RichardJackson
Engineering Consultants

STRUCTURAL CONDITION REPORT

Former Chambers Bus Garage site, Bures

Rose Builders

January 2023

Project no: 62021

RichardJackson
Engineering Consultants

Document Review Sheet: -

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Revision Status

Issue	Date	Description	Prepared	Checked	Approved
0	130223	Implications of remediation added	RM	AH	RM
1	220223	Asbestos report reference & extent of demolition added.	RM	AH	RM

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Contents:-

1. Introduction

1.1. The disused Chambers Bus Garage site is to be redeveloped as residential properties. However, given the site's position in the village conservation area, there is a desire to retain an element of the front range of buildings, subject to repairs being practical.

1.2. As one of several investigations being carried out prior to the redevelopment of the site, we have been instructed by Rose Builders to carry out a visual structural inspection of the existing buildings at the front of the site.

1.3. There have been various uses for the site over the last couple of hundred years. The existing buildings thus represent several generations of construction, partial redevelopment and alterations. The quality of some of those alterations and the period of disuse since the bus garage ceased trading here have led to deterioration of some parts of the fabric.

2. Purpose

2.1. Prior to finalising the extent of retention within the new residential scheme, our visual structural inspection is initially intended to identify the structural condition of the various buildings.

2.2. This will help inform which aspects of the existing buildings are suitable for refurbishment and inclusion in the scheme.

3. Limitations

3.1. The site visits were visual only and no coverings were removed nor finishes opened up. All areas were inspected from ground or floor level.

4. Site visit findings

4.1. The external and bus garage areas of the site were inspected on Wednesday 30th November 2022, alongside a wider team visit to inspect trial pits and review site constraints. The weather was cold and dry.

4.2. I carried out a return visit on Thursday 5th January 2023, to inspect the internal areas of the range of partially occupied buildings on the southern side of the bus garage shed. The weather was cool and dry.

Front elevation and within shed

4.3. The bus shed roof is a single span lightweight steel truss, with the front elevation forming one gable end. Folding timber doors, with timber boarding below tall, glazed panels, form the left-hand side. Similarly glazed panels with solid timber panels form the right-hand third of the frontage. Paintwork to the timbers is aged and peeling and there is some signs of deterioration, particularly to the lower and leading edges of panels. See photo 6.

4.4. The glazed frames rise to the height of the eaves, above which the elevation is vertically aligned corrugated cladding sheets. As with the timber work, the panel surfaces show weathering. Given their age these panels are likely

to be asbestos based corrugated sheets and should be checked by a qualified specialist before being suitably removed. See photos 5 and 46b.

4.5. Side elevations and the roof of the shed, where visible, are also corrugated sheets and appear similar type to that to the front gable. Part of the roof to front of the shed is tiled and may not be as per the original design intent. Should any portion of the shed be integrated into the scheme, then all corrugated sheets will need replacing and tile fixings and supports will need close inspection and a design check carried out on the trussed roof for this weight. See photo 46a.

4.6. To the right of the bus shed is a range of buildings that go back into the site and are discussed later. The road frontage elevation is a red brick three storey building, with a commercial frontage at ground floor and residential accommodation above. The name above the commercial window appears to be historic. The lower brickwork shows some local pot-mark signs of impact damage but is otherwise in reasonable condition. The timber sill and lower edges of window frames have lost their paint protection and have signs of rot. Likewise, to the double doors and pillars each side. See photo 7 and 42.

4.7. The tiled roof of this building shows aging of the tiles, however seen from ground level appears even and in reasonable condition for its age. The brick chimney stack to the left-hand side needs a close-up inspection, however it does need repointing. See photos 5 and 43.

4.8. To the left-hand side of the bus sheds is a single storey brick faced building, with boarded-in commercial scale window frames. Paintwork is aged and peeling, with some timber rot evident beneath. The brickwork to the left-hand side is in reasonable condition, other than some surface damage to bricks and mortar joints to the courses near ground level. Brickwork to the right-hand has diagonal cracks in the mortar joints at mid-height and both cracks and missing bricks to the top of the panel at the eaves. See photos 44 and 45.

4.9. Above the windows and timber fascia board, the gable end of the building appears to be a painted timber panelling. It is badly weathered with parts of the surfacing having blown and rot to lower edges. See photo 46.

4.10. Within the bus shed, the steel truss members have been protected from the elements and appear from ground level to be in reasonable condition, although all paint is aged and peeling. See photo 9.

4.11. The steel column between the folding front doors has lost most of its paint protection. The lower portion shows surface rust, while just above the concrete slab the surface is more deeply potted with lose rust. See photo 54.

4.12. Steel columns to the RHS (viewed from the front) are built against the brick walls of the adjacent building. Some of the columns to the LHS are masked by other structure or finishes. Visible column faces are generally in reasonable condition, however they have peeling paint and some surface

rust. That at the rear of the shed (photo 22) has lost most of its paint and has more extensive surface rust. There is some rusting to the base of the columns. See photos 10-12, 17,18 and 22.

Range of buildings to RHS – External from shed

4.13. The right-hand wall of the bus shed (viewed from front) would have originally been the outer wall of that range of buildings. From front to rear, the first panel is rendered while the remainder of the wall is brickwork. The render to cracked throughout and some of it has probably blown and is debonded from the underlying masonry. Much of the lower section is pot-marked and several pieces are missing. For any of these buildings that are remain, all the underlying structure will need checking and the render will need replacing. See photos 15 and 16.

4.14. The first inner truss support column aligns with a small step and return to the building elevation. This is likely to represent the junction between different phases of the construction to this range of buildings. The bottom 900mm of the corner brickwork appears in reasonable condition, while the next six courses have missing mortar to joints and some split and disturbed bricks. This may partially relate to the metal straps embedded within these joints, which appear rusty and may have expanded. See photo 15.

4.15. Some of the brickwork has the remains of previous paint and the outline of previous abutting construction can be made out. The brickwork has regular surface damage and blown brick facings. The lower approximately 1/2m of the brickwork is damp, with a green surface growth. See photos 10-12 and 19-20.

4.16. The third panel back has a window at high-level and a double door at ground. There is a diagonal crack from the bottom RH corner of the window to the top RH corner of the door, with vertical gaps of approximately 10mm wide. The crack continues vertically,100mm from the door reveal, almost to ground level. There is also a vertical crack to the right of the window that reaches the eaves. See photos 13 and 14.

4.17. This is indicative of historic building movement, probably to the foundation as well as superstructure. Unless monitoring takes place it is unclear whether movement is still occurring. This is only worthwhile if the building is to remain within the redevelopment.

4.18. The rear two panels have a coursed step-out of the elevation at higher-level and the upper portion is rendered. The render has a diagonal crack to the right of the column. There is a taller stepped brick coursing feature to the left of the downpipe. This abuts an one-and-half brick return wall, which has a vertical crack down the middle of the return. See photos 21-24.

Range of buildings to RHS – External from driveway

4.19. The front two sections of the range of buildings are brick faced, while the three rear parts are little pink painted render. The newer buildings are those to the back of the range. The oldest building, on the street front, is three

storeys, with the top storey within the roof profile. The other buildings are two-storey, other than the single storey rear projection. All have ridged roofs, with varying ages of tiles to each roof. All tiling and fixings should be inspected by a specialist. See photo 8.

4.20. Render to the facades of all the rear buildings is aged and cracked. Some of the cracking is mirroring cracks to the underlying fabric. While the rear buildings are approved for demolition, front portions of this range of buildings may remain. Any remaining elevations should be locally opened up, the masonry repaired and all of the render replaced. See photos 25-28.

4.21. Woodwork and in particular window sills have lost their paint protection and are rotten. Similarly, eaves fascia boards are rotten. Woodwork will need to be replaced. See photos 27, 30-32 and 64.

4.22. The front building of the rendered units has fractured and blown render to the whole panel beneath the windows. This appears to be due to damp ingress. This plot is due for demolition, however were it to remain, then the panel will need replacing along with the introduction of damp proofing. See photos 29 and 30.

4.23. The older brick faced buildings to the front have been previously repaired with through-ties and end plates on the facade. There are also signs of modern alterations, such as the concrete lintel across the end door and window. See photos 33, 36 and 41.

4.24. Stone sills have weathered and most of their paintwork has peeled off. Likewise the paint to window frames has peeled with timber rot to lower elements. Woodwork will need replacing and all previous stonework paint removed and replaced. See photos 37 and 40.

4.25. Brickwork to these two buildings is generally in reasonable condition for its age; although there are quite a few bricks with surface weathering deterioration or past impact damage. If these plots do remain, then they should be inspected close-up and replaced as required, while missing and badly deteriorated bricks should all be replaced. Likewise, damp-proofing would need to be inspected and repaired/ introduced as applicable. See photos 33, 38 and 39.

Range of buildings to RHS - Internal

4.26. Front building

- The ground floor room is generally in reasonable decorative condition. There is a covered lobby with double doors from the road, within which are electricity meters. See photos 86, 87, 93

- There is a narrow winding stair to first floor, which is timber panelled throughout. Above the stair is a double door which would only be accessible with a ladder. This area should be opened-up and inspected. See photos 69 and 70.

- The front room at first floor has floorboards lying parallel to the front elevation, implying that the main joists span from the front to central wall. Some boards have been removed and the zone beneath appears full with shavings. Walls appear in reasonable condition. See photos 71-73.

- The second floor is within the roof space and is accessed via another winding stair. See photo 73.

- The room has a mansard profile to each side. The floor is sloping and floorboards need to be removed and the joists and joist seatings inspected. Walls appear damp and finishes should be removed to inspect the underlying fabric. The ceiling is lath and plaster, as evidenced by a hole in the ceiling. See photos 74-82.

- Viewed through the hole in the ceiling, the timber framing of the roof structure is visible. However full access should be formed and the timbers and seatings inspected. See photos 79-81.

4.27. Behind the first building there is a timber staircase between partition walls. Beneath the stairs is a substantial metal safe on a concrete plinth. It is assumed that the safe and plinth are to be removed in the refurbishment. The timber panelling to this space should be removed and the fabric inspected. See photos 89-92.

4.28. Second building

- This is the plot behind the front house, the upper parts of which are used as a residence and it has a double side window at ground level. There is a beam front to rear at underside of the first floor. Internally the finishes are in good decorative condition, as the tenant is using this space for aspects of their business. See photos 83-85.

- The first floor comprises a bedroom and the bathroom. The bedroom walls are timber panelled and the underlying fabric should be inspected. There are a number of small cracks across the ceiling, in particular at the sloping ceiling line over the windows. Se e photos 63-66.

- The bathroom is also timber panelled above the tiling. The room is in use, has been redecorated and is in reasonable condition. There are missing tiles between the bath and narrow window. See photos 105 and 106.

4.29. There entrance lobby and timber stairs appear in reasonable condition. See photos 94 and 104.

4.30. Third building

- The large ground floor room has an archway formed in the main wall, through to the room behind. Both rooms appear generally in reasonable decorative condition. There is a boxed beam at high level across the room. See photos 107, 108 and 112.

- However in the first of these rooms, there are signs of substantial damp to the lower part of the outer wall adjacent to the radiator, with exposed

foam that may be from an injection process. The skirting zone under the radiator is also blown by damp. See photos 108-111.

