

# AUSDILAPS

Specialist Building Inspections

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## PROPERTY CONDITION SURVEY - COMMERCIAL



**PROPERTY ADDRESS:**

XXXXXXXX

**PROPERTY OWNER NAME:**

XXXXXXXX

**INSPECTION CONTACT:**

XXXXXXXX

**CONTACT PERSON PRESENT:**

XXXXX

**PROJECT:**

XXXXXXXXXXXXXX

**INSPECTION DATE:**

XXXXXXXXXXXX

**JOB REFERENCE:**

XXXXXXXXXXXX

**DOCUMENT NUMBER:**

XXXXXXXXXXXXXXXXXXXX

**INSPECTOR:**

XXXXXXXXXX

**WEATHER:**

XXXXXXXXXXXX

**REPORT PREPARED BY:**

XXXXXXXXXXXX

## **BRIEF**

AusDilaps was commissioned by XXXXXXXXXXXXXXXX to carry out pre-construction condition inspection and report in accordance with AS.4349.1 for the XXXXXXXXXXXXXXXX project.

### **PURPOSE OF THIS REPORT**

This visual pre-construction inspection is undertaken in accordance with AS. 4349.1 and is intended to record the pre-construction condition of the property inspected and the surrounding areas. The visual survey inspection is carried out in such a way to be non-intrusive or destructive. The inspection and this report do not include areas which were inaccessible, not readily accessible or obstructed at the time of inspection. Obstructions are defined as any condition or physical limitation which inhibits or prevents inspection and may include – but are not limited to – roofing, fixed ceilings, wall linings, floor coverings, fixtures, fittings, furniture, clothes, stored articles/materials, thermal insulation, pipe/duct work, or vegetation.

This is not a structural report, this report will not provide comment on the structural integrity or design of the inspected property; however it does include a photographic record of the main defects visible at the time of the inspection. The report is intended to be used to determine if change has occurred post-construction and if so, to what extent. This report and included photographs will be retained for use in during or post-construction condition surveys.

### **PROPERTY DESCRIPTION**

#### **Property Type:**

- Rail corridor

#### **Building type:**

- Not applicable

#### **Location:**

Newtown Rail Corridor NEWTOWN NSW 2042

#### **Overall Condition:**

The overall condition of the property is not defined by our inspectors but is determined in accordance with the definitions found in AS. 4349.1.

### **GENERAL INSPECTION RESTRICTIONS**

#### **Description of Restrictions:**

1. Restricted access to the main up-track and down-track and surrounding areas.
2. Restricted access to the suburban down-track between CH3+312 and CH3+276
3. Restricted access to the local down-track on the east of CH3+382

## PROPERTY SITES INSPECTED

- Internal Building Elements
- ☑ External Building Elements
  - Garage/Carparks
- ☑ Courtyard/Landscaping Elements
- ☑ Fences /Gates/Boundary Walls
- ☑ Paths/Paved Areas Inside the Property Boundary
  - Swimming Pool and Surrounds
  - Driveway/Crossover
  - Kerbs/Gutters/Footpaths Outside the Property Boundary
  - Roadways

Important Note: The areas listed above are a broad indication of the areas inspected. Within these areas, some further restrictions may have been present restricting or preventing our inspection. If any recommendation has been made within this report to gain access to areas, gain further access to areas, or any area has been noted as being at "High Risk" due to limited access then further access must be gained. We strongly recommend that such access be gained to enable a more complete report to be submitted.

## SUMMARY OF AREAS INSPECTED

**Summary of Areas considered to be High Risk that were Not Inspected/Not Accessible or Inspection Impaired and where access should be gained:**

- None noted at this time.

Important Note: Damage and/or defects may be present and not detected in areas where the inspection was limited, obstructed, or access was not gained.

**Drainage - Surface Water:** Not Inspected

Important Notes: The site should be monitored during heavy rain to determine whether the existing drains can cope. If they cannot cope, then additional drains may be required.

**Services:** Not Inspected

Important Notes: In regard to plumbing or electrical, it should be noted that we are not plumbers or electricians and no comments are made to electrical or plumbing. We recommend that a qualified contractor be engaged to make comment on any matter dealing with plumbing or electrical issues.

## DEFECT ASSESSMENT

### MAJOR DEFECTS:

1. None noted at the time of the inspection.

Important Note: Per AS.4349.1 clause 4.2.4.1, where a major defect is mentioned in the report, it should be clearly described; including a general statement as to any observed minor defects and an explanation given as to why it is a major defect, along with its specific locations.

