heritage Register, requiring permits or exemptions for works and supported by Practice Note 2, which outlines best practice approaches to archaeological assessment, investigation, and mitigation. These frameworks have informed the preparation of archaeological assessments such as SoHAPs and AMSs and have guided the evaluation of significance and management responses for both listed and non-listed sites.

In addition to historical heritage legislation, the study area is also subject to a range of broader regulatory considerations. The *Aboriginal Heritage Act* 1975 provides statutory protection for Aboriginal heritage across Tasmania, requiring permits for any activity that may impact Aboriginal sites or relics and mandating consultation with Aboriginal stakeholders. Other relevant legislation includes the *Coroners Act* 1995, which outlines procedures in the event that human remains are encountered, and Commonwealth legislation such as the *Environment Protection and Biodiversity Conservation Act* 1999, which provides a framework for protecting matters of national environmental significance, including heritage values, although the site is not listed under national or world heritage registers. Collectively, these instruments establish a robust but multi-layered regulatory environment governing heritage identification, assessment, and management.

However, for the Macquarie Point project, these standard legislative and policy frameworks have now been superseded by the *State Policies and Projects (Macquarie Point Precinct) Order* 2025. This Order establishes a project-specific statutory framework that overrides or modifies the usual approval pathways under existing heritage legislation, streamlining assessment and delivery processes while still requiring that heritage values - both Aboriginal and historical - are appropriately identified, considered, and managed. As such, while the principles and methodologies derived from the *Burra Charter* (2013), the *Historic Cultural Heritage Act* 1995, and the *Aboriginal Heritage Act* 1975 continue to inform best practice and assessment approaches within this report, the ultimate governance, approvals, and decision-making processes for the project are now directed by the provisions of the *State Policies and Projects (Macquarie Point Precinct) Order* 2025.

11 The Assessment of Archaeological Potential (AoAP), the Assessment of Disturbance (AoD) and the Assessment of Archaeological Significance (AoAS)

11.1 Assessment of Archaeological Potential (AoAP)

11.1.1 Overview

An AoAP is a desktop assessment (usually part of the SoHAP) with the purpose of:[9]

- Understanding in more detail the archaeological values of the place, including its potential to contain significant archaeological features and deposits.
- Providing guidance on the appropriate course of action to protect those values.
- Assisting in preparing Potential Historical Archaeological Sensitivity (PHAS) Zones which outline areas where potential archaeology may be focused at a site.

The AoAP provides an analysis of whether archaeological features or deposits are likely to exist within the development area and an appraisal as to the level of intactness of these features or deposits within the study area. This is linked to the level of understanding and research value (Criteria C of the *HCH* Act 1995) of the archaeology and how it can contribute to knowledge not available from other sources such as early plans, maps, historic sources, written records and previous work. These items provide the preliminary matter for research. Determination of the intactness and extent of the potential archaeology and historical research is an intricate part of historical archaeological potential.[10] In turn, this determines archaeological significance. For example, an archaeological site that has high research value or potential and can provide new or further knowledge to the historical understanding of a place is therefore of high archaeological significance and vice versa.

Conversely, places of high archaeological potential (high level of intactness) may have little archaeological significance because they are common, highly disturbed or destroyed or well-known through documentation. However, because historical records and documents are often created for a specific purpose, have inherent biases, or do not document the lives of the specific individuals, groups or activities within history they often leave enormous gaps within our understanding of the past.[11] It is possible that sites with low archaeological potential to be of high archaeological significance because they provide rare insight into the past. An example of this may include a burial site. Because of this it is necessary to document each site individually and to determine a level of archaeological potential (intactness) and significance.

An AoAP provides an opportunity to:[12]

- Redesign or reconsider any proposals at an early stage, in order not only to avoid identified zones of historical archaeological potential or sensitivities.

[9] THC 2014.
[10] Burke and Smith 2004:164.
[11] Burke and Smith 2004:166.
[12] THC 2014.

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- Minimise or eliminate the capacity for later delays to critical path timetables.
- Identify areas of low significance.

Determining archaeological potential can be difficult because many sites are obscured by subsequent development or changes in use of the area (see Assessment of Disturbance (AoD) below). The archaeologist is particularly trained in the assessment of archaeological sites and best placed to determine archaeological potential or intactness through documentary research, field study and the collecting of oral histories and other community information.[13] The *Practice Note No. 2* (THC 2014) document requires an AoAP (within a SHAP) be completed by a qualified archaeologist or, in the case of a large project or development at a highly significant site, a multi-disciplinary team.

11.1.2 AoAP for the study area

In terms of archaeological potential, there is very little likelihood of archaeological potential at the study area in relation to the Goods Shed area (including the 12m buffer) as has been documented in the previous sections on the history of the site, the previous works at the site, the overlays completed for the site and the section on the designated PHAS Zones.

Therefore, Southern Archaeology rates the Goods Shed area (including 12m buffer) as having **very low archaeological potential**.

11.1.3 Assessment of Disturbance (AoD)

If a site is assessed as having 'archaeological significance, sensitivity and/or potential' and has been disturbed over time it is useful to assess the nature and extent of the disturbance so that a satisfactory method of archaeological work can be advised by the archaeologist. Disturbance is established by analysis of the historical record, a site survey, liaison with the client and other relevant people, comparison with other relevant archaeological sites and by professional experience. It generally compliments the Assessment of Archaeological Potential (AoAP) to assist in determining the level of intactness.

Table 5 shows the criteria used for AoD analysis in this report.

Table 5: Criteria for AoD.

Disturbance level	Criteria
In-situ	Study area demonstrates no signs of disturbance or impact since deposition of the artefacts and historical materials.
Low	Study area demonstrates minor signs of disturbance consistent with weather effects and soil deposition or limited human interaction with the site.
Medium	Study area demonstrates signs of disturbance consistent with major weather events, such as fires or floods, or human interaction.
High	Study area retains limited original features and has been disturbed by prolonged human interaction or works.
Very high	Minimal, if any, original fabric of the study area remains. Site has been destroyed through ongoing large-scale human industrial or agricultural activity.

[13] Burke and Smith 2004:166.

11.1.4 Disturbance at the study area

There has been a very high degree of disturbance of the area through industrial and urban development.

This has resulted in a multi-layered site which has a mix of original foreshore, reclaimed and filled land.

Southern Archaeology assesses the disturbance at this site as being **very high** over most of the site where the works are to occur, with potentially isolated patches of remnant archaeology focused around the western, south and south-eastern portions of the Kings Yard and potentially further to the east around the location off the Slaughterhouse Superintendents House and the reef and Engineer's Wharf area (although these areas are currently very difficult to predict). This is based upon background research, overlays of plans etc, previous archaeological works and professional knowledge.

However, within the Goods Shed and the 12m buffer area disturbance is considered very high and that there is little chance of isolated pockets of significant archaeology within the layers beneath this section of the study area. In fact, reclamation and filling is considered to have been over mudflat and estuarine areas rather than any significant areas where early archaeology may have existed.

11.2 Assessment of Archaeological Significance (AoAS)

11.2.1 Overview

The AoAS is an integral part of the process of assessing a site and determining whether it requires further archaeological work. Through research and assessment by the archaeologist it is possible to determine an understanding of the site and its archaeological potential (and intactness). The level of archaeological potential and the sites' ability to contribute to the understanding of history influence the level of significance assigned. Disturbance is also an important consideration and informs the level of potential and significance.

The Heritage Council of Tasmania uses the principles of the Burra Charter 2013 as a guide in defining cultural significance. This has informed the criteria outlined in the *HCH* Act 1995 and the main criteria used to determine archaeological significance is Criteria (c), which is based on the potential of the site (via research) to contribute to Tasmania's history. Planning schemes also rely upon this document and the guidelines of the Heritage Council to determine significance.

The AoAS is also used to determine a sites' ability to contribute to local, state, national and possibly international historical contexts. Understanding the importance of a site at these levels helps to understand how significant the site is. The archaeologist determines the local, state, national and international significance by assessing the site using the criteria in the *HCH* Act 1995 and the criteria in other relevant legislation such as local planning schemes. For example, the Local Planning Schemes, (which often mirrors the criteria in the *HCH* Act 1995), the sites inclusion on the Tasmanian Heritage Register (THR) and/or whether it has World Heritage Listing or National Heritage Listing.

