



MARSHALL CLARK

REVISED REPORT ON CONDITION

OF

57 RIVER ROAD LITTLEHAMPTON

FOR

BROWNFIELD ESTATES

PREPARED

JULY 2021



1. INSTRUCTIONS

We were instructed by Brownfield Estates to carry out a property inspection and provide report on our findings with regard to the property known as 57 River Road Littlehampton by way of a signed returned fee proposal latter dated 06.07.20, the contents contained within the fee proposal being deemed part of this report.

2. TERMS OF REFERENCE

The property is commercial in use with a current tenant of Riverside Autos car workshop. We understand the necessary Planners have been approached for pre-application advice on a potential change of use.

The purpose for the building inspection report with costs schedules is to provide core information such that the market viability of the property can be assessed firstly to put the property into good repair in its current use but in addition to provide an option to upgrade the property as a potential single commercial lease such as for design studio or professional office.

We are not in possession of the license for the car workshop, so the scope of works described in this report excludes the car workshop dilapidations responsibility.

3. INSPECTION

The property was initially inspected on Tuesday 7th July 2021 at which time the ground floor of the property was used as a car workshop and externally the property was viewed from ground level only to the three external elevations.

The property was revisited 07.07.21 and its condition remains fundamentally unchanged and the property is occupied by the same car workshop tenant.

Upper floors to the property are used as garage office and stores at first floor with single staff WC and the top floor is disused but has some car parts storage. The top floor is generally disused.

Weather at the time of the inspection was dry and breezy preceded by weeks of similar weather.

Internally all parts of the property were accessed, though internal viewing was very limited to those parts of the floor areas not covered by the copious amounts of stored goods and car parts and general build-up of debris.

The ground floor car workshop has a large dedicated spray booth installed for vehicle body paintwork which prevented access to view parts of the floor, walls and partitions and ceilings of the building to which they abut.



4. PLANNING STATUS AND EFFECT ON BUILDING CONTROL

We have made enquiries of planners who confirmed the property is not listed but that it is in the River Road Conservation Area and as such requires Conservation Area consent to make any exterior changes whatsoever.

We note the neighbouring north side redevelopment has been completed but retains some original facades from a similar period of construction.

Internally there is no such level of control from planners.

For the record, should the property be subject to a change of use under Planning then Building Control (construction legislation) has the full remit to impose construction details to bring those affected parts of the property to current Building Regulations standards where reasonably practicable.

In this property that would encompass all matters such as structure, weatherproofing, ventilation, services, energy efficiency, thermal insulation, access for all etc. The impact of this is therefore would be far reaching and costly.

5. DESCRIPTION

The property 57 River Road Littlehampton is a three-storey structure at the end of a block of mixed-use properties sandwiched between the highway 'River Road' and the River Arun. To the South side the property has an open hardstanding providing dedicated car parking to the property, plainly advantageous.

The property is estimated to have been first constructed in the mid-19th century and opens directly onto footpath of the highway of River Road to the East side and the rear river side elevation faces due West.

The property is constructed mainly of flint and brick load bearing perimeter walls with brick detailing to corners and door and window openings. The rear riverside elevation is framed and currently covered with incomplete corrugated and other claddings, assumed originally to be timber clad and probably opening direct to the river below for the delivery and movement of commercial goods and materials by boat.

The riverside elevation is now protected by the recent anti-flood reinforced concrete retaining wall constructed to screen the property from the river Arun beyond and as such direct access to the river is not possible and on the river side has only pedestrian access.

The roof is steeply pitched slate covered set on timber framed structure bearing onto the party wall with the adjoining property to the north and South side flank walls. The roof has been recovered since original construction as is evident in the sarking underfelt readily visible to underside of slating, suggesting a recovering say 1960's or 1970's which has been carried out using artificial slates (see asbestos paragraph below).

The property has painted timber side hung casement windows to first floor level on the south car park/side elevation set in brick framed openings in the external walls.

The road elevation incorporates doors at all levels for which the lintels or beams over the openings set into the masonry are large section timbers.

The road-side east boundary to the property are similarly constructed of high flint masonry walls with brick piers framing the site entrance. The car park is simply open space with a rough gravel and aggregate finish.

Internally there are timber suspended floors to the two upper levels, solid to ground floor with painted timber opening doors at all levels to the road elevation, assumed historically to be for raising and lowering stored goods externally from the upper floor levels to road level.