- At first floor there are two rooms, both of which are in use and in reasonable decorative condition. The first is a lounge. See photos 100-102

- The rear room is the bedroom and is also in reasonable decorative condition. There is a small storage area with a hot water cylinder within the roof space beyond the back of the room. See photos 96-99.

4.31. Fourth building

- The fourth building at ground floor is accessed internally via the archway noted above. There is a pair of doors to the side wall, which access into a paved area that includes a maintenance pit from the discussed bus garage. See photos 113 to the front room.

- The rear room is a well decorated and fitted out kitchen. There is a vertical crack from the corner of the window that continues behind the radiator. There is also a fine overpainted crack in the plasterboard ceiling. See photos 114, 116 - 118 to rear kitchen.

- The single storey rear extension has two storage rooms, which are fully stocked and most walls are not visible. However there are signs of damp at low level. See photos 119 and 120.

Buildings to LHS – External

4.32. Parts of the brick party wall to the LHS of the site are also side walls of the respective building on the garage site. Brickwork surfacing's have significant weathering and there are a number of damaged bricks. See photos 47-49.

4.33. The roof to the building fronting the road is tiled with undulation to the ridge and concave profile to the tiles. Behind it is a corrugated sheet roof. The roof framing to the former will need to be inspected and it is anticipated that it would all require replacing. The corrugated roof appears to be a part of the shed construction and would need to be removed or replaced. For the elevations of this area that remain, damp-proofing such as by injection will need to be provided to the walls. See photos 49 and 50.

Building to LHS - Internal

4.34. This is a single storey building, predating and alongside the bus garage. The original right-hand wall has been removed and the area substantially remodelled. There is a beam across that opening, that is supported on two steel columns and is also now supported mid-span by a temporary works prop. Part of the front brickwork has a separate low-level block skin, that appears to have been partially removed. See photos 59-62.

4.35. This room has green painted timber panelling, which has signs of rot. This needs to be checked by a timber expert for other decay. To the front wall the window is boarded, with brickwork beneath. There is an adjacent

opening in the panelling, that is framed in black from some past use. The shop front and panelling have signs of rot and should be removed. The condition of the front elevation framing where visible is also rotten and if the look of the façade is to be retained then replacement of timber is anticipated.

4.36. Two side walls have a modern low-level block facing, in front of the panelling, some of which has been removed. This is independent of the building framing and probably relates to the use of this area by the bus garage. See Section 5.3 and photos 55-58.

4.37. High level timber boxing should be removed and the internal areas behind it inspected. The curved plaster ceiling is of lath and plaster, with portions missing and suspected rot to the timbers behind. Again, it is anticipated that the supporting framing has decay and poor residual quality to the fixings. See photos 57-60.

5. Contamination and Asbestos findings

5.1. Following the site visits, the following reports have been provided, relating to the ground conditions at the site:

- Report on a Phase 2 Ground Investigation and Contamination Assessment, report No.212945B, by Compass Geotechnical Ltd, dated June 2022.
- Remediation Method Statement for a proposed mixed-use development, report No. 222945RMS, by Compass Geotechnical, dated 27 January 2023.
- Asbestos Survey Refurbishment Phase 1, report No.CBG-0323-1RD, by DTA Consultants, dated February 2023.

5.2. These reports confirm the presence of various areas of contamination across the site that will require remediation as part of the proposed redevelopment. There are also deep obstructions and tanks that will require removal.

5.3. In relation to the front range of buildings, there are three fuel tanks and areas of hydrocarbon contamination that will require removal and remediation. There were bunded fuel tanks within the small single-storey building to the LHS of the garage, a possible below ground fuel tank and interceptor close the main garage front doors and a below ground fuel tank with deep adjacent hydrocarbon contamination tight to the flank wall of Knowle House (the front building to the RHS).

5.4. The Asbestos Survey has identified asbestos bearing materials to several parts of the existing buildings. This includes many of the roof and cladding areas and in particular the old bus shed.

5.5. The asbestos survey did not identify asbestos bearing materials internally to the RHS buildings, at this time. However, some of the tiled roofs and soffit boards are noted as having asbestos products.

5.6. It may be that more Asbestos is identified across the site, as the strip-out and subsequent works proceed.

5.7. Please refer to Appendix E for plans identifying the tanks and below ground obstructions. Refer to the separate Asbestos Report for full details of their findings.

6. Conclusions and Redevelopment implications

6.1. It is understood that approval has been granted for the demolition of substantial parts of the site. There are also some areas that are to be considered for demolition, taking into account the practicalities of ground remediation and safety. See Appendix D.

6.2. For any areas that remain in the redevelopment scheme, work to the fabric will be subject to agreement with the Conservation Officer. However, all finishes need to be removed and the underlying fabric inspected. A schedule of repairs to those areas can then be determined.

6.3. It is understood that the bus garage shed is of little merit and is to be demolished to facilitate an appropriate redevelopment. However, it is intended to refurbish and retain the front elevation shutter doors. Work to this area will also be subject to the temporary works required to remove existing fuel tanks and contamination.

6.4. There are currently no plans to retain any structural steelwork, but should any remain, these steels will need to be wire brushed and a replacement primer applied. For steels that are to be external, this should be followed by a coating system of external category paint protection.

6.5. The sliding doors to the garage shed should be refurbished, with rotten sections of the timberwork replaced and metalwork stripped and repainted. It may be best for the doors to be temporarily taken down and the refurbishment work to be done in a specialist workshop.

6.6. For the building to the left of the shed, rot is evident to the panelling and visible underlying fabric. It is anticipated that once all the panelling is removed, that all timbers would need replacing to the elevations of the building that are to remain. The opening through to the shed is currently propped and none of the original fabric to this area is evident. This area is due to be demolished. See coloured plan in Appendix D.

6.7. Given the previous use of this building for bunded fuel tanks, as identified in the Remediation report, the slab and sub-slab soils will require testing for any contamination.

6.8. For the right-hand range of buildings, it is understood that the relatively modern rear single storey block will be demolished, along with the adjacent rear portion of the two-storey buildings. See coloured plan in Appendix D.

6.9. Of the front range of these buildings, known as Knowle House, the rear two blocks are also relatively modern. The section with significant cracked

elevations and affected by damp, is due for demolition, otherwise substantial repairs would be required.

6.10. In addition, the position of these two buildings will require temporary works during demolition of adjacent areas and is likely to impede construction traffic on to site. A smaller element of retention is likely to lessen the need for roadworks and thus limit impact on the public.

6.11. The front building will require refurbishment, based on the general notes below. The second floor has a substantial slope and this needs to be intrusively investigated for the cause(s) of the slope, for rot and other damage. The causes will require repair, before replacement timber joists are installed.

6.12. The roof space above the second floor was not accessible, other than the small piece of missing ceiling and requires full investigation. It is anticipated that the lathe and plaster ceiling will require replacement.

6.13. The footings of this old building are shallow and underpinning will be required. Shoring and temporary works will be required to stabilise and safeguard the building during the underpinning works.

6.14. In addition, the practicalities and safety of removing both the below ground fuel tank tight to the side elevation and the area of hydrocarbon contamination need investigating, as part of the decision on whether this front building can be kept and refurbished On inspection, it may be required to demolish a greater extent than originally envisaged. If they are kept, then stabilisation of the façade will continue to be required for these works as well as the underpinning.

6.15. Generally for parts of buildings that will remain in the redevelopment:

- For brickwork that is to remain, all damage should be replaced and those that are showing weathering deterioration should be sealed and repaired.
- Any areas of cracked brick should be monitored for any ongoing movement before any repairs are instigated. If stable, then the cracks should be repaired as below.
- Cracks to the brickwork generally should all be repaired, with resin injection to fine cracks up to 2mm and with Helibars or similar stainless-steel rebar in the bed joints across larger cracks.
- All external masonry walls need to be inspected for a continuous and functioning damp membrane and allowance made for injection of a new system throughout.
- Render to all elevations should be removed and the underlying masonry inspected and all cracks or other deterioration repaired before new render is applied. Where the render has blown due to damp ingress, such as midway along the side elevation, the damp membrane should be addressed before replacing the render.

- Internal brick walls that pass through the ground slab should likewise be checked for a functioning damp membrane.

- Open up to inspect all timbers and for checks by specialist for potential rot and insect infestation. In particular, inspect all seatings and joist bearing into external walls.

- Ground bearing slabs need to be checked for a damp membrane beneath them, or a suitable alternative provided on top of the slab. The Architect will need to consider the insulation requirements to fulfil current Building Regulations.

- Timber floor joists and roof members should be inspected and design checked for the proposed loadings. Seatings should be inspected and any within walls checked for damp. All joists should also be inspected by a specialist, for rot or infestation.

Figure 1

Plan showing the location of the site

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Appendix

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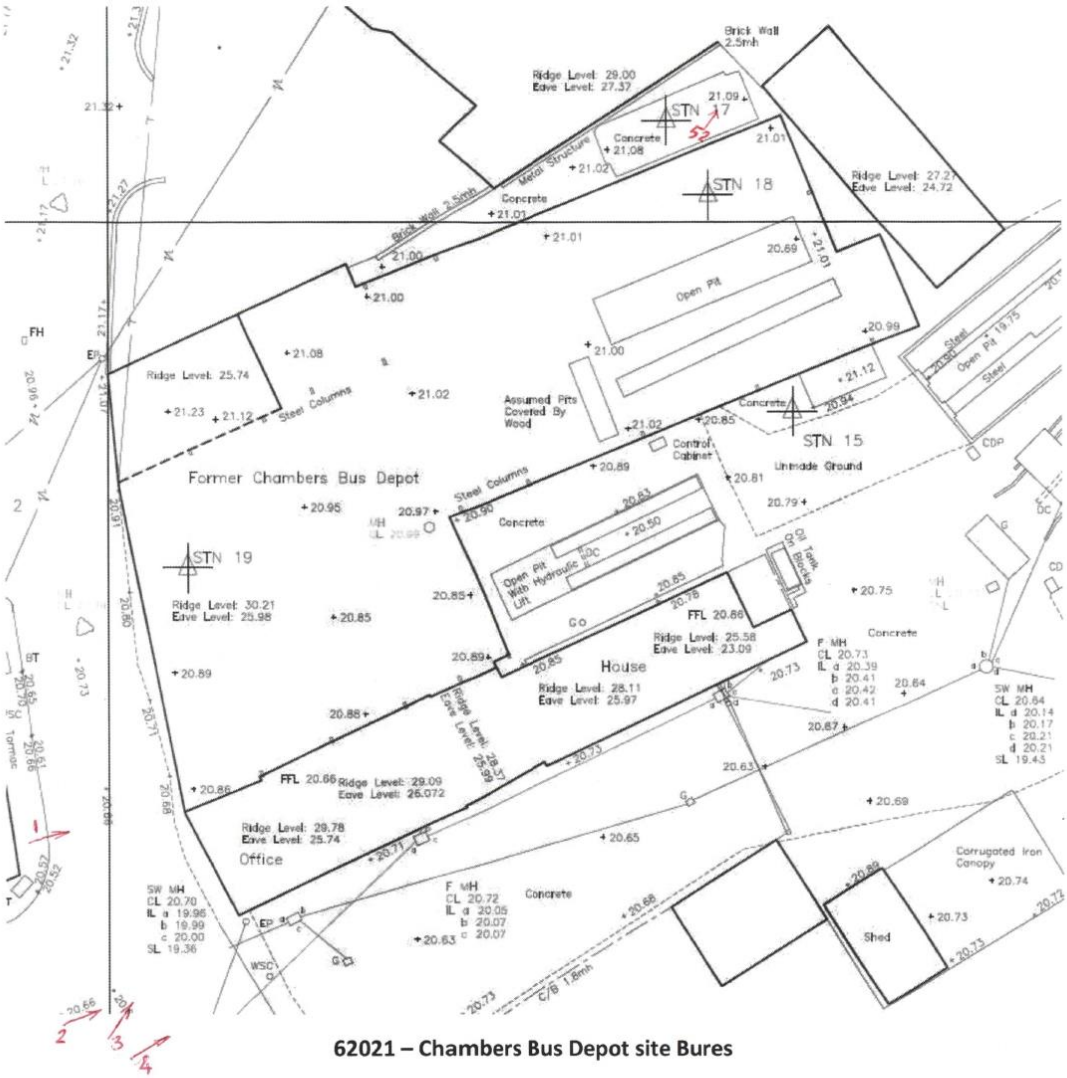
Appendix A