11.3 AHI (2024) assessment

AHI (2024) assessed the archaeological significance of the Goods Shed area as low within the specific footprint investigated, particularly when compared with other parts of the wider Macquarie Point precinct. Their assessment concluded that extensive twentieth-century disturbance associated with railway construction, reclamation works, services installation and earlier open-area excavations had substantially reduced the integrity of surviving archaeological deposits.

Under the *Historic Cultural Heritage Act* 1995 criteria, AHI (2024) recognised the broader Macquarie Point site as important in illustrating the pattern of Tasmania's colonial and industrial development, particularly convict industry, military engineering and waterfront reclamation. However, within the specific study area assessed, they concluded that rarity and research potential were diminished due to disturbance, and that surviving features such as reclamation fills, sections of seawall and possible maritime infrastructure were of primarily local significance. The report therefore recommended a cautious management approach focused largely on monitoring and documentation, rather than extensive further excavation, on the basis that additional investigation was unlikely to substantially alter the established historical narrative.

This report agrees with the AHI (2024) assessment of the Goods Shed area which stated that archaeological sensitivity was low – *This item is not considered to have a substantial record present in association with it*.[14]

11.4 Archaeological significance of the study area (*HCH Act 1995*)

Southern Archaeology as part of this assessment process have provided an archaeological significance rating. This is aimed at the study area and the individual features and materials that may be associated with the site or sites. The Goods Shed area is rated by Southern Archaeology as being of **very low significance** at a state level within the Assessment under Criteria (c) of the *HCH* Act 1995:

Archaeological significance is generally rated in Tasmania using Criteria (c) of the HCH act 1995 as follows:

- Criteria (c): The place has potential to yield information that will contribute to an understanding of Tasmania's history.

On this occasion, however, all criteria under the *HCH* 1995 Act will be addressed consistent with AHIs previous assessment.

Note: this assessment covers the archaeological significance of the layers and ground below the Goods Shed (including the 12m buffer) and not the Goods Shed itself (existing on the site) which has been rated as high significance under the HCH Act 1995. This is the result of previous works and is outside the scope of this assessment.

[14] AHI 2024.

11.5 Updated assessment of significance

Generally, the significance of the current project area must now be reconsidered in light of the consolidated historical analysis, recent excavation results and the refined understanding of archaeological survival patterns presented in this report.[15] While large portions of the broader Macquarie Point precinct have been subject to disturbance but may include isolated areas of intact and significant archaeology, this assessment concludes that the Goods Shed area and 12m buffer are of very low archaeological potential and significance. This agrees with the AHI (2024) analysis, which assessed this area as having limited remaining archaeological potential. Based on stratigraphic evidence, documentary synthesis and the pattern of reclamation and fill, these areas are considered to retain little to no unrealised research potential and do not warrant controlled archaeological excavation or archaeological monitoring. In this case the Unanticipated Discovery Protocols outlined in the accompanying AMS (Part 2 of this report) are considered sufficient.

The following significance statements are made:

a) The place is important to the course or pattern of Tasmania's history

The project area contains the extant Goods Shed built (assessed as meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (a) under the *HCH* Act 1995.

b) The place possesses uncommon or rare aspects of Tasmania's history

The project area contains the extant Goods Shed built (assessed as meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (b) under the *HCH* Act 1995.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's

The project area contains the extant Goods Shed built (assessed as not meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (c) under the *HCH* Act 1995.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history

The project area contains the extant Goods Shed built (assessed as not meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain

[15] Southern Archaeology 2025; AHI 2024; AMAC 2025.

archaeological potential and significance. This does not meet the requirements of criteria (d) under the *HCH* Act 1995.

e) The place is important in demonstrating a high degree of creative or technical achievement

The project area contains the extant Goods Shed built (assessed as not meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (e) under the *HCH* Act 1995.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons

The project area contains the extant Goods Shed built (assessed as not meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (f) under the *HCH* Act 1995.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history

The project area contains the extant Goods Shed built (assessed as not meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (g) under the *HCH* Act 1995.

h) The place is important in exhibiting particular aesthetic characteristics

The project area contains the extant Goods Shed built (assessed as not meeting this criterion under the HCH Act 1995 for the building itself). The building is located on reclaimed land which does not contain archaeological potential and significance. This does not meet the requirements of criteria (h) under the *HCH* Act 1995.

Summary

A review of the historical, cartographic and archaeological evidence indicates that while portions of the wider project area have been disturbed by reclamation and twentieth-century development, defined zones retain moderate to high archaeological sensitivity.

However, this report finds that the Goods Shed area (including the 12m buffer) falls within one of the areas which will not contain significant archaeological layers beneath the extent building.

11.5.1 Significance statement

The study area at Macquarie Point forms part of a historically layered waterfront landscape that has evolved from Aboriginal cultural country of the Muwinina people to early colonial farm, convict

industrial yard, Royal Engineers depot, slaughterhouse complex and major railway terminus. While extensive twentieth-century reclamation and redevelopment have altered the original shoreline and removed portions of earlier fabric, this assessment concludes that defined areas within the study area retain moderate to high archaeological significance.

However, this report also finds that the archaeological layers below the Goods Shed are unlikely to contain potential archaeological remains of a significant nature.

11.5.2 Summary archaeological potential, disturbance and significance

The following (**Table 6**) is an updated summary of the archaeological potential, disturbance, and significance for the Goods Shed study area (including the 12m buffer) based upon this report.

Table 6: Archaeological and Aboriginal potential, disturbance, and significance for the study area.

Item	Rating	Summary main points/recommendations
Goods Shed		
Disturbance	High	Intense industrial development, reclamation and change.
Potential	Very low	There are unlikely to be archaeological remains of as significant nature in the deposits below the Goods Shed.
Significance	Low at state level.	There is unlikely to be significant archaeology in the deposits below the Goods Shed.

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12 Archaeological Impact Statement (AIS)

The proposed Stadium development at Macquarie Point will involve substantial ground disturbance across the study area and adjacent reclaimed waterfront land. The works include bulk excavation, piling, deep services installation, stormwater infrastructure, crane pads, temporary works platforms, laydown areas and associated construction compounds. In several locations excavation depths are anticipated to extend well beyond recent surface levels (≈2.4m) and into nineteenth-century reclamation fills and, in defined areas, into earlier ground surfaces associated with the Goods Shed infrastructure.

However, as the Goods Shed area is unlikely to contain significant archaeological deposits and will primarily affect mid-late 19th Century fill, this impact is considered to be negligible from an archaeological perspective.

Accordingly, ground disturbance within the Goods Shed footprint and 12m buffer is not expected to impact significant archaeological deposits, and no archaeological excavation or monitoring is required in this area beyond implementation of the Unanticipated Discovery Protocols.

13 Recommendations

13.1 Introduction and general recommendations

These recommendations apply specifically to the Goods Shed footprint and 12m buffer, which are assessed as having very low archaeological potential. No archaeological excavation or monitoring is required in this area other than the application of Unanticipated Discovery Protocols during works.

The following required recommendations have been made regarding the study area in view of the results and considerations in this report:

Recommendation 1: Archaeological requirements for the Goods Shed study area including the 12m Buffer

No further archaeological work is recommended for the Goods Shed and 12m Buffer other than the application of the Unanticipated Discoveries Protocols (UDPs) outlined in **Recommendation 3** below.

This is because no archaeological potential or archaeologically significant material or features have been identified in this area.

Recommendation 2: The Archaeological Method Statement (AMS) and reporting

No Archaeological Method Statement is required. However, general unanticipated discovery principles apply.

Recommendation 3: Inductions:

Inductions are recommended for MPDC and for contractors for this project.

MPDC Induction

MPDC personnel involved in this project are to receive a detailed pre-works induction conducted by a qualified archaeologist and AHO regarding the project. This is to include the following:

- A detailed overview of the site especially regarding heritage both Aboriginal and historical heritage at the site.
- Guidelines as to protocols and requirements regarding the heritage at the place including what to do if significant heritage is found during works.
- Protocols as to working respectfully on Aboriginal land and respecting the significant nature of the place including details as to how to undertake this work in a culturally safe manner.
- Prioritising a contractor that demonstrates they are cognisant of the significant nature of the place and can work within the controls outlined in the AMS. This should form a significant part of any tender process.
- The requirement for daily toolbox meetings that should include a heritage component delivered by the archaeologist and/or AHO when they are present or by the project manager when they are not.