### MINOR DEFECTS:

Important Note: Per AS.4349.1 clause 4.2.4.2, minor defects are common to most properties and may include minor blemishes, corrosion, cracking, weathering, general deterioration, unevenness, and physical damage to materials and finishes, such as de-silvering of mirrors. It is expected that defects of this type would be rectified as part of a normal ongoing maintenance.

### Description

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**SAFETY ISSUES:**

1. None noted at the time of the inspection.

**Important Note:** Per AS.4349.1 Clause 4.2.4.3, the report shall identify any observed item that may constitute a present or imminent serious safety hazard.

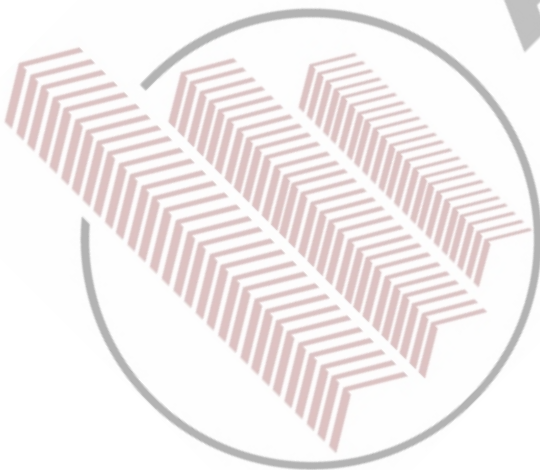
Yours faithfully

Michael Burford

**AUSTRALIAN DILAPIDATIONS**

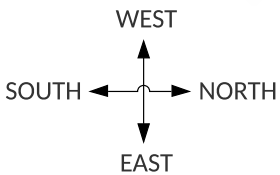
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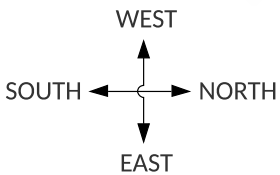
# NEWTOWN Rail Corridor Station Street



Index Plan



# NEWTOWN Rail Corridor Station Street



SHEET 1  
CH 3+491 - CH 3+421

Figure: 0001

**NEWTOWN RAIL  
CORRIDOR, NEW-  
TOWN**



Figure: 0002

**MAIN TRACKS AND  
SURROUNDING  
AREAS**

General view of the rail corridors, looking east from the Station Street access point.



Figure: 0003

General view of the overhead power line post, at chainage 3+491.



Figure: 0004

General view of the overhead power line post, at chainage 3+491.



Figure: 0005

General view of the overhead power line post, at chainage 3+491.



Figure: 0006

General view of the overhead power line post, at chainage 3+491.



Figure: 0007

General view of the overhead power line post, at chainage 3+491.



Figure: 0008

General view of the fence along the main up-track, looking from chainage 3+491.



Figure: 0009

General view of the fence along the main up-track, looking from chainage 3+491.



Figure: 0061

General view of the pit lid between the main up-track and down-track, at approximately 6 metres east of chainage 3+421. Showing obstructed view



Figure: 0062

General view of the suburban up-track, looking east from approximately 15 metres east of chainage 3+421.



Figure: 0063

General view of the main up-track and down-track, looking east from approximately 15 metres east of chainage 3+421.



Figure: 0064

General view of the fence along the main up-track, looking northwest from approximately 15 metres east of chainage 3+421.



Figure: 0065

General view of the fence along the main up-track, looking north from approximately 15 metres east of chainage 3+421.



Figure: 0066

General view of the fence along the main up-track, looking north from approximately 15 metres east of chainage 3+421.



Figure: 0067

General view of the fence along the main up-track, looking northeast from approximately 15 metres east of chainage 3+421.



Figure: 0068

General view of the main up-track and down-track, looking northwest from approximately 15 metres east of chainage 3+421.



Figure: 0069

General view of the main up-track and down-track, looking north from approximately 15 metres east of chainage 3+421.





Figure: 0070

General view of the main up-track and down-track, looking northeast from approximately 15 metres east of chainage 3+421.



Figure: 0071

General view of the pit lid between the suburban up-track and the main down-track, at approximately 20 metres east of chainage 3+421.



Figure: 0072

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+382.



Figure: 0073

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+382.



Figure: 0074

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+382.



Figure: 0075

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+382.



Figure: 0085

General view of the fence along the main up-track, looking northeast from chainage 3+382.