62021 – Chambers Bus Depot site Bures

Site Layout and photo references

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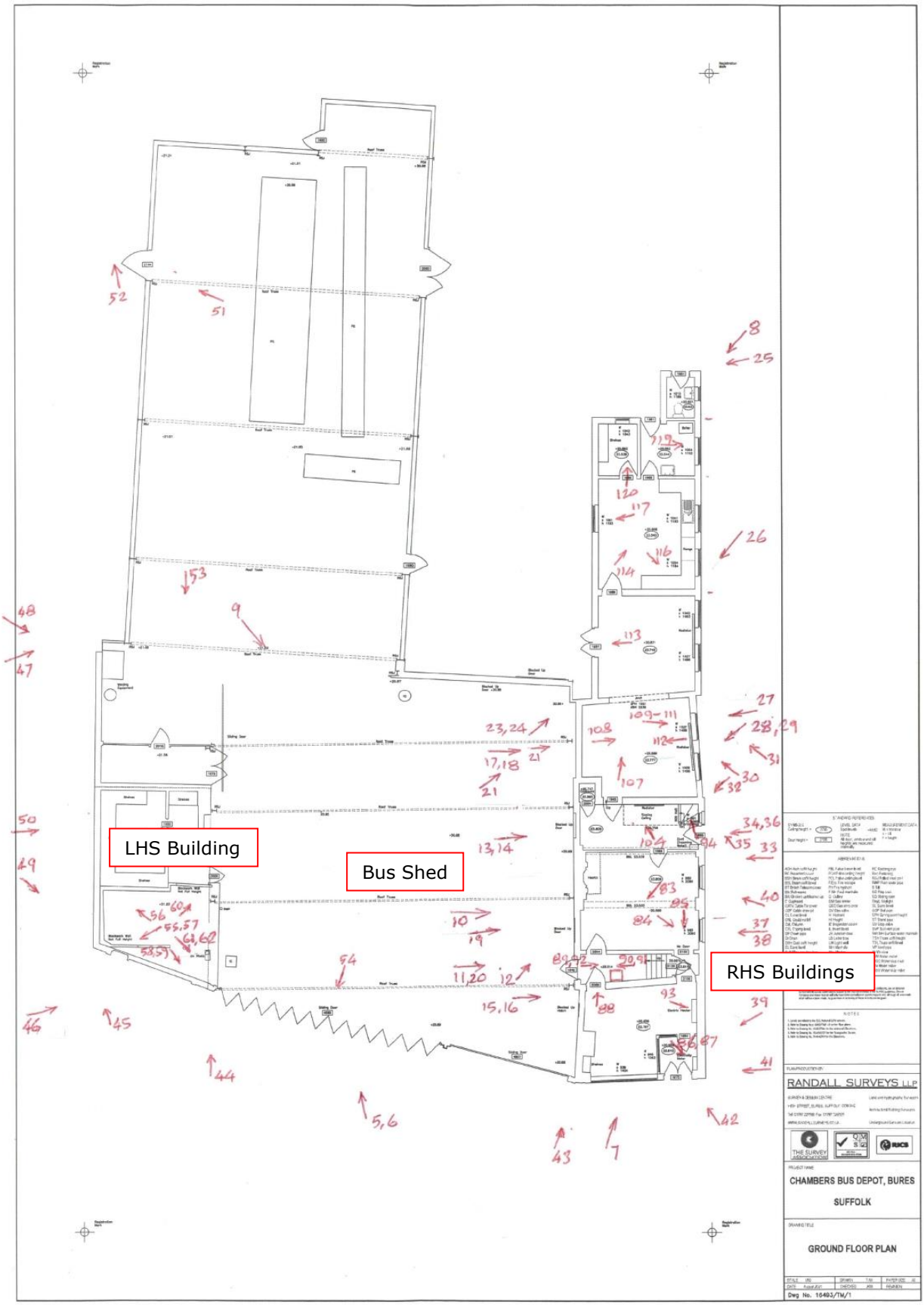

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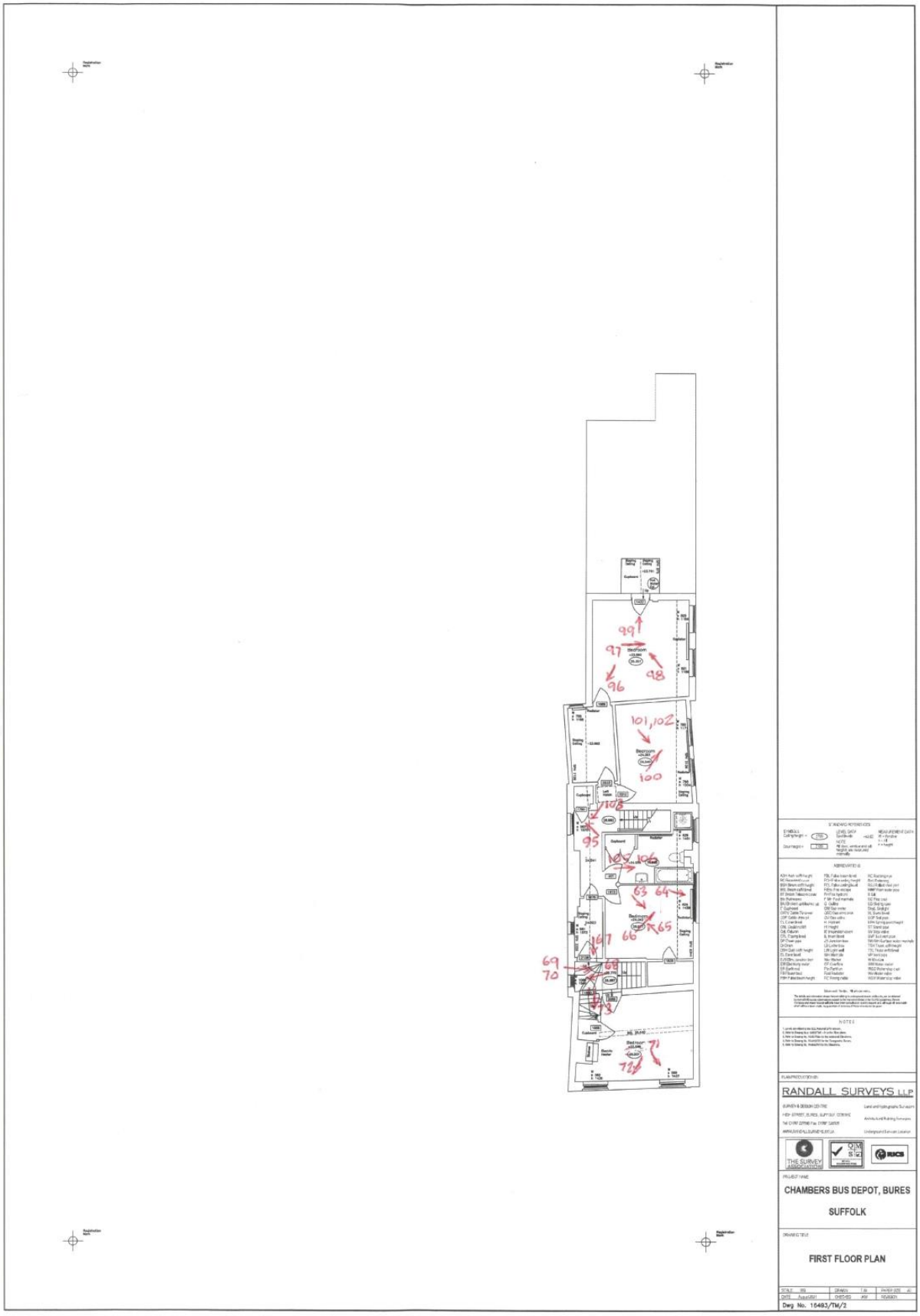

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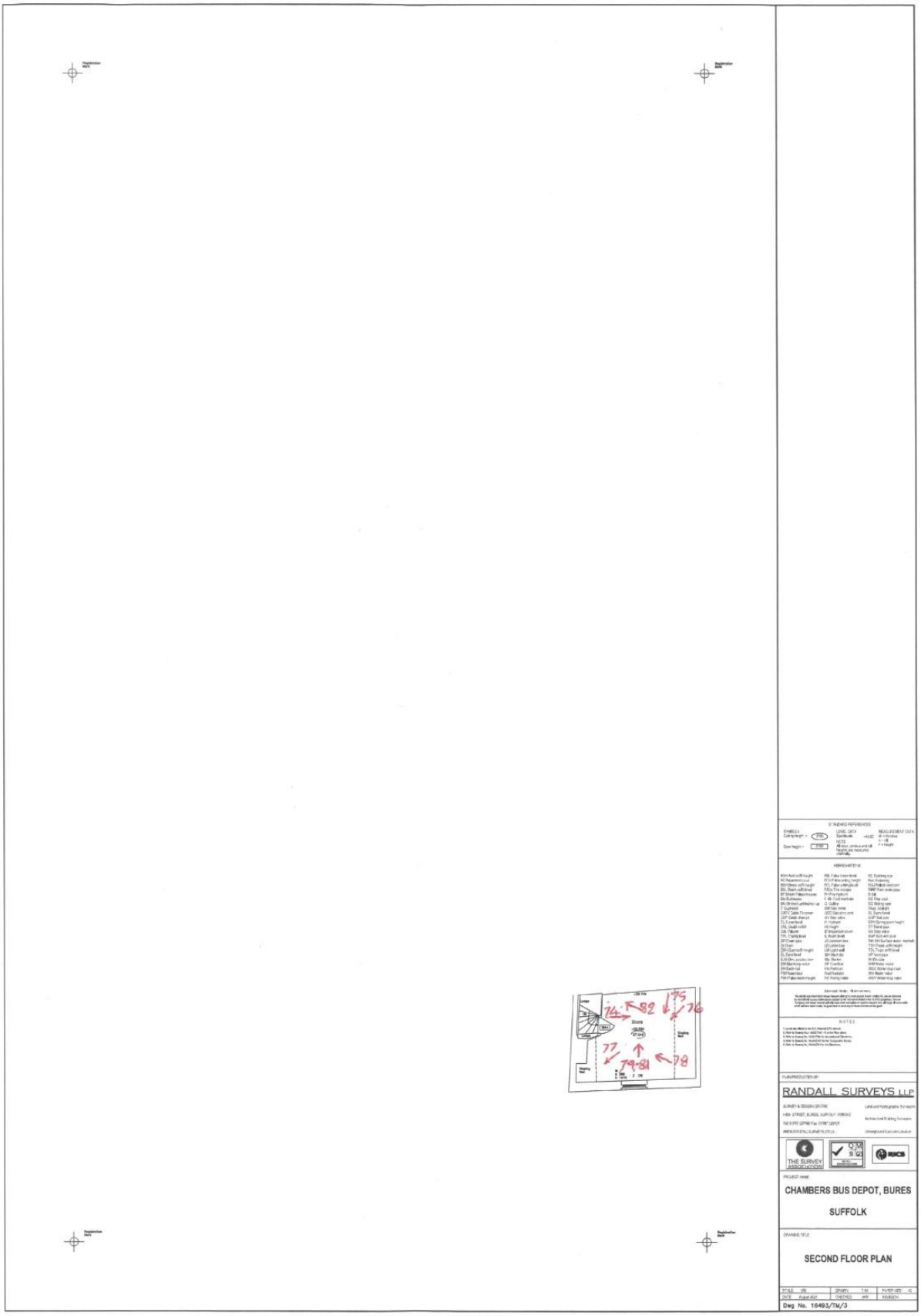