Contractor inductions

Any contractors and workers working on the site are to receive a contractor's induction regarding the heritage to be delivered by a qualified archaeologist and AHO. This is to include:

- A detailed overview of the site especially regarding heritage both Aboriginal and historical heritage at the site.
- Guidelines as to protocols and requirements regarding the heritage at the place including what to do if significant heritage is found during works.
- Protocols as to working respectfully on Aboriginal land and respecting the significant nature of the place.
- MPDC should prioritise a contractor that demonstrates they are cognisant of the significant nature of the place and are able to work within the controls outlined in the AMS. This should form a significant part of any tender process.
- Daily toolbox meetings should include a heritage component delivered by the archaeologist and/or AHO when they are present or by the project manager when they are not.

Heritage requirements should also be included in an on-line or on-site general inductions or company inductions for the project.

13.2 Recommendations summary

The following table (**Table 7**) summarises the key recommendations arising from this assessment for the Goods Shed study area. These recommendations reflect the low archaeological potential identified within the footprint, while ensuring that appropriate procedures, controls and management measures are in place should unanticipated heritage material be encountered during works. Collectively, they provide a clear and practical framework for managing archaeological risk in accordance with the Archaeological Method Statement (AMS), relevant legislation and best-practice heritage standards, while supporting the efficient delivery of the proposed development.

Table 7: Summary of recommendations.

Recommendation	Title	Summary	Key Requirements / Actions
1	Archaeological requirements – Goods Shed & 12m buffer	No archaeological excavation or monitoring required due to very low identified archaeological potential; Unanticipated Discovery Protocols to apply during works only.	- No excavation or monitoring required - Apply UDPs only during works
2	AMS and reporting	No AMS required	Apply UDP during works
3	Anticipated & Unanticipated Finds Protocols (UDPs)	Mandatory implementation of UDPs for all works due to risk of unexpected finds	- Apply protocols for: • European heritage • Aboriginal heritage • Human remains- Stop works, establish buffer- Notify relevant authorities- Archaeologist/AHO assessment required
3a	Artefact management	All recovered material to be managed to best-practice standards	- Cataloguing and database recording - Specialist analysis - Conservation measures- Secure storage- Consultation on long-term curation

3b	Spatial recording	All finds and features to be spatially recorded and integrated into GIS	- Record trenches, features, artefacts- Integrate with historic overlays and past data
3c	Excavation expansion	Flexibility to expand works if significant archaeology is identified	- Extend trenches - Remove balks - Undertake targeted excavation if required
4	Inductions (MPDC & Contractors)	Mandatory heritage inductions for all personnel working on site	- Pre-works induction by archaeologist + AHO - Heritage awareness and protocols- Cultural awareness requirements - Daily toolbox meetings with heritage component
5	Interpretation of results	Promote interpretation and public dissemination of findings where appropriate	- Displays, signage or digital outputs - Integration into design/landscape - Public reporting and education

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Appendix I : MPMS-MPDC-PC-ES-05-03

Multipurpose Stadium Project

Procedure

ANTICIPATED DISCOVERY PLAN FOR RUBBISH DEPOSITS

MACQUARIE POINT
DEVELOPMENT CORPORATION

Document Information

Project Name:	Multipurpose Stadium Project
Project Number / Work Package:	Construction Environmental Management Plan (Standard)
Document Title:	Anticipated Discovery Plan for Rubbish Deposits
Document Number:	
Content Manager (if applicable)**:**	N/A
Procore (if applicable):	MPMS-MPDC-PC-ES-05-03
Contractor (if applicable):	N/A

Version History

Version	Date	Author	Reviewed by	Endorsed by	Status/ Updates
1	02-Jun-26	J Puustinen	D.Elson		Draft
2	08-Jul-26	D.Elson	E.Lancaster	S. Wilson-Haffenden	Ready for issue to Stage Contractor

Acknowledgement and Approval

Document version	**2**	
	Acknowledgement and Approval	
Suitably Qualified Expert Acknowledgement	This procedure has been developed from the methodologies outlined in *Macquarie Point Multipurpose Stadium, Project of State Significance – Stadium Development Statement of Historical Archaeological Potential (SoHAP) and Archaeological Method Statement (AMS) (Southern Archaeology, 2026)* as authored by D.Watton of Southern Archaeology	
MPDC Acknowledgement / Approval	Name: Sam Wilson-Haffenden Signature: 	Position: Project Director Date: 08-Jul-26

1. PURPOSE

The Anticipated Discovery Plan ('ADP') for Rubbish Deposits applies only to the area of land shown in Figure 1 below. It applies to the likely discovery of European artefacts during construction or other ground-disturbing works associated with the **Macquarie Point Multipurpose Stadium Project** ('the Project')[1] on the **Project Land** as defined in the State Policies and Projects (Macquarie Point Precinct) Order 2025 ('the Order').

This procedure is to provide the contractor with guidance on the likely, or anticipated discovery of European rubbish deposits when carrying out excavations within this area. It has been developed using the guidance of the document: *Macquarie Point Multipurpose Stadium, Project of State Significance – Stadium Development Statement of Historical Archaeological Potential (SoHAP) and Archaeological Method Statement (AMS)* (Southern Archaeology, 2026).

2. BACKGROUND

A large part of Macquarie Point is reclaimed land. During the late nineteenth and early twentieth centuries, rubbish from Hobart was dumped into the River Derwent, contained by timber piling and later stone seawalls. Over the years the basin was progressively filled. The site of the former rubbish dump forms a large part of the eastern end of Macquarie Point (Figure 1).

To understand this material, archaeological trenches have been dug to gain samples of the rubbish deposits. As expected, a typical range of items were recovered including broken ceramics, glass bottles, leather scraps from shoe or boot making, and metal goods. The MPDC has retained these items. The archaeological excavations have provided an adequate representative sample of the rubbish deposits.

Future excavations in this area will routinely discover such items, but further archaeological sampling is not considered warranted.[2]

3. ANTICIPATED DISCOVERY PROTOCOL

The following protocol has been developed for anticipated heritage in relation to the Macquarie Point Stadium Development: Anticipated Heritage Area Protocol for European Heritage Artefacts, Objects or Material.

In the area shown above in Figure 1 the works may proceed without the need for consideration of historical archaeological material. This is because the area is considered to have been cleared by previous works and be within an area which has been filled and reclaimed using Tip Deposits.

Please note, this does not include the identification of Aboriginal Heritage material and if this is suspected the Unanticipated Discovery Protocol for Aboriginal Heritage still applies and as per the separate protocol document for this project.

[1] The Order (s.3) defines the Project as: Project means the use and development of Project land for – (a) the Stadium; and (b) the relocation of the Goods Shed within Project land; and (c) a concourse and plaza surrounding the Stadium; and (d) associated works including, but not limited to, access, parking, landscaping and signage.

[2] Austral Tasmania, Macquarie Point Seawall and Archaeological Refuse Deposit Investigation, AT0197, 23 May 2016