Floorboards are readily exposed to view throughout internally and to both first and second floors, the underside of floorboard and floor structure is exposed to view with no ceilings.

Access from floor to floor is very restrictive currently provided via two very steep stair flights, one an 'alternating tread' stair flight ground to first floor level, the upper flight effectively a ladder. This needs to be radically improved so as to be usable for anything other than token use and certainly for public accessibility being non-compliant.

There is one WC to the rear at first floor level with partitions to form the single rudimentary cubicle with useable WC and wash basin but there are no other fixtures or fittings.

Regarding services the property has a main supply of water serving the WC and is provided with three phase electric which has a modern fuseboard. The majority of wiring is in surface fixed plastic sheathed cabling serving the ground floor. First floor appears to have lighting and some single-phase socket provision only.

6. EXECUTIVE SUMMARY OF CONDITION

Generally, the property upper floors appear original and it has suffered from lack of care and maintenance to keep it wind and watertight. The property now suffers bird ingress and nesting in the top floor due to incomplete or broken roof and rear wall claddings as well as water saturation which has resulted in degrading and spalled flintwork to the north side party wall and soaking of timbers.

Whilst not to current standard the roof framing arrangement is adequate looking at timber sizes, position of horizontal load bearing 'purlins' at half height up the pitched rafters. Importantly, there are diagonal bracing timbers fixed in place to end bays of the roof structure to both back and front areas.

There are horizontal collars at mid height across the pitched roof to tie to both set of purlins and rafters which also help to prevent roof spread.



The main floor beams span full width north to south which is a very wide span and we recommend the spans be split by adding in posts from top floor down to ground bearing on pad foundations to lessen the load, leaving the existing beams in place.

Should there be any change of use then a structural engineer would have to assess the effects of the proposed loadings set against current design standards.

The junctions of all walls/floors and roof rafters need restraining or fixing in position to prevent spread and ongoing movement, best carried out by installing discrete fixtures.

Floors have flexed and are considered overloaded for the upper floors particularly given the long spans. These can be broken down with posts strategically located on pad foundation to strengthen the floors effectively lessening the spans.

The underside of timber floors are all exposed to view and should be fire protected in either fire retardant paint treatment or the provision of ceilings.

Other than the ground floor car workshop the property appears to be little changed or upgraded for many years.

Internally the property is little used in its upper floors other than to office and WC serving the car workshop below.

Externally the cracking and movement is attributed to corrosion and decay of lintels or beams over door and window openings for which beams can be renewed and walls which have then moved restrained in their current position. There is the need for some local rebuilding of flint walls where necessary to north wall particularly at the rear due to water ingress through the roof and south wall due to bowing where lintels have failed.

The missing roof claddings, the party wall valley gutter and the river elevation claddings all need replacement.

All windows need renewal and all door require thorough overhaul as a minimum with full decorations to follow. Doubtless joinery repairs will be found in the process.

Nonetheless the property is repairable and doubtless Planners would want to protect the exterior of this period structure in a Conservation Area to retain the historic image and street-scene. This will come at significant costs for which I refer to the attached repairs schedule. The property should be subject to a comprehensive overhaul of all fire precautions which are lacking.

7. ASBESTOS

In a commercial property and one with employers the onus is on the party who holds the responsibility for maintenance of the property, to source an asbestos report and register to determine the existence of any such material that exist on the property, so the condition

of the asbestos can be managed and made known to any party that is instructed to carry out works on the property.

We are strongly suspicious the artificial roof slates used to be of asbestos cement construction which can only be proven by laboratory analysis by licensed inspectors.

Assuming this is correct the roof coverings are therefore at least half-way through their useful life at present

8. FIRE PRECAUTIONS

The onus is on the occupier to obtain their own Fire Risk Assessment (FRA) under the Fire Reform Order 2005. Any measures required or recommended in any FRA should be put in place.

Upper floors appear at risk being without protection, fire detection and emergency lighting provisions and the means of escape from upper floors would be deemed unacceptable using existing stair flights.

It is thought any fresh FRA obtained on the property will detail extensive remedial measures and improvements which will come at a cost.

9. Costs

Since the report was original written the effect of the Covid pandemic on construction at the current time has caused a massive backlog of work. Much of this is now being progressed on an already busy market due a new build housing market boom.