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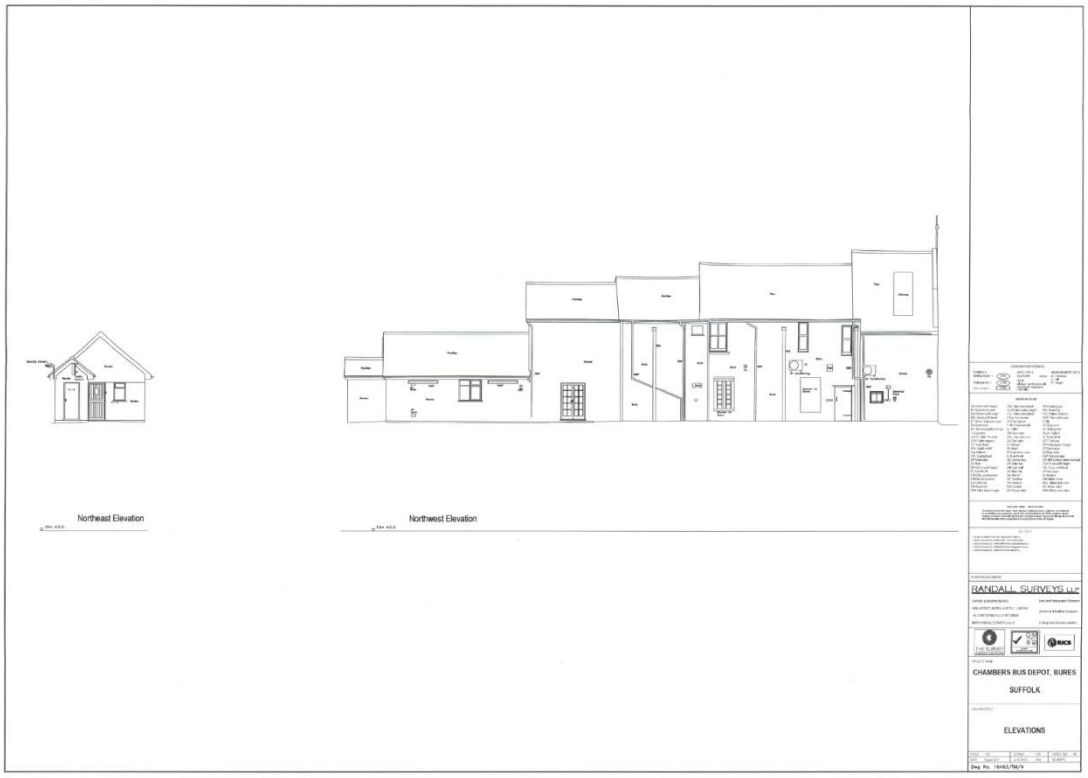

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Appendix B

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62021 – Chambers Bus Depot site, Bures

	
1. Historic view of street frontage	2. Another historic view
	
3. Current day street frontage	4. Current day side elevation
EXTERNAL	
	
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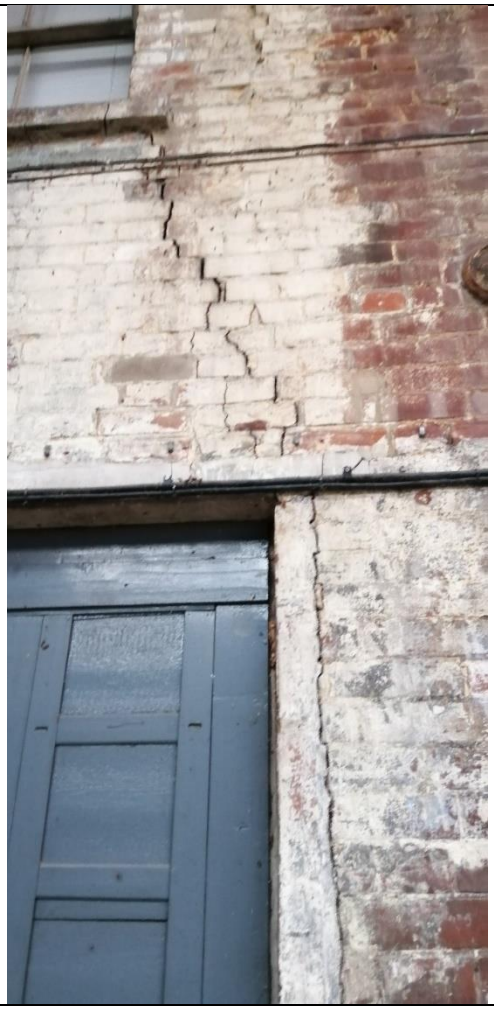

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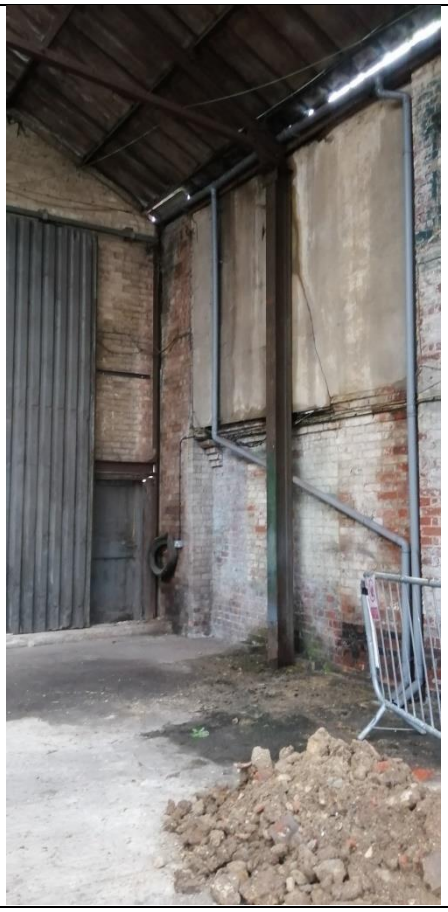	
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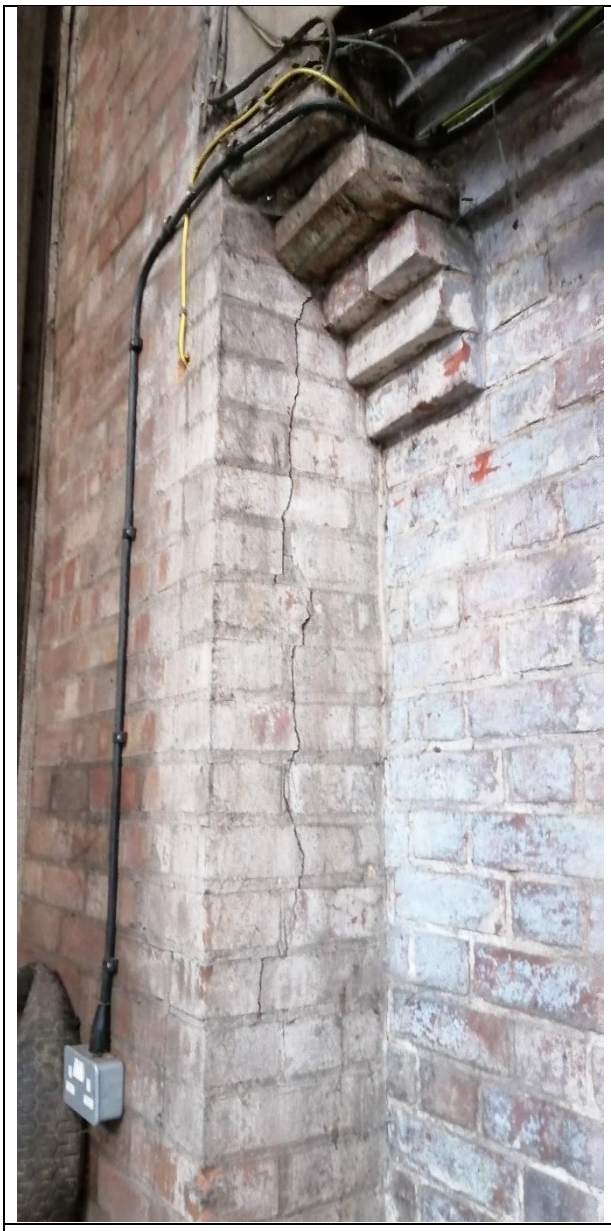