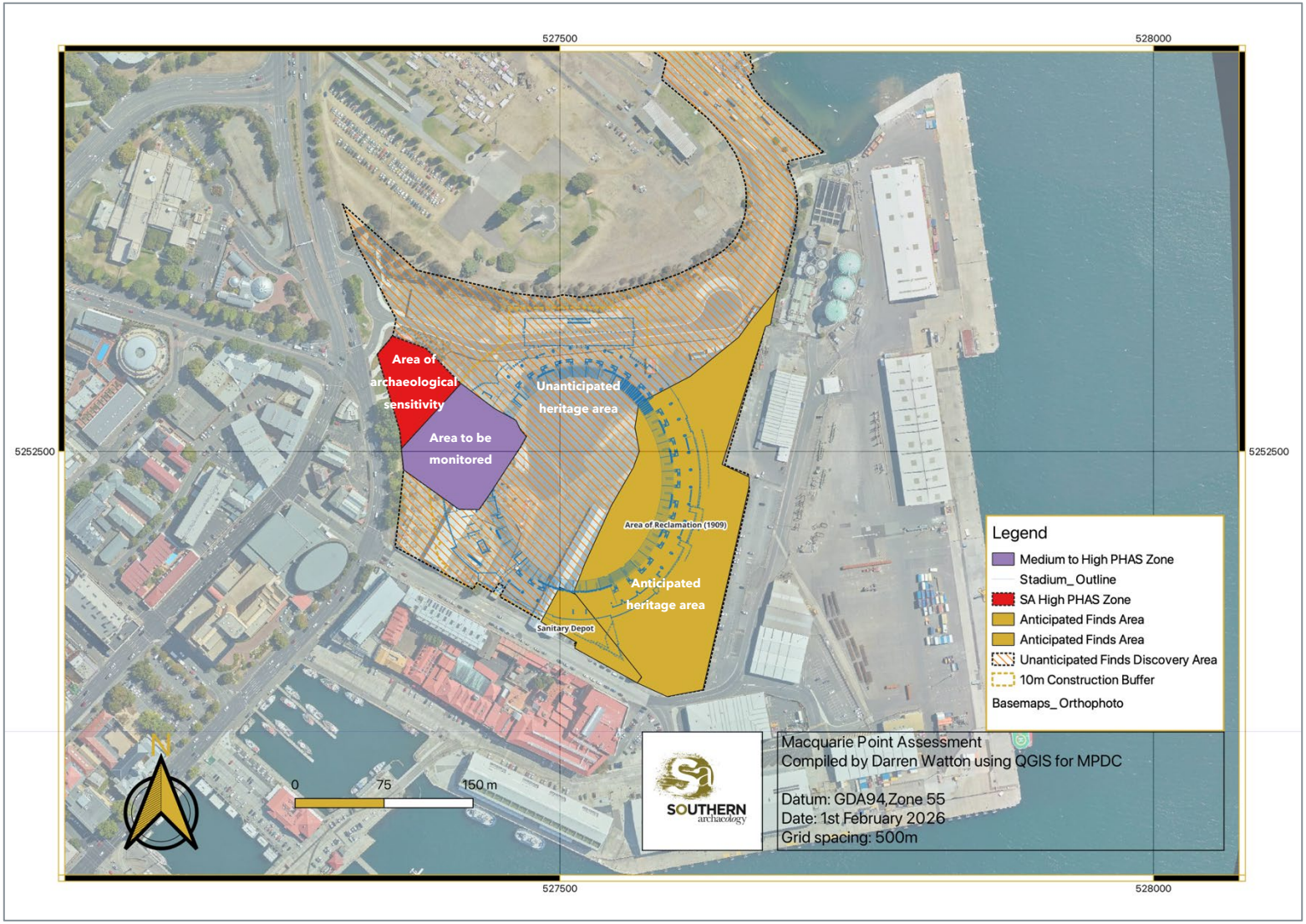


Figure 1: Location of Anticipated Discovery Plan (ADP) for Rubbish Deposits (Southern Archaeology, 2026)

Appendix J : MPMS-MPDC-PC-ES-05-02

Multipurpose Stadium Project

Procedure

UNANTICIPATED DISCOVERY PLAN FOR EUROPEAN ARCHAEOLOGY

MACQUARIE POINT DEVELOPMENT CORPORATION

Document Information

Project Name:	Multipurpose Stadium Project
Project Number / Work Package:	Construction Environmental Management Plan (Standard)
Document Title:	Unanticipated Discovery Plan for European Archaeology
Document Number:	
Content Manager (if applicable)**:**	N/A
Procore (if applicable):	MPMS-MPDC-PC-ES-05-02
Contractor (if applicable):	N/A

Version History

Version	Date	Author	Reviewed by	Endorsed by	Status/ Updates
1	27-May-26	D.Watton (Southern Archaeology) and J.Puustinen	E.Lancaster	-	Initial Draft
2	01-Jun-26	D.Watton (Southern Archaeology) and J.Puustinen	D.Elson	-	Updated Acknowledgement and Approval and updated section 2.3 into table format
3	08-Jul-26	D.Elson	E.Lancaster	S. Wilson-Haffenden	Ready for issue to Stage Contractor

Acknowledgement and Approval

Document version	**3**	
	Acknowledgement and Approval	
Suitably Qualified Expert Acknowledgement	This procedure has been developed from the methodologies outlined in *Macquarie Point Multipurpose Stadium, Project of State Significance – Stadium Development Statement of Historical Archaeological Potential (SoHAP) and Archaeological Method Statement (AMS) (Southern Archaeology, 2026)* as authored by D.Watton of Southern Archaeology	
MPDC Acknowledgement / Approval	Name: Sam Wilson-Haffenden Signature: 	Position: Project Director Date: 08-Jul-26

1. PURPOSE

The Unanticipated Discovery Plan ('UDP') for European Archaeological Heritage must be followed if European archaeology is suspected or discovered during construction or other ground-disturbing works associated with the **Macquarie Point Multipurpose Stadium Project** ('the Project')[1] on the **Project Land** as defined in the State Policies and Projects (Macquarie Point Precinct) Order 2025 ('the Order').

The Plan is intended to ensure European archaeology located by the contractor when the archaeologist is not on site is managed in an appropriate manner and in compliance with the approved policy report: Macquarie Point Multipurpose Stadium, Project of State Significance – Stadium Development Statement of Historical Archaeological Potential (SoHAP) and Archaeological Method Statement (AMS) (Southern Archaeology, 2026).

In summary, this will require work to stop in the immediate area upon the suspected discovery of European Archaeological heritage and for the site to be reported to the project's Site Supervisor for ongoing management.

This UDP applies to the works with respect to the Project on the **Project Land** shown in the below in Figure 1.

[1] The Order (s.3) defines the Project as: …the use and development of Project land for – (a) the Stadium; and (b) the relocation of the Goods Shed within Project land; and (c) a concourse and plaza surrounding the Stadium; and (d) associated works including, but not limited to, access, parking, landscaping and signage.

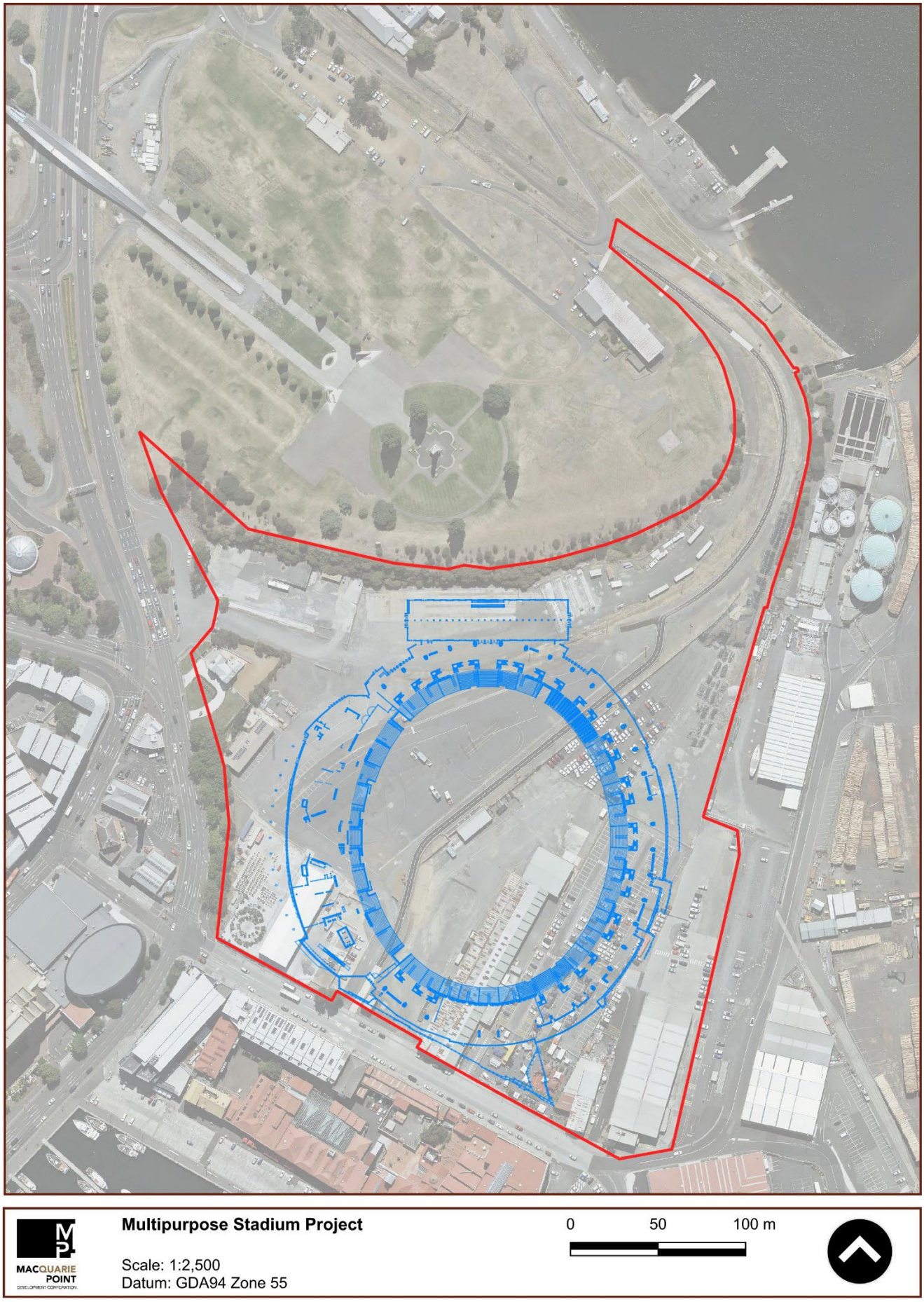


Figure 1: Project Land and Stadium Footprint

1.1 Condition of the Order

Condition H10 of the Order requires the preparation of a Statement of Historical Archaeological Potential prepared in accordance with Part 2 of Practice Note 2 be prepared in respect of the Royal Engineers Building and Kings Yard. This is the report: Macquarie Point Multipurpose Stadium, Project of State Significance – Stadium Development Statement of Historical Archaeological Potential (SoHAP) and Archaeological Method Statement (AMS) (Southern Archaeology, 2026).