Figure: 0086

Damage in the pit lid between the suburban up-track and the main down-track, at approximately 5 metres east of chainage 3+382.



Figure: 0087

Damage in the pit lid between the suburban up-track and the main down-track, at approximately 5 metres east of chainage 3+382.



Figure: 0097

General view of the fence along the main up-track, looking northeast from approximately 15 metres east of chainage 3+382.



Figure: 0098

Damage in the retaining wall along the main up-track, looking northeast from approximately 15 metres east of chainage 3+382.



Figure: 0099

Damage in the retaining wall along the main up-track, looking northeast from approximately 15 metres east of chainage 3+382.



Figure: 0100

Damage in the retaining wall along the main up-track, looking northeast from approximately 15 metres east of chainage 3+382.



Figure: 0101

Damage in the retaining wall along the main up-track, looking northeast from approximately 15 metres east of chainage 3+382.



Figure: 0102

General view of the pit lid between the suburban up-track and the main down-track, at approximately 20 metres east of chainage 3+382.



Figure: 0103

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+343.



Figure: 0104

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+343.



Figure: 0105

General view of the overhead power line post between the suburban up-track and the main down-track, at chainage 3+343.



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General view of the fence and retaining wall along the main up-track, looking northeast from chainage 3+312.



Figure: 0137

Missing bricks in the retaining wall along the main up-track, looking northeast from chainage 3+312.



Figure: 0138

General view of the overhead power line post along the main up-track, at chainage 3+312.



Figure: 0142

General view of the overhead power line post along the main up-track, at chainage 3+312.



Figure: 0143

General view of the suburban up-track, looking east from approximately 15 metres east of chainage 3+312.



Figure: 0144

General view of the main up-track and down-track, looking northwest from approximately 15 metres east of chainage 3+312.



Figure: 0145

General view of the main up-track and down-track, looking northwest from approximately 15 metres east of chainage 3+312.



Figure: 0146

General view of the main up-track and down-track, looking north from approximately 15 metres east of chainage 3+312.



Figure: 0147

General view of the main up-track and down-track, looking northeast from approximately 15 metres east of chainage 3+312.







Figure: 0148

General view of the fence and retaining wall along the main up-track, looking northwest from approximately 15 metres east of chainage 3+312.



Figure: 0149

General view of the fence and retaining wall along the main up-track, looking northwest from approximately 15 metres east of chainage 3+312.



Figure: 0150

General view of the fence and retaining wall along the main up-track, looking north from approximately 15 metres east of chainage 3+312.



Figure: 0172

Damage in the concrete platform between the suburban down-track and local up-track, at chainage 3+276.



Figure: 0173

Damage in the concrete platform between the suburban down-track and local up-track, at chainage 3+276.



Figure: 0174

General view of the drainage pit between the suburban down-track and local up-track, at approximately 10 metres west of chainage 3+276.



Figure: 0175

General view of the services pipes between the suburban down-track and local up-track, at approximately 10 metres west of chainage 3+276.



Figure: 0176

General view of the suburban down-track, looking north from approximately 10 metres west of chainage 3+276. Showing obstructed view.



Figure: 0177

General view of the suburban down-track, looking north from approximately 10 metres west of chainage 3+276. Showing obstructed view.



Figure: 0178

General view of the suburban down-track, looking north from approximately 10 metres west of chainage 3+276. Showing obstructed view.



Figure: 0179

General view of the suburban down-track, looking north from approximately 10 metres west of chainage 3+276. Showing obstructed view.



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General view of the services between the suburban down-track and the local up-track, near chainage 3+304.

Figure: 0181

General view of the sign for chainage 3+304.



Figure: 0182

General view of the overhead power line post between the local up-track and the suburban down-track, at chainage 3+304.



Figure: 0183

General view of the overhead power line post between the local up-track and the suburban down-track, at chainage 3+304.



Figure: 0229

General view of the suburban down-track, looking east from approximately 15 metres west of chainage 3+456.



Figure: 0230

Chipping and damage in the concrete sleepers of the suburban down-track, at approximately 15 metres west of chainage 3+456.



Figure: 0231

Chipping and damage in the concrete sleepers of the suburban down-track, at approximately 15 metres west of chainage 3+456.



Figure: 0232

Chipping and damage in the concrete sleepers of the suburban down-track, at approximately 15 metres west of chainage 3+456.



Figure: 0233

Chipping and damage in the concrete sleepers of the suburban down-track, at approximately 15 metres west of chainage 3+456.