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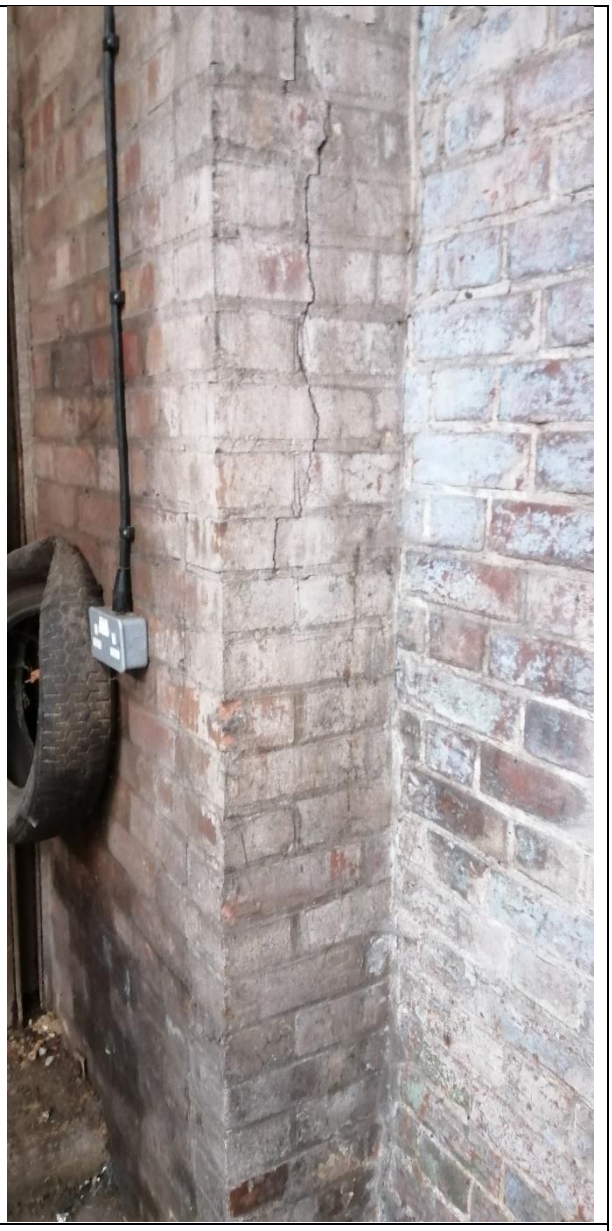

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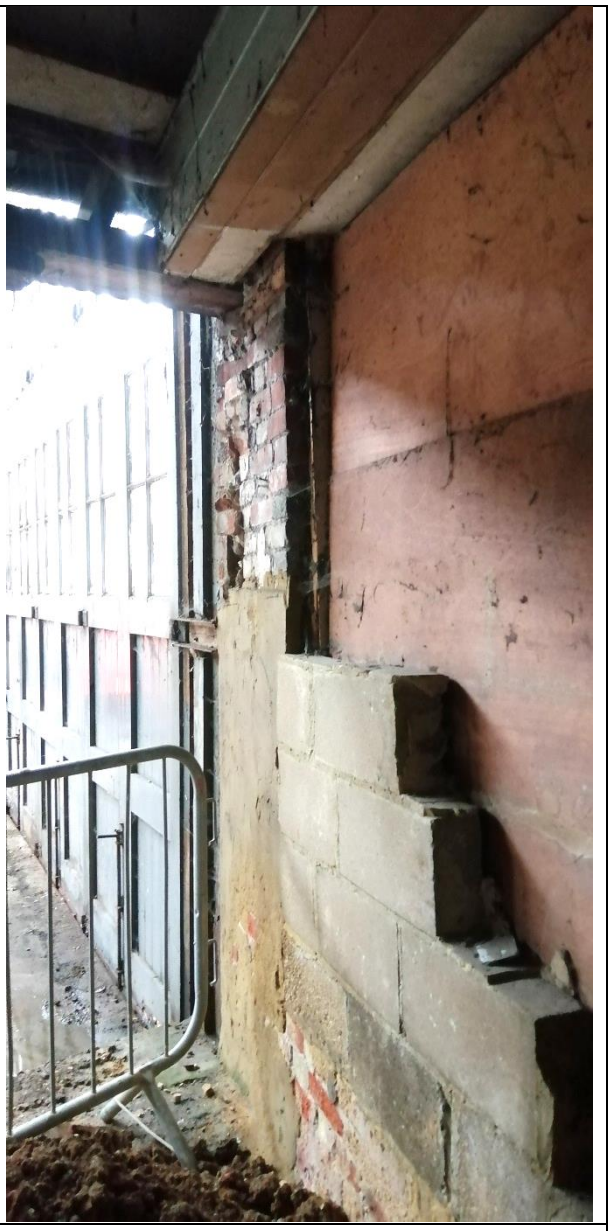

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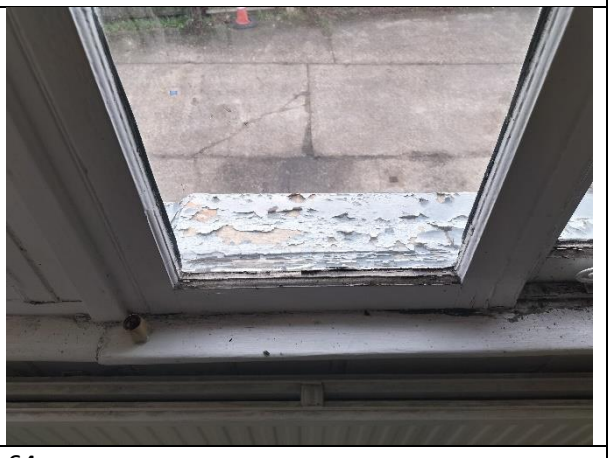

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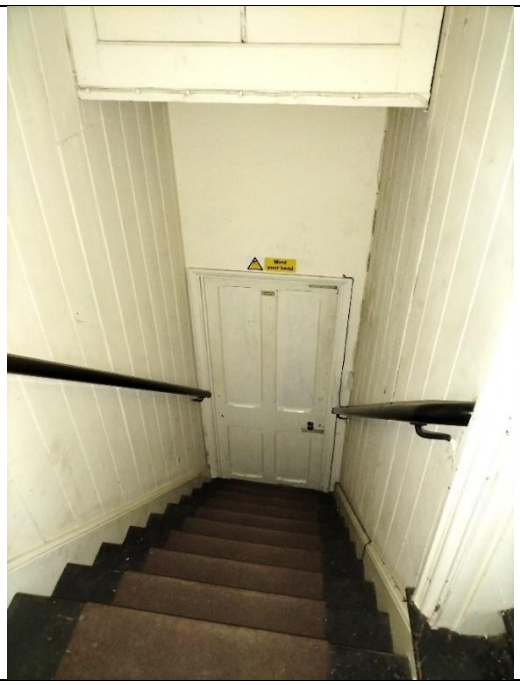	
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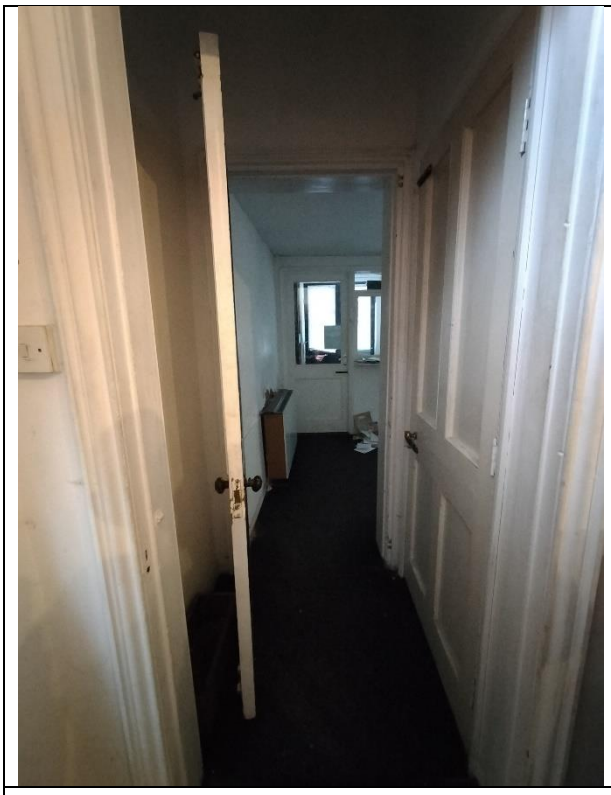

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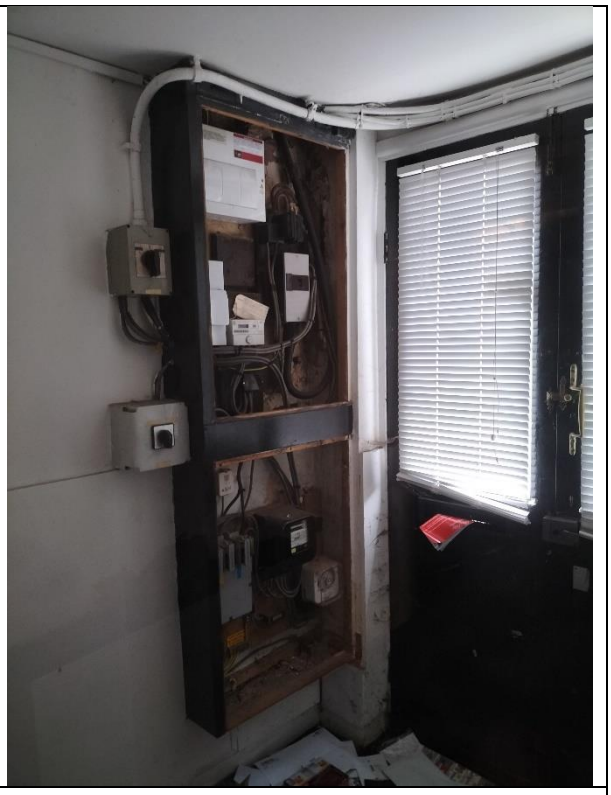

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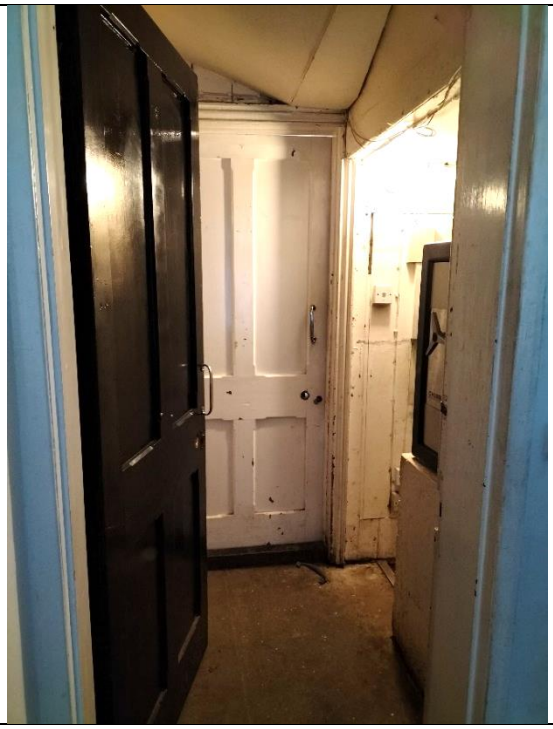

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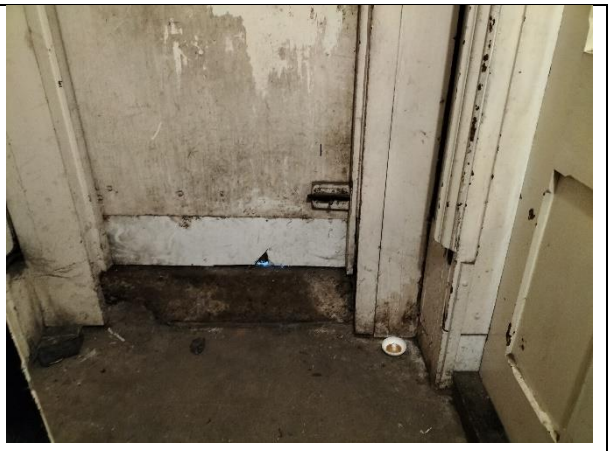