This Unanticipated Discovery Plan has been extracted from the above report. It applies to the area shown in Figure 2, identified as 'Unanticipated heritage area'.

1.2 Definition of Significant European Archaeology

Significant archaeology in terms of European heritage refers to any potential remains of human use of the land such as drains, cesspits, cellars, footings, foundations, surfaces, landscape and topographical features, materials, artefacts, post holes, road surfaces, floors, fences or the like that are of an archaeological nature. Significant archaeology requires assessment by a qualified archaeologist. Significant archaeology in relation to materials (artefacts) means over five artefacts clustered in a 2 metre by 2 metre radius – it should be noted however that any material (artefact) of a unique, rare or is completely intact should be kept by any person for analysis by a qualified archaeologist. Typical artefacts found on Tasmanian sites include but are not limited to complete and fragments of ceramics (stoneware, earthenware and porcelain), glassware (including bottles, tableware, window glass and other glass fragments), metal (barrel hoops, nails, screws, bolts, tools, harness and other metal), personal items (jewellery, buttons, buckles and clay pipes), leather (harness and belt), coins and tokens, domestic and commercial items and any other artefacts related to everyday life.

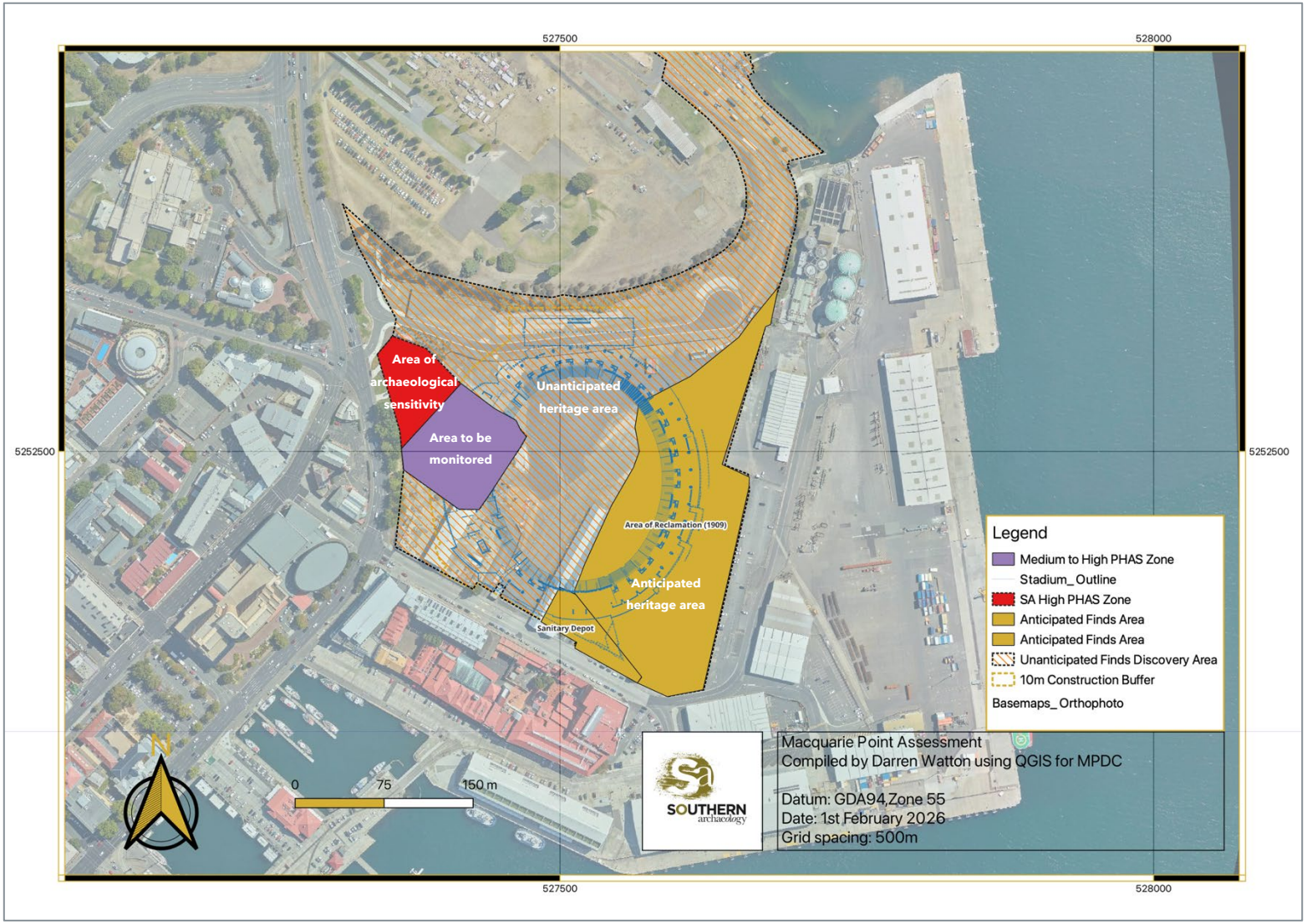


Figure 2: Location of Unanticipated Discovery Protocol (UDP) Area. Compiled by Southern Archaeology (Darren Watton) using QWGIS 2026

2. PROCEDURE

2.1 Inductions

MPDC Personnel and all contractors involved in the Project are to receive a detailed pre-works induction carried out by the archaeologist. This is to include the following:

- A detailed overview of the European heritage at the site, including information on what to look for, and how to identify it.
- Obligations under the Order with respect to European Heritage as to protocols and requirements regarding the heritage at the place including what to do if heritage is found during works.
- Daily toolbox meetings should include a heritage component delivered by the archaeologist when they are present or by the Site Supervisor when they are not.

2.2 Unanticipated Discovery Protocol (Human Remains)

Step	What/when	What you must do	Who is responsible	Key rule
1. Stop work immediately	Human skeletal material, cremations, burials, grave goods or similar	• Stop all work immediately. Do not touch, move, impact or interfere with anything. • Contact Tasmanian Police.	All workers	Work must stop straight away. Police to be contacted.
2. Treat as a crime scene	Any suspected human remains	• Treat the area as a potential crime scene. • Do not interfere with the site in any way.	All workers	No disturbance is permitted.
3. Set up exclusion zone	Discovery location	• Establish an exclusion zone with minimum 50m buffer around the area (or as directed by police/coroner). • Clearly demarcate the area to exclude unauthorised entry, i.e., with no unauthorised entry signage on all sides.	Site supervisor	50 m buffer unless directed otherwise.
4. Notify	As soon as remains are suspected	• Site Supervisor to immediately notify MPDC Project Manager to confirm location and seek advice.	Site supervisor / Project Manager or nominated delegate	Notifications must be immediate.
5. Secure the area	During investigation	• Maintain the exclusion zone. No work may recommence until formal clearance is given by police, the coroner and relevant heritage authorities.	Site supervisor	Area remains closed until cleared.

Step	What/when	What you must do	Who is responsible	Key rule
6. Follow direction	After authorities assess remains	• Follow instructions from authorities. Aboriginal remains are managed by AHT and the Aboriginal Heritage Council in consultation with community. Historical or forensic remains are managed by relevant authorities. • On removal of the remains, advice should be sought from the relevant heritage agency (AHT or Heritage Tasmania), on how to proceed with the Project.	Authorities / Heritage agencies	Only resume work when authorised.