Materials have become scarce due to manufacturers being shut over the last year and distribution networks being affected. Material prices have increased significantly such as base price for steel and aggregates which increased 20% in April. Some materials and quality capable labour are simply hard to secure.

Accordingly, these increased costs have been reflected in our updated figures to carry out these works.

10.SUMMARY AND RECOMMENDATIONS

The property 57 River Road Littlehampton is in need a cleaning out so fully internal condition can be reviewed.

Nonetheless both internally and externally the property has been allowed to degrade into a poor state of repair, the attached repairs schedules outlining necessary works to the property in its current use and layout as Option A.

In addition, Option B attached reflects the estimated costs to carry out fundamental works we would see as necessary to upgrade the property into professional studio of similar occupancy.

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I trust the above and attached is suitably clear and please come back to the undersigned should any elaboration be required.

Signed.....

Dated 08.07.21

Wayne R Gosden MRICS

For and on behalf of Marshall Clark



57 RIVER ROAD LITTLEHAMPTON

OPTION A REPAIRS SCHEDULE OF SIGNIFICANT ITEMS FOR EXISTING WORKSHOP USE AUGUST 2020

		Aug '20 est	July '21 est
ITEM	DESCRIPTION		
1	Repoint brickwork and install supplementary beam behind timber cill to top floor front door on road elevation		
2	Install supplementary beam over garage entrance doors		
3	Repoint brickwork to corners and detailing		
4	Replace decayed timber front doors		
5	Replace decayed south side car park windows		
6	Cut shrubbery/vegetation growth down to ground level		
7	Stitch in various South side cracks through flintwork with resin embedded Helibars and rebuild affected flintwork		
8	Replace corroded lintel over South side door		
9	Install rainwater goods to South side elevation from end of party wall valley		
10	Re-build dropped brick archs over South elevation windows		
11	Re-line valley above party wall		
12	Replace defective River side elevation wall claddings		
13	Replace missing roof sheets above party wall valley		
14	Repoint brick and flint perimeter boundary walls to car park		
15	Scaffold access all areas externally		
17	Rebuild defective flintwork to top floor of rear party wall		
18	Replace decayed timbers (provisional)		
19	Install two flights of stairs with in new trimmed openings		
20			
	Fire-treat underside of two top floors complete including firestopping		
21			
	Provide floor strengthening posts on pad foundations (say 4 locations)		
22	Provide restraint strapping to roof rafter/floor/wall junctions		
23			
	Provide satisfactory test on electricals (repairs provision allowed)		
24	sub total		
25	plus main contractors 10% overhead profit and prelims		
26	Allow 15% contingency for unforeseen items		
	WORKS SUB TOTAL		
27	Allow 10% Professional fees to specify, tender and administer the works to completion on site		
28	TOTAL OF REPAIRS PROJECT COSTS EXCLUDING VAT		

57 RIVER ROAD LITTLEHAMPTON

OPTION B SPECIFICATION TO UPGRADE THE PROPERTY TO QUALITY COMMERCIAL USE AUGUST 2020

Aug '20 est July '21 est

ITEM DESCRIPTION

**NOTE THESE COSTS ARE IN ADDTION TO ALL COST ITEMS FROM
PREVIOUS REPAIRS SCHEDULE OPTION A**

- | ITEM | DESCRIPTION | Aug '20 est | July '21 est |
|------|---|-------------|--------------|
| 1 | Feature stairs with stainless handrailing and glass balustrading | | |
| 2 | 2 x WCs installed to ground floor including b/g drainage | | |
| 3 | Air con/heating | | |
| 4 | Thermal insulation off cross battens to sloping ceilings, insulation on horizontal ceiling to underside roof collars and add in necessary roof void ventilation above | | |
| 5 | Add glazed juliet balconies at upper levels road elevation | | |
| 6 | Full width glazed balconies overlooking river at upper floors | | |
| 7 | Upgrade lighting and power circuits throughout | | |
| 7 | sub total of works | | |
| 8 | Allow 10% overhead profit and prelims | | |
| 9 | subtotal of works | | |
| 9 | Allow 10% Professional fees to specify, tender and administer the works to completion on site | | |
| 10 | TOTAL PROJECT TO UPGRADE EXCLUDING VAT | | |