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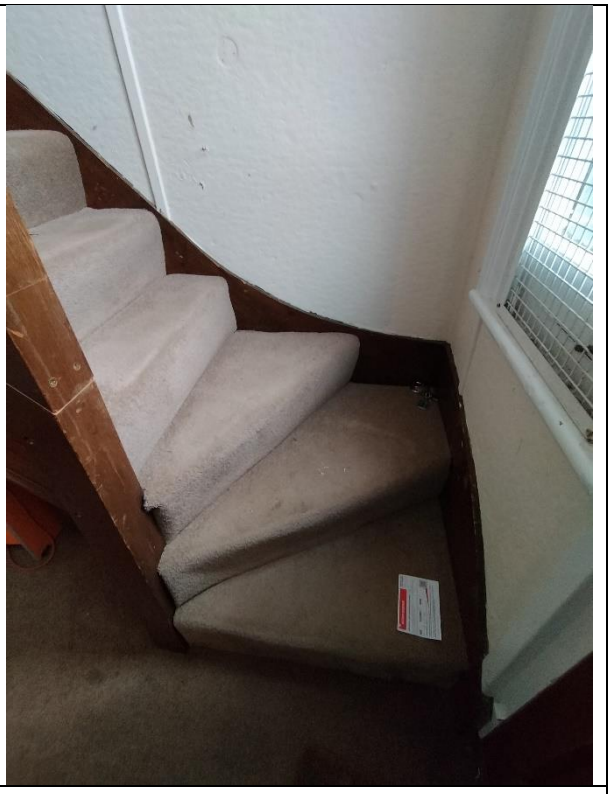
Mind the step
The Personal Protective Equipment at Work (PPE) Regulations 1992
MAIN PROVISIONS

91.

92.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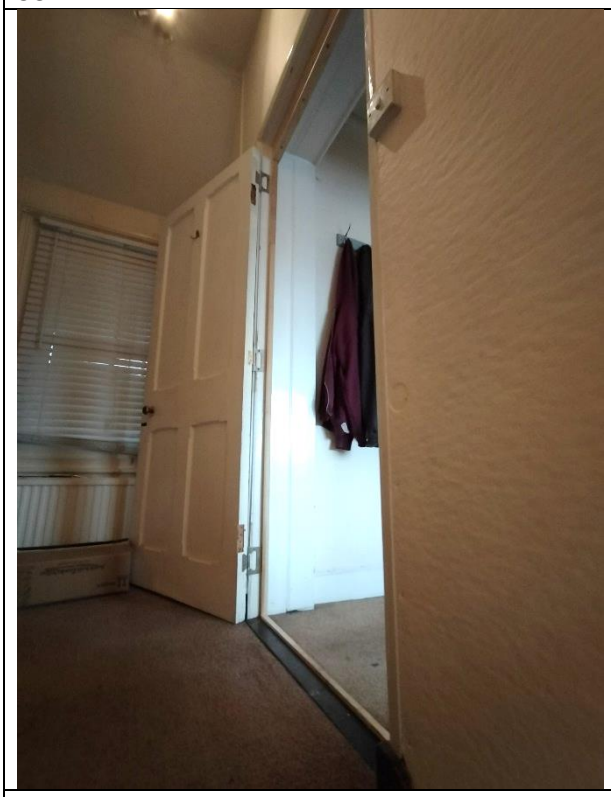	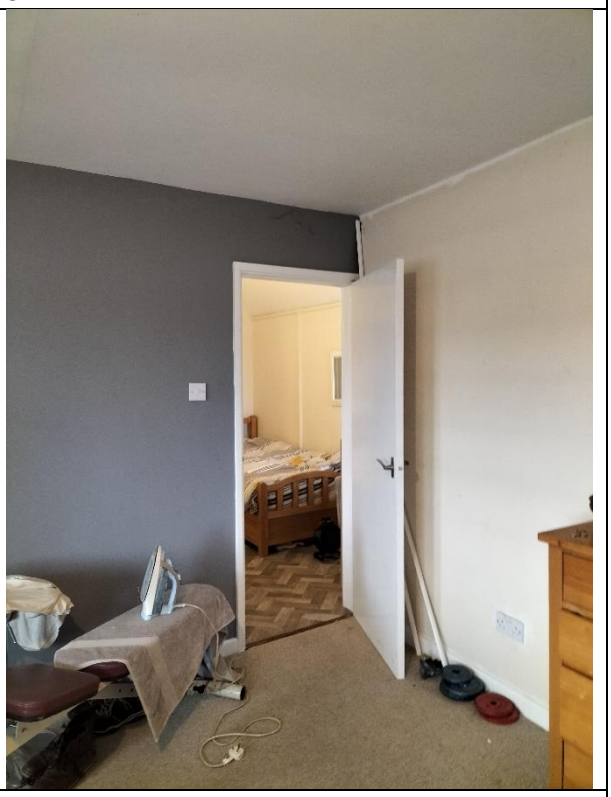
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	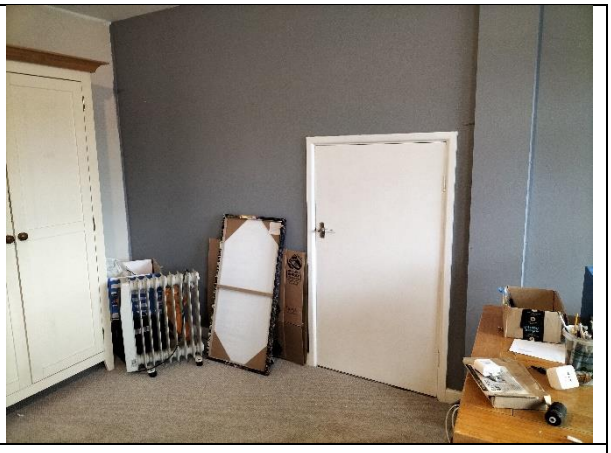
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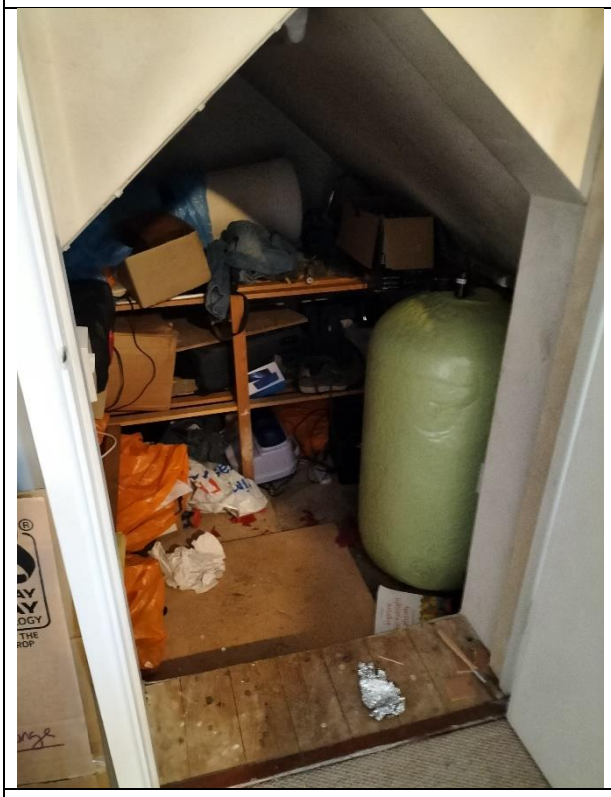	
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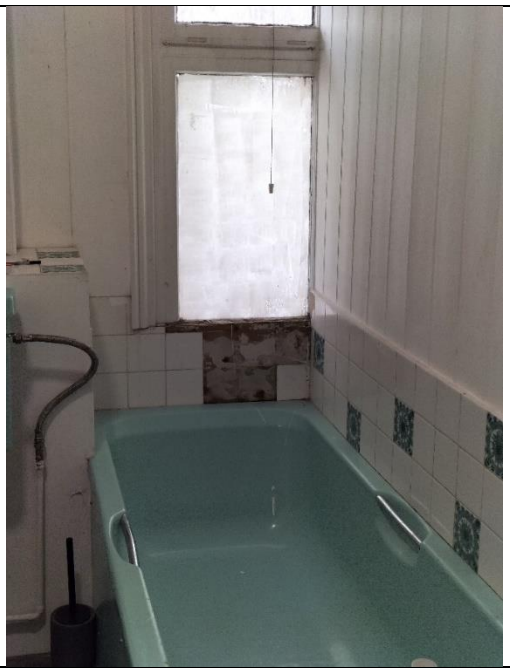
101.	102.
	
103.	104.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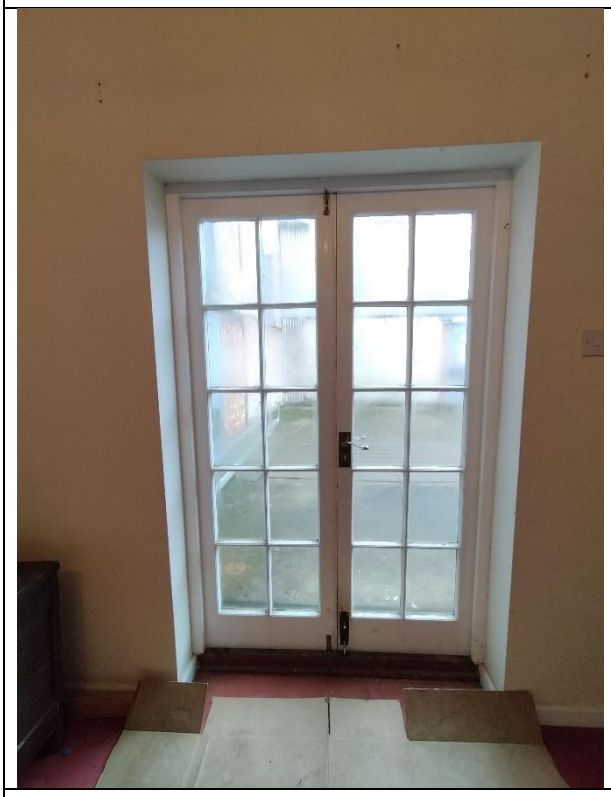

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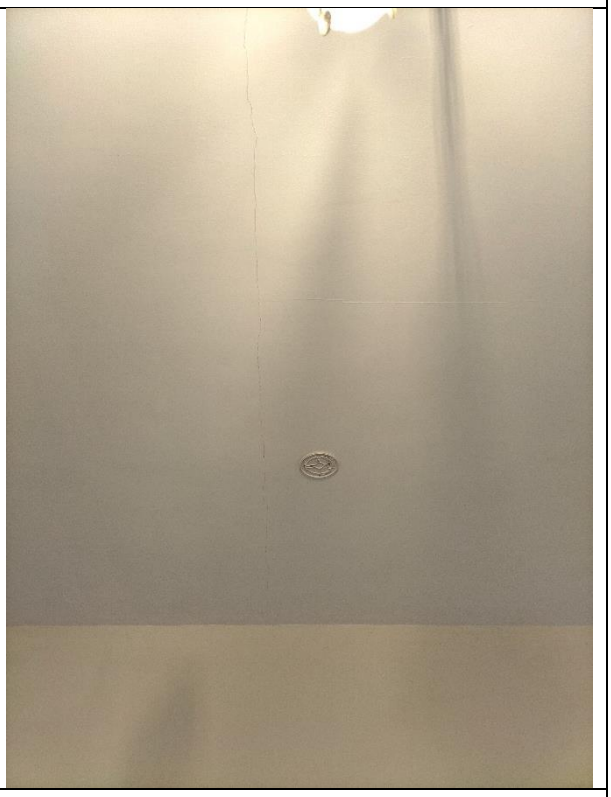