2.3 Unanticipated Discovery Protocol (European Heritage Features or Objects)

Step	What/when	What you must do	Who is responsible	Key rule
1. Stop work immediately	Stone or brick alignments, artefacts, features and other significant archaeology, including up to 5 artefacts	• Stop all work immediately. Do not touch, move, impact or interfere with anything.	All workers	Work must stop straight away.
2. Set up exclusion zone	Discovery location	• Establish an exclusion zone with minimum 10m buffer around the area • Clearly demarcate the area to exclude unauthorised entry, i.e., with no unauthorised entry signage on all sides.	Site supervisor	10 m buffer unless directed otherwise.
3. Notify	As soon as objects are suspected	• Site Supervisor to immediately notify MPDC Project Manager to confirm location and seek advice from Heritage Tasmania or a qualified archaeologist.	Site supervisor / Project Manager or nominated delegate	Notifications must be immediate.
4. Follow direction	After authorities or qualified archaeologist assesses	• Do not recommence work in that location until advised by the site manager or supervisor who is acting on advice from Heritage Tasmania or the qualified archaeologist.	Authorities / Heritage agencies	Only resume work when authorised.

Appendix K : MPMS-MPDC-PY-ES-05-01

Multipurpose Stadium Project

Construction Environmental Management Plan Standard Policies for the Management of Artefacts and In Situ Archaeological Deposit

MACQUARIE POINT
DEVELOPMENT CORPORATION

Document Information

Project Name:	Multipurpose Stadium Project
Project Number / Work Package:	Construction Environmental Management Plan Standard
Document Title:	Policies for the Management of Artefacts and In Situ Archaeological Deposits (Order Condition H13)
Document Number:	
Content Manager (if applicable):	N/A
Procore (if applicable):	MPMS-MPDC-PY-ES-05-01
Contractor (if applicable):	N/A

Version History

Version	Date	Author	Reviewed by	Endorsed by	Status/ Updates
A	18-Aug-26	J Puustinen	E Lancaster	S. Wilson-Haffenden	Finalised. Issued to Stage Contractors

Acknowledgement and Approval

Document version	**A**	
Acknowledgement and Approval		
MPDC Acknowledgement / Approval	Name: Sam Wilson-Haffenden	Position: Project Director
	Signature: 	Date: 18 August 2026

POLICIES FOR THE MANAGEMENT OF ARTEFACTS AND IN SITU ARCHAEOLOGICAL DEPOSITS (ORDER CONDITION H13)

Purpose	This document sets out the policies for the management of artefacts and *in situ* archaeological deposits – including recovering, recording, cataloguing, protecting, conserving, temporary storage and long-term management – required by Order condition H13 for inclusion in the Heritage Conservation Management Plan (HCMP) for the Goods Shed.
Approvals and obligations	State Policies and Projects (Macquarie Point Precinct) Order 2025, Statutory Rules 2025, No. 49 ('the Order') Conditions: C1, C2(b), H2, H3, H9, H11, H12 and H13. Delivered under measure **ESP-07-MM09** of the **ESP-07 Heritage Management Sub-plan** (MPMS-MPDC-ES-ES-05-07), which forms an attachment to the **Construction Environmental Management Plan (Standard)** (MPMS-MPDC-MP-ES-05-01).
Source	Modified from information contained in the draft report: Southern Archaeology, Macquarie Point Multipurpose Stadium, Project of State Significance – Stadium Development Goods Shed Statement of Historical Archaeological Potential (SoHAP) and Archaeological Method Statement (AMS), Version 1, 17 May 2026, pp. 132–136 as prepared by Darren William Watton (Registered Heritage Advisor (Tas & Vic), AAA, ASHA, Associate Member AACAI), Southern Archaeology

1. Cataloguing and Storage/Curation

- All archaeological artefacts are to be recorded *in situ* where possible, then collected for cataloguing and analysis. These will be individually bagged, systematically labelled by feature and context and stored in a secure location (see section below).
- Cataloguing of artefacts (if required) is to involve recording, cleaning (as needed), researching, photographing, bagging, labelling each individual artefact for interpretative, descriptive and dating purposes. All data will be entered into a spreadsheet and documented in a separate Artefact Analysis Report (AAR). A catalogue of relevant data and the AAR is to be included in the Final Excavation Report (as an Appendix).
- Any particularly sensitive features or material found on site (i.e., rare or very early artefacts) may need to be preserved *in situ* or stored or curated at the advice of the archaeologist and in consultation with the client (MPDC).

2. Specific Commitments and Recommendations

2.1 Sorting, assessing, discarding, curating and interpreting identified materials at the study area.

The following is only required if significant archaeology is recorded during excavation, monitoring or subsequent excavation.

The following details any specific heritage and archaeological requirements regarding sorting, assessing, discarding, curating and interpreting identified materials at the development for the study area. The table below sets out these specific commitments and recommendations regarding sorting, assessing, discarding, curating and interpreting identified materials for the study area. These are determined and defined as follows:

1. Recommendations are highly desirable or recommended that they be completed and are at the cost of the proponent in negotiation with the archaeologist.
2. Considerations are highly encouraged but are essentially optional for the proponent. These are also at the cost of the proponent in negotiation with the archaeologist.

Item (identified material)	Recommendations	Considerations (optional)
Sorting, recording, cataloguing, reporting, assessing and interpreting	**Significant features and material:** Significant archaeology be preserved *in situ* where possible at the advice of the Archaeologist in negotiation with MPDC. As the excavation required for the development is significant, it is recognised that opportunities to leave material in place are limited or non-existent and most items	**Significant features and material:** Significant archaeology that is removed during work may be reused in the development or stored on site, if possible, at the discretion of the client (MPDC) and in negotiation with the archaeologist.

Item (identified material)	Recommendations	Considerations (optional)
	will need to be removed for recording and storage. **Monitoring: Recording, assessing and interpreting of features/materials:** All features/materials to be recorded, assessed and interpreted. **Sorting and assessment of artefacts:** All artefacts to be sorted, photographed, catalogued and assessed for inclusion in the Final Excavation Report. **Draft Reporting:** A Draft Excavation Summary Report is to be supplied to and approved by the client (MPDC) prior to the development works being undertaken. **Draft and Final Reporting:** A full Draft Excavation Report is to be supplied to the client (MPDC) prior to being made final. A Final Excavation Report (including catalogue and Artefact Assessment Report) is to be supplied to the client (MPDC) once completed.	**Reporting:** Copy of the Final Excavation Report to be supplied to Libraries Tasmania and listed on the client and archaeologist's website or other relevant websites in negotiation with the client (MPDC). **Publication:** It is recommended that, if significant archaeology is found, that a book, booklet or a publication of the excavation occur in a relevant journal be considered. **Artefact interpretation and storage:** Significant artefacts to be displayed on-site if possible. This can only occur after appropriate curation (see below). **Note 1:** Only to be completed in negotiation and at the approval of the client (MPDC).
Discarding (and storage)	**Significant materials (artefacts):** Significant artefacts to be bagged, labelled and placed within crates. **Non-significant materials artefacts:** Modern, common (not rare or unique) and/or materials found in particularly high densities may be sampled or grouped to avoid excessive amounts of material for cataloguing – this is at the discretion of the archaeologist and/or cataloguing specialists. Non-significant materials may be discarded once they have been assessed and recorded (if required).	
Curating	**Short term:** Significant organic items such as fabric or leather to be temporarily stored on ice in an Esky and transferred to a freezer while arranging for material to be curated. Metal or other items can be dry brushed and stored temporarily within a dry bag or in paper (or other approved method) – advice may be sought from the TMAG on this and as needed. Transport and temporary storage to be facilitated by the proponent in consultation with the archaeologist. **Long term:** Significant artefacts such as organic items (fabric, paper, leather etc.), metal and other items that have the potential for deterioration after removal from the environment (i.e., temperature and air controlled) are to be curated in a suitable facility such as a museum (i.e., TMAG). The items to be curated to be determined by the archaeologist and client (MPDC) in consultation and negotiation with the relevant authorities.	

Appendix L: Curriculum Vitae

Tracey Skovronek *BA(Hons) BArch(Hons) DipPPM RIBA M.ICOMOS*
Regional Partner

PURCELL



Professional Associations

Architectural Registration (NSW ARN: 11029, VIC ARN: 20440, SA ARN: 3671, ARBUK 068762F)

Royal Institute of British Archi-tects (RIBA)

UK Architects Registration Board (ARB)

International Council on Monu-ments and Sites (ICOMOS)

A+ Member (AIA)

Tracey has a broad portfolio encompassing new build and conservation projects. She particularly enjoys the challenge of combining these disciplines to incorporate inspiring contemporary designs into the historic built environment.