Figure: 0234

Chipping and damage in the concrete sleepers of the suburban up-track, at approximately 15 metres west of chainage 3+456.



Figure: 0280

General view of the services along the local down-track, at approximately 20 metres east of chainage 3+491.



Figure: 0281

General view of the services along the local down-track, at approximately 20 metres east of chainage 3+491.



Figure: 0282

General view of the services along the local down-track, at approximately 20 metres east of chainage 3+491.







Figure: 0286

General view of the wires between the local up-track and suburban down-track, at chainage 3+456.



Figure: 0287

General view of the local down-track, looking west from chainage 3+456.



Figure: 0288

General view of the local down-track, looking east from chainage 3+456.



Figure: 0358

General view of the local down-track, looking west from chainage 3+382.



Figure: 0359

Chipping in the base of the overhead power line post along the local down-track, at chainage 3+382.



Figure: 0360

Chipping in the base of the overhead power line post along the local down-track, at chainage 3+382.

Figure: 0361

General view of the fence along the local down-track, looking southwest from chainage 3+382. Showing obstructed view.



Figure: 0362

General view of the fence along the local down-track, looking south from chainage 3+382. Showing obstructed view.



Figure: 0363

General view of the fence along the local down-track, looking southeast from chainage 3+382. Showing obstructed view.



Figure: 0367

Chipping and damage in the concrete sleepers in the local down-track, at chainage 3+382.

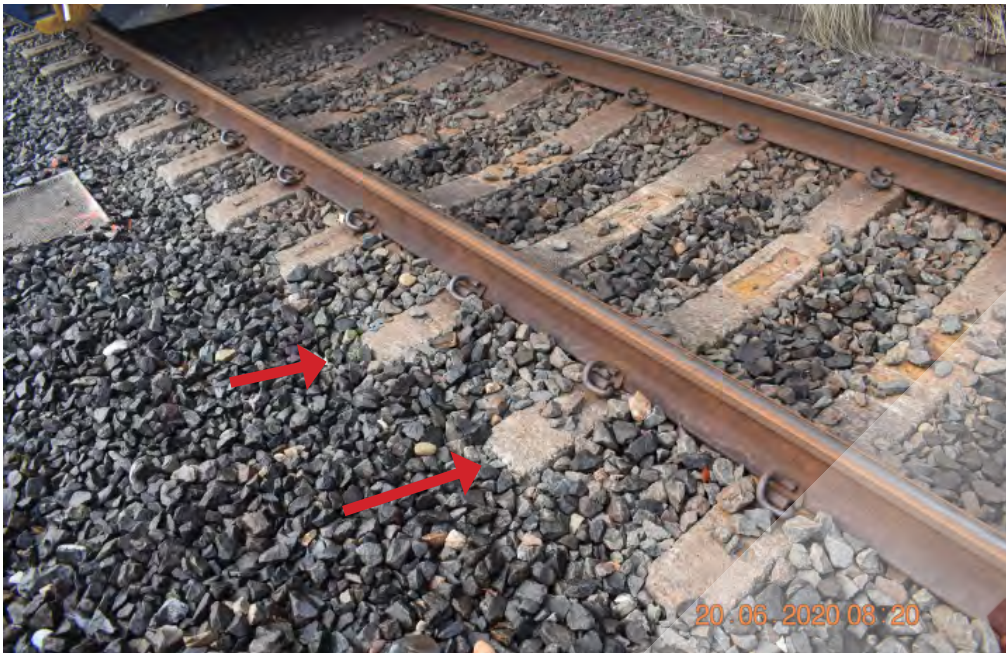


Figure: 0368

Chipping and damage in the concrete sleepers in the local up-track, at chainage 3+382.



Figure: 0369

Movement and cracking in the brick base of the services along the local down-track, at approximately 5 metres east of chainage 3+382.



Figure: 0370

Movement and cracking in the brick base of the services along the local down-track, at approximately 5 metres east of chainage 3+382.



Figure: 0371

General view of the timber retaining wall along the local down-track, at approximately 5 metres east of chainage 3+382.



Figure: 0372

General view of the timber retaining wall along the local down-track, at approximately 5 metres east of chainage 3+382.



Figure: 0658

General view of the base of the north fence, looking south-east from approximately 20 metres east of chainage 3+312.



Figure: 0659

General view of the switchboard box along the north fence, at approximately 25 metres east of chainage 3+312.



Figure: 0660

General view of the switchboard box along the north fence, at approximately 25 metres east of chainage 3+312.