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	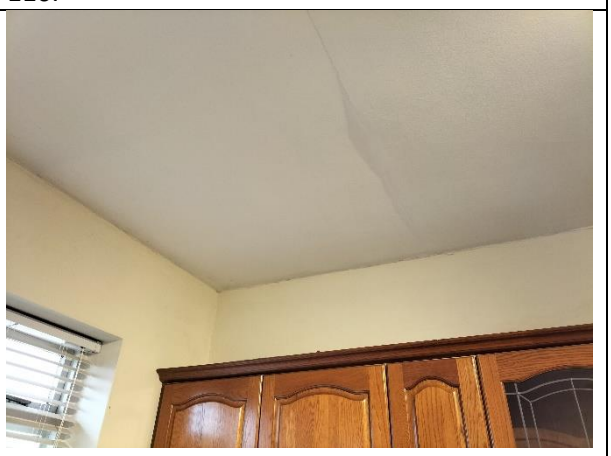
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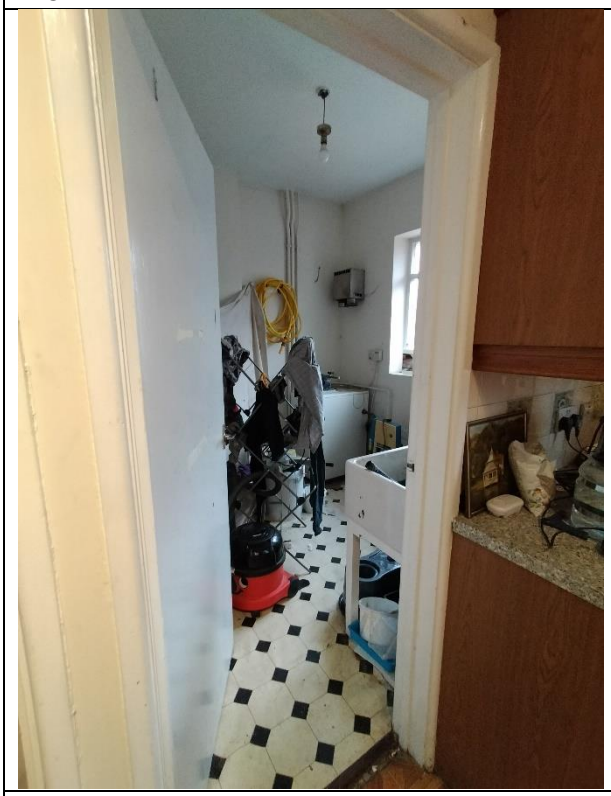

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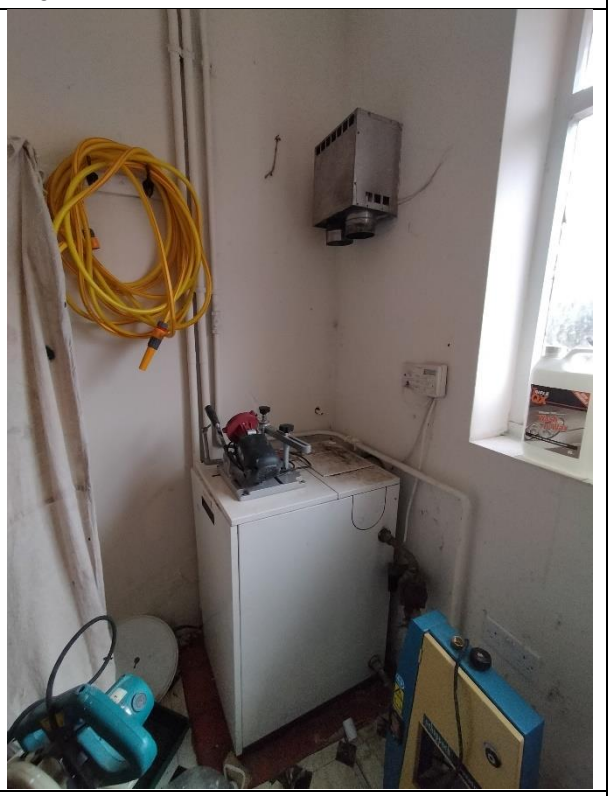

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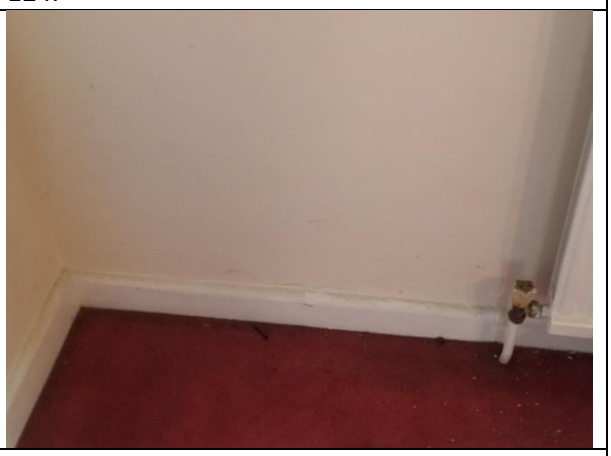
123.	124.
	
125.	126.

RichardJackson
Engineering Consultants

Appendix C

Report No: 222945RMS

January 2023

Compass Geotechnical
Geotechnical, Geoenvironmental and Civil Engineering Consultants

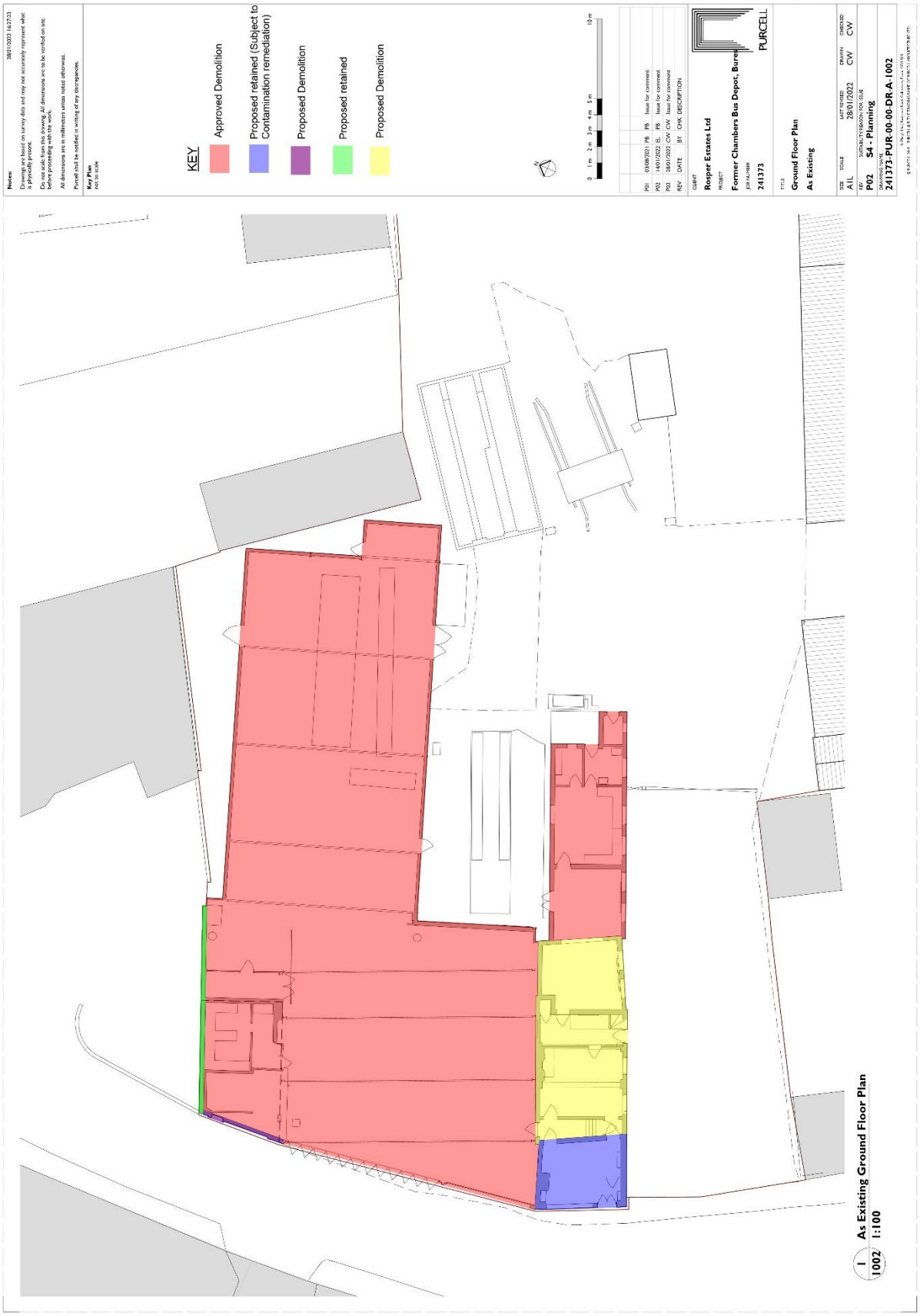
Extract from Randall Surveys Existing Site Layout Drawing No: 16449/OG/1 dated June 2021 with additional drainage

Figure 4	Annotated Site Plan
Date	January 2023
	Not to Scale

Title:	STRUCTURAL CONDITION REPORT
Project:	Former Chambers Bus Garage site, Bures
Client:	Rose Builders
Project No.:	62021

RichardJackson
Engineering Consultants

Appendix D



Title:	STRUCTURAL CONDITION REPORT
Project:	Former Chambers Bus Garage site, Bures
Client:	Rose Builders
Project No.:	62021