She has worked extensively across the public, educational and private sectors both in Australia and Internationally. Tracey has led teams in the delivery of heritage consultancy advice to both clients and multi-disciplinary consultant groups for contemporary design in historic context across state, national and world heritage listed sites.

Relevant Project Experience

The Lands by Capella, Gadigal Country, Sydney
Heritage Architect// Hassell/Built
Purcell are currently engaged for the landmark New South Wales Lands Department Building, designed by Colonial Architect James Barnet and built in two stages from 1876. The building is located in Sydney's historic Bridge Street and is listed on the State Heritage Register. Working with the design architects HASSELL Studio, and the main contractor Built, Purcell advised on all heritage aspects of the extensive repair programme to the building both internally and externally as part of a sensitive conversion into an exclusive hotel.

Maribyrnong Hostel, Wurundjeri Country, Maidstone
Conservation Architect // Department of Transport & Planning
As part of the next generation tram project, a number of heritage buildings which comprised the former Maribyrnong Migrant Hostel are to be retained and conserved. Purcell supported the discharge of conditions attached to the recent Heritage Permit (2023) through the provision of heritage advice, site-wide gazetteer of extant buildings, relocation of a Nissen Hut building, condition reporting, building conservation strategy report, site-wide maintenance plan and regular inspection/ reporting, preparation of architectural documentation to describe conservation works to nominated buildings.

NSW Parliament, Gadigal Country, Sydney
Project Partner // Department of Parliamentary Services
Purcell were engaged to provide Conservation Architect services for the restoration of the Heritage Facades and interiors of the Legislative Assembly and Legislative Council Chambers. Purcell coordinated and managed a team of specialist sub-consultants across the preparation of Condition Reports, Colour Scheme Options and lead architectural services from concept stage through to construction, including building services and accessibility upgrades. This project was awarded the National Trust Heritage Award in 2024, and an AIA NSW Award for Heritage Conservation, and AIA National (The Lachlan Macquarie) Award for Heritage Architecture in 2025.



The Lands by Capella, source: Hassell



NSW Parlianet facades, source: Guy Wilkinson Photography

Lucy Burke-Smith *BSc (Architecture); BArch (Hons Class 1); Grad Cert Herit Cons*

Partner

PURCELL



Professional Associations

Architectural Registration (TAS ARN: 898 Building Practitioners Reg: CC6606; NSW ARN: 8242)

A+ Member (AIA)

Jury Chair 2020 AIA (Tas Awards) and Jury Member 2022 AIA (Tas) Awards

Former Chapter Councillor Institute of Architects (Tas)

Member Tasmanian Heritage Council

Lucy is a registered architect with specialist experience in built heritage and post graduate qualifications in heritage conservation. She has over 20 years experience in the delivery and management of complex, large-scale conservation and infrastructure projects and extensive experience as a participant in, and leader of, multidisciplinary teams.

In previous roles, Lucy acted as custodian and manager of significant government property portfolio's of The Rock's and Port Arthur Historic Sites.

Lucy is Chair of the Purcell Employee Ownership Trust and member of the Tasmanian Heritage Council.

Relevant Project Experience

Macquarie Point Multipurpose Stadium, Nipaluna, Hobart

Heritage Consultancy // Macquarie Point Redevelopment Authority

Purcell have prepared several reports associated with the proposed Macquarie Point Multi-purpose Stadium. These have included CMPs for both the Goods and Red Sheds, Photographic Archival recording and a comprehensive Heirtage Impact Assessment for the Major Projects Assessment. We were responsbile for the discharge of all conditions of approval associated with Historic Cultural Heritage including Photographic Archival Recording of historic features, and a CMP and conservation works for the Black Snake Inn.

Bridgewater, Nipaluna, Hobart

Project Lead // Burbury Consulting for Department of State Growth Tasmania

We provided heritage advisory and architectural services for the Bridgewater Bridge upgrade, the fifth river crossing iteration at the site since 1946. As lead heritage consultant our role was to manage and monitor potential impacts on the Bridgewater Crossing's complex features, including the current bridge, convict-built causeway and remnants of previous bridges. Our study resulted in a comprehensive Heritage Impact Assessment that considered the significance of all items within and adjacent to the site, and potential impacts arising from the proposal.

Tasmanian Museum and Art Gallery, Nipaluna, Hobart

Heritage Architect // TMAG

Purcell were engaged by the Tasmanian Museum and Art Gallery to provide condition and conservation advice for the Watergate Wall and the Bond Store. This work included Condition Reports, based on physical and documentary research. We prepared tender drawings, technical specifications and works schedules for the remediation and conservation of historic fabric. This extended to slate roof replacement, lead weathering's, repointing and roughcast lime render.



Bridgewater Bridge, source: Purcell



Tasmanin Museum and Art Gallery, source: Matt Sansom

Alistair Ravenscroft *BDesSt (Architecture) BArch (Hons1) MUCH*
Associate Partner

PURCELL



Professional Associations

Architectural Registration (VIC ARN: 18116, NSW ARN: 11196, WA ARN: WA00012, SA ARN: S3358)

Australian Institute of Architects (AIA) A+ Member

M.ICOMOS

APT

docomomo

Alistair is a registered architect with specialist experience in built heritage conservation and adaptive re-use. He is experienced in providing heritage advice, conservation, adaptive re-use and architectural services to property owners or asset managers across a multitude of sectors and client groups across Victoria, South Australia and Western Australia.

Alistair has over 15 years' experience in all stages of the advisory, design, documentation and implementation of conservation, adaptation and new works, across multiple building typologies, construction and project briefs. His work across multi-disciplinary project teams together with his knowledge of architectural materials enables the Purcell Melbourne Studio to combine in-depth local knowledge with international expertise.

Relevant Project Experience

Wollert Methodist Church, Wurundjeri Country, Wollert
Heritage Consultant// MRPV/ARUP
Purcell provided architectural services for the relocation of the Wollert Church (1878) to the Carome Estate in the nearby suburb of Mernda. Early investigations identified a large portion of fabric in poor condition, as well as extensive hazardous materials including lead paint and asbestos cement sheeting boards. Challenges were faced due to the proposed relocation works; prioritising works to be undertaken prior to the removal and safeguarding the building at all stages of the relocation.

Melbourne Metro, Wurundjeri Country, Melbourne
Heritage Consultant // Cross Yarra Partnership (CYP)
As part of the consortium for the construction of five new underground stations and a tunnel through central Melbourne, and in collaboration with GJM Heritage, we were closely involved in the development plan stage for Anzac, Town Hall, and Parkville stations. Throughout the construction phase, we have continued to provided heritage advice, historical background and impact assessments.

Maribyrnong Hostel, Wurundjeri Country, Maidstone
Conservation Architect // Department of Transport & Planning
As part of the next generation tram project, a number of heritage buildings which comprised the former Maribyrnong Migrant Hostel are to be retained and conserved. Purcell supported the discharge of conditions attached to the recent Heritage Permit (2023) through the provision of heritage advice, site-wide gazetteer of extant buildings, relocation of a Nissen Hut building, condition reporting, building conservation strategy report, site-wide maintenance plan and regular inspection/ reporting, preparation of architectural documentation to describe conservation works to nominated buildings.



Wollert Methodist Church, source: Purcell


Maribyrnong Hostel, aerial view south west over the facility, source: Engage Victoria

Hugh Jones *B.En.D; MArch (Hons)*
Architectural Graduate

PURCELL



Professional Associations

A+ Member AIA

Australian Institute of Architects (Tas) Chapter Councillor 2014-2016

EmAGN Committee Member 2022 to present

Hugh studied Architecture at the University of Tasmania and graduated with a Bachelor of Environmental Design in 2016. During this time he also held a seat on the Tasmanian Chapter Council of the Australian Institute of architects as a representative of the Student Organised Network of Architects.

Hugh then pursued a Master's Degree in Architecture at The Royal Melbourne Institute of Technology with a focus on urban strategy, urban design, architecture and landscape projects. He also studied with the global leadership program, in Innsbruck, Austria.

He is particularly interested in adaptive re-use, urban renewal and landscape architecture.