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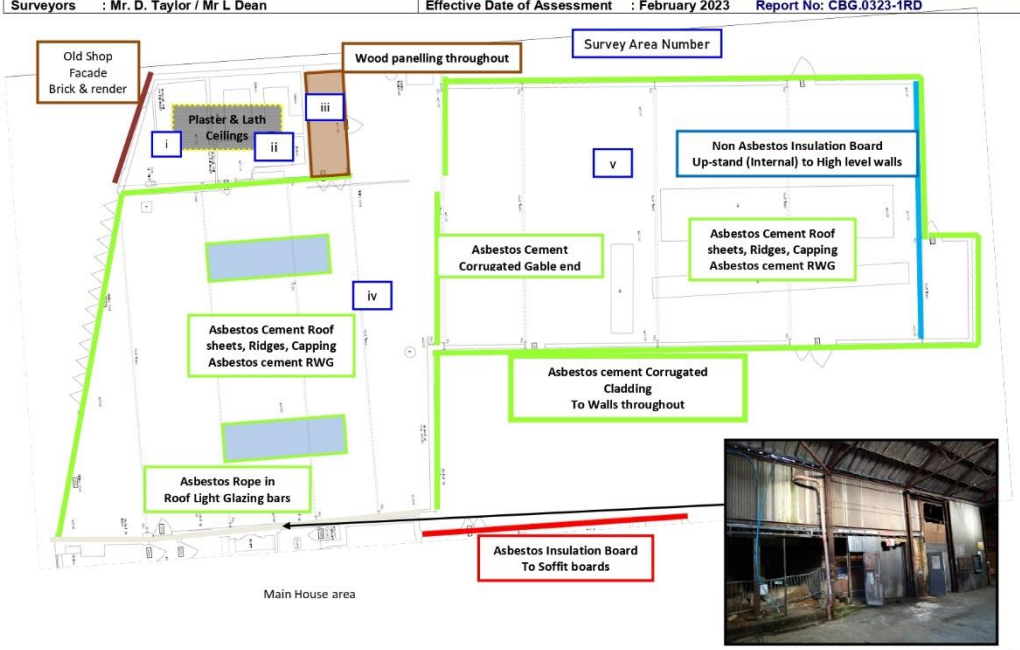
Engineering Consultants

Title:	STRUCTURAL CONDITION REPORT
Project:	Former Chambers Bus Garage site, Bures
Client:	Rose Builders
Project No.:	62021

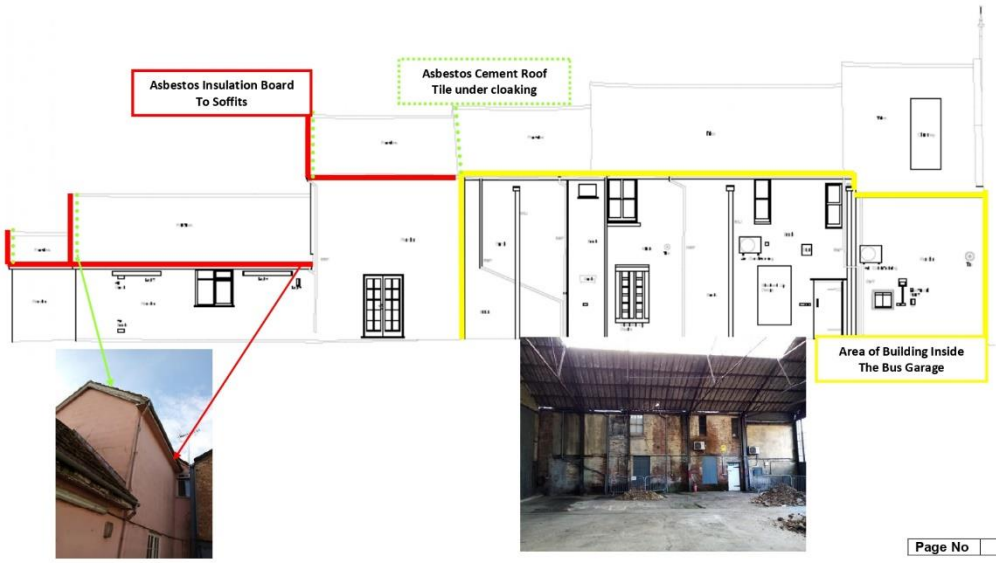
RichardJackson
Engineering Consultants

Appendix E

Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Ground floor Main Garage area**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**



Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Ground floor Main Garage area / Buildings Garage side**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**



Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Ground floor Main Garage area / Frontage**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**

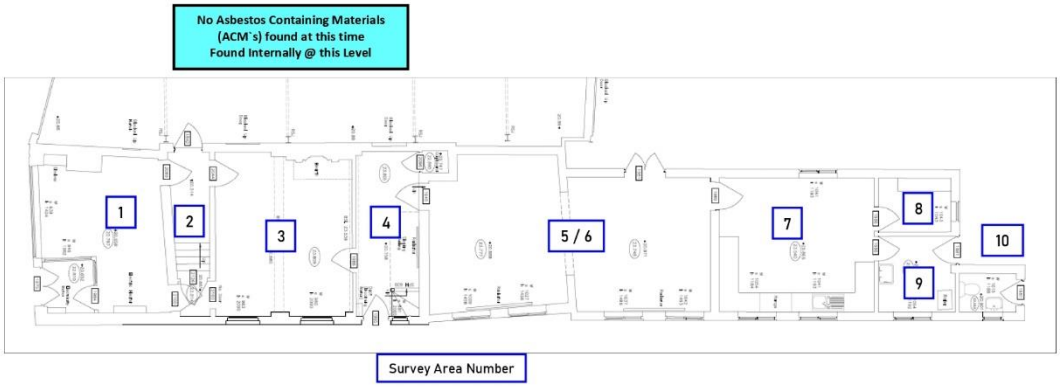
Asbestos Cement Corrugated Cladding
To Roof, Ridges, Capping pieces
Asbestos Rope In Roof Glazing bars
Asbestos cement cladding to sides
Asbestos cement Gutters & Down pipes
Wood doors wood glazing beads to doors.

Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Frontage – Buildings to Right & left of main Garage**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**

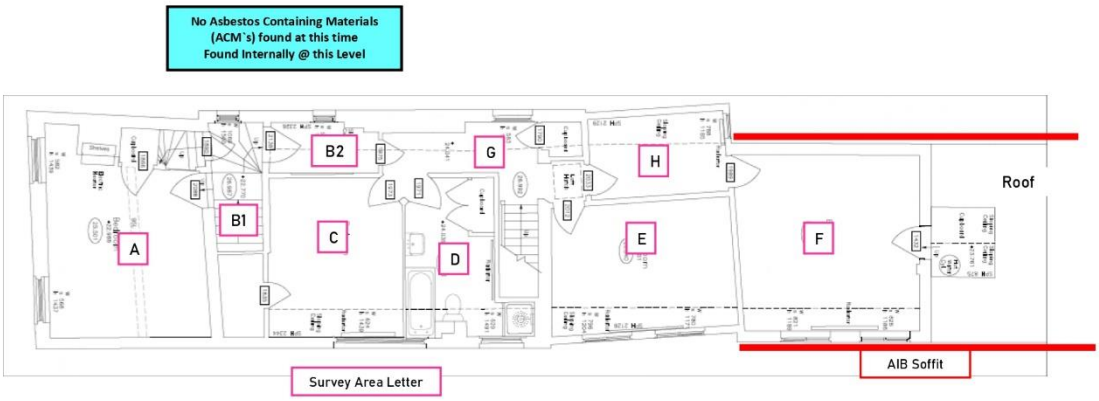
No Asbestos Containing Materials (ACM`s)
found at this time
Found Externally @ this Level
Wood soffit & Fascia
Wood window frames
Plastic gutters & Down pipes

Existing Facia Elevation only
Part of Bus Garage internally, Plaster & Lath ceilings, Concrete floors, wood panels

Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Ground Floor – Accommodation / Office Building's**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**

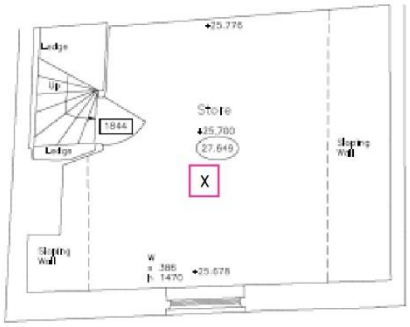


Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: First Floor – Accommodation / Office Building's**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**



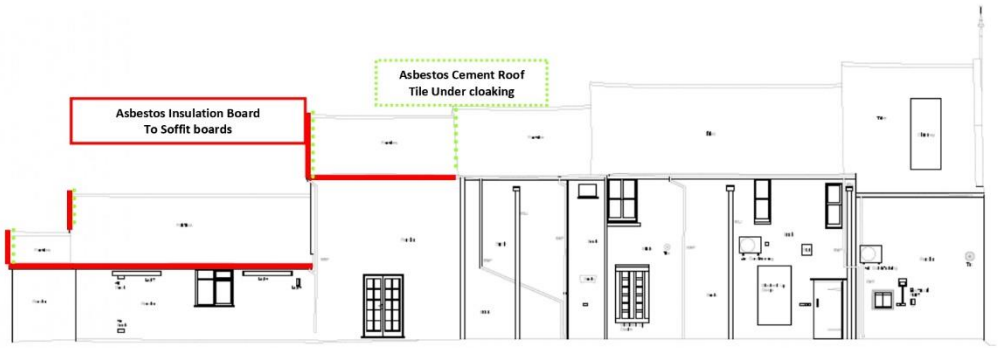
Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Buss Depot. Bures. Suffolk*	**Building Specific / Floor or level: Loft Room – Accommodation / Office Building's**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**

No Asbestos Containing Materials (ACM`s) found at this time Found Internally @ this Level



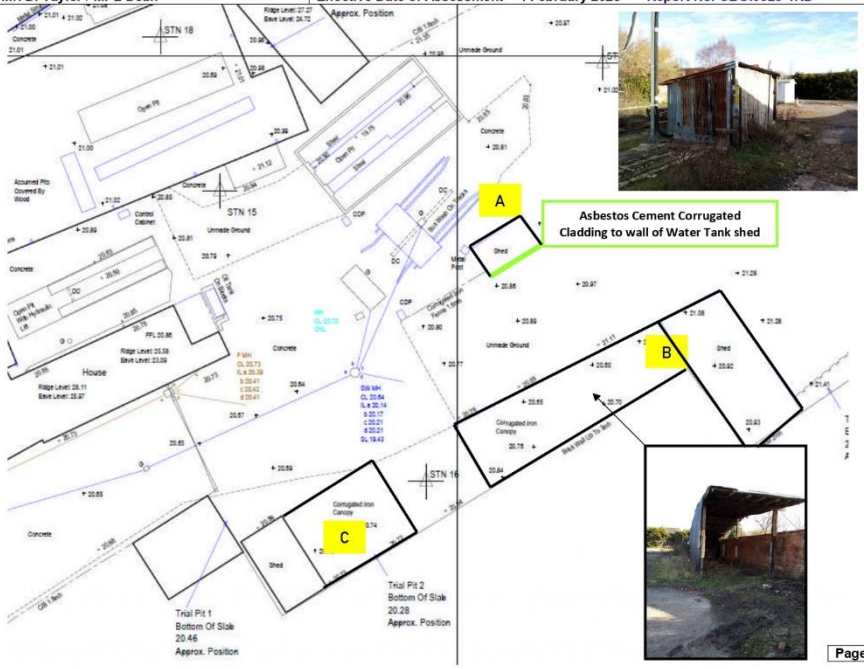
Survey Area Letter

Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: NW Elevation – Accommodation / Office Building's**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**



Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Yard Side Entrance - Accommodation / Office Building's**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**

Plans Sheet *(Not to scale)*	**Type of survey :** R & D Refurbishment Survey – **Phase 1**
Site Address : *Chambers Bus Depot. Bures. Suffolk*	**Building Specific / Floor or level: Yard area – External Buildings**
Surveyors : **Mr. D. Taylor / Mr L Dean**	**Effective Date of Assessment** : **February 2023** **Report No: CBG.0323-1RD**



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