Relevant Project Experience

NSW Parliament, Gadigal, Sydney
Architectural Services // Department of Parliamentary Services
Purcell were engaged to provide Conservation Architect services for the restoration of the Heritage Facades and interiors of the Legislative Assembly and Legislative Council Chambers. Hugh provided technical assistance and documentation for the retrofit of three heritage significant passage doors. The work was undertaken to ensure access compliance was met in accordance with AS1428.1 and the NCC. This project was awarded the National Trust Heritage Award in 2024, and an AIA NSW Award for Heritage Conservation, and AIA National (The Lachlan Macquarie) Award for Heritage Architecture in 2025.

Government House, Nipaluna, Hobart
Architectural Services // Office of the Governor
Purcell are currently supporting the Office of the Governor with a comprehensive technical package for the replacement of the slate roof. This has required coordination across discliplines for a Performance Solution. This project follows previous design work for the proposed Adaptive Re-use and conservation of the Coach House and Stables for visitor services

KAVHA, Norf'k Ailen, Norfolk Island
Federal Department of Infrastructure, Transport, Regional Development and Communications
Purcell have been engaged to provide Architectural and Heritage Consultancy Services for KAVHA for several years. In recent years Hugh has been central in the delivery of tender packages for conservation works to Government House, feasability studies for the Adaptive Reuse of underutalised buildings and a site wide Condition and Maintenance assessment.



NSW Parliament, source: Guy Wilkinson Photography



Kingston and Arthur's Vale Historic Area source: Purcell



ANDREW HAMMOND

STRUCTURAL ENGINEER

Andrew Hammond joined JMG in November 2022 as a Structural Engineer and has since provided a wide range of services in structural design and project management.

Andrew provides a high level of project coordination with our clients, from position of structural design lead. Andrew offers a range of expertise in steel, timber, reinforced concrete, and seismic design.

JMG ROLE

- Structural Engineer

QUALIFICATIONS

- Bachelor of Engineering – Civil (Hons)

AREAS OF EXPERTISE

- Project coordination and management
- Commercial reinforced concrete, steel, and timber design
- Industrial concrete, steel and crane design
- Residential reinforced concrete, steel, and timber design
- Engineering site inspection and supervision
- Forensic engineering assessment
- Retaining wall design and assessment
- Design and remediation of Heritage Structures
- Temporary works engineering

PROJECTS OF NOTE

- Campbell Town Ag Building - Design and documentation new classroom and farm building in steel and timber.
- Lauderdale Primary School - Design and documentation two new classroom buildings in steel and timber including suspended and cantilevered concrete slabs.
- Sorell School Redevelopment - Construction phase services and temporary works engineering.
- 4101 Channel Highway Main Residence and Visitor Accommodation - Design and document large residence and accommodation in steel, timber and reinforced masonry. Construction phase services.
- Redlands Drive Silt Basin - Design and Document new silt basin and debris screening.
- Department of State Growth - Great Eastern Drive - Design and document multiple 4m span pre-cast bridge structures.
- Department of Health – Parkside - Condition assessment report on multistorey reinforced concrete and masonry building.
- DNRE Cressy – Condition Assessment - Condition assessment of 50 commercial and agricultural buildings.
- Mersey Community Hospital - Condition assessment and remedial design report of external façade.
- Hutchins School Signature Building – Construction phase and temporary works.
- 209-217 Harrington Street - KFC – Design and documentation of commercial restaurant building in steel and concrete, including 5m soil reinforced retaining walls.
- Bagdad Multipurpose Sports Centre – Design and documentation of steel portal frame sports gym and conjoining timber/steel sports complex buildings.
- 1 Crooked Billet Drive – Hazell Bros Asphalt Plant – Design and document industrial asphalt plant footings, retaining walls and weighbridge structure.

CURRICLUM VITAE

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w: www.southernarch.com.au

QUALIFICATIONS

Graduate Diploma in Archaeology and Heritage Management
Flinders University.
Bachelor of Arts (Hons)
University of Tasmania (UTAS).

EMPLOYMENT: Archaeology & Heritage Management

- **Oct 2016- Ongoing (Self Employed)**

Archaeologist, sub-contract (Indigenous/Historical)
Owner Southern Archaeology, Perth, TAS

- **Jan 2018- Ongoing**

Archaeologist, sub-contract (Indigenous/Historical)
Heritage Insight, Kensington, VIC

- **June 2016-2017**

Archaeologist, sub-contract (Indigenous)
CHMA, Tasmania

- **Dec-2013-2018**

Field Archaeologist, sub-contract (Historical)
TasArc, Hobart, Tasmania

- **2011-2015**

Field Archaeologist, sub-contract (Historical and Indigenous)
Zvonka Stanin, Tasmania

- **2010**

Field Archaeologist, sub-contract (Historical)
Tim Stone, Manly, NSW

EMPLOYMENT: Main other

- Self-employed - demolition business
- Self-employed – builder straw-bale houses
- Parks and Wildlife Service - Visitor Reception Officer, Cradle Mountain, Tasmania; Education Officer, Sea Acres, Port Macquarie, NSW
- Bar Manager and waiter, Various restaurants, Tasmania and Port Macquarie, NSW
- Real Estate Agent, Port Macquarie, NSW
- Crocodile Handler, CFNT, NT

ARCHAEOLOGY & environmental experience summary

Main excavations, reports and assessments 2017-2025
Recent (2017-2025)

- Historical – Arm End Development, New Bridgewater Bridge Project, City of Launceston Precinct Project, Woolmers Estate, Fingal Probation Station, Perth Convict Station, Muddy Plains Convict Station, Inveresk, Lindsay St and QVMAG sites, Margaret St, Point Rapid, High St, Quamby Estate, Entally Estate, Brickendon Estate, Kings Meadows Convict Station, Launceston Airport Heritage Review, Launceston City Heritage Precinct Review, Burnie Port, Redevelopment, Community Digs (numerous clients).
- Aboriginal heritage – Arm End Development, TasWater, New Bridgewater Bridge Project, Ashley Youth Detention Centre, Numerous small development AHARs and Management Plans, Parrawe Chert Quarry, Launceston Airport, SW Cons. Area and Central Plateau (numerous clients).

Previous (pre-2017)

- Mac 1, Salamanca Pl., Theatre Royal Carpark, Elizabeth St., Baker's Flat, Kapunda SA, Willow Court, New Norfolk, AHAR & SHAP Queensland/Victoria, Calpernum Station SA, Southernfield, (numerous clients).

PROFESSIONAL SKILLS

- Aboriginal and historical archaeology experience
- Report writing
- Aboriginal stone artefact analysis
- Historical artefact analysis
- Technically skilled in surveying Hardware, GPS including dGPS, Transect Management, Geographical Information Systems (GIS), Site Specific Modeling, GPR work and interpretation, Advanced Excavation Techniques, Using a drone
- Data compilation
- Site and artefact photography
- Site drawing
- Excavation (machine, test pitting, open area, hand, monitoring, sieving & supervision)

SPECIAL PROJECTS, scholarships & awards

Projects

- 'Effects of Sea Level Rise on Aboriginal Coastal Sites on the East Coast of Tasmania' Geomorphology/Aboriginal Studies Hons thesis & Preliminary Report, UTAS and AHT
- 'Shipwrecks in Tasmania', UTAS

Scholarships

- WJ Gerlach Scholarship - BA (Hons), UTAS
- Arts Hons and Tasmanian Hons Scholarship – BA (Hons), UTAS

General awards -

- Flinders University - Recognition of Achievement in Archaeology and Heritage Management
- UTAS - First in Aboriginal Studies, Ancient Civilizations and Geography; Kenneth Waters Herodotean Prize in Ancient Civilizations; Deans Roll of Excellence for High Achievement; Deans Roll of Excellence with Hons for High Achievement

MEMBERSHIPS

- Registered Heritage Advisor – Tasmania and Victoria
- Australian Archaeological Association (AAA)
- Australasian Society for Historical Archaeology (ASHA)
- Australian Association of Consulting Archaeologists Incorporated (AACAI) – Associate Member

PUBLICATIONS

- *Early Colonial Clay Pipe Production in Tasmania, Australia*, Society for Clay Pipe Research 2020

TRAINING

- Current First Aid Certificate
- Current White Card

REFEREES

- Gayle Plunkett (Conservation Architect) – 0418 873 112
- John Dent (Surveyor and Historian) – 0408 133 656
- Sam Diprose-Adams (PHD Candidate [Law]) – 0448 041 761

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Nominated Architect: Tracey Skovronek ARN NSW 11029

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Colchester, Edinburgh, London,
Manchester, Norwich, Oxford, York.