DEMOLITION REPORT

on

SITE D1&EL1

MOD BICESTER

PIONEER ROAD

BICESTER

prepared by:

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for

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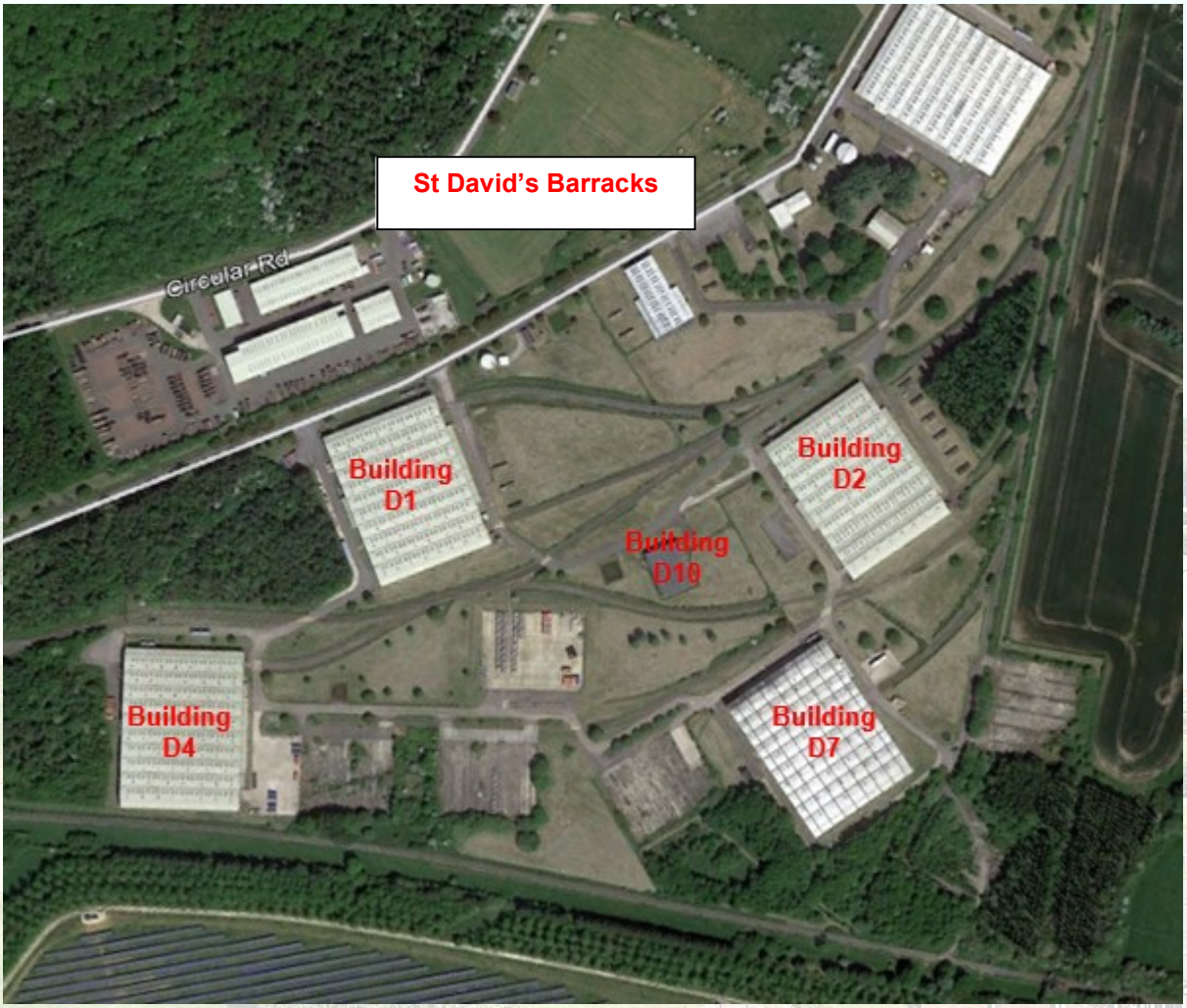

SITE D1 and EL1 MOD BICESTER

PIONEER ROAD BICESTER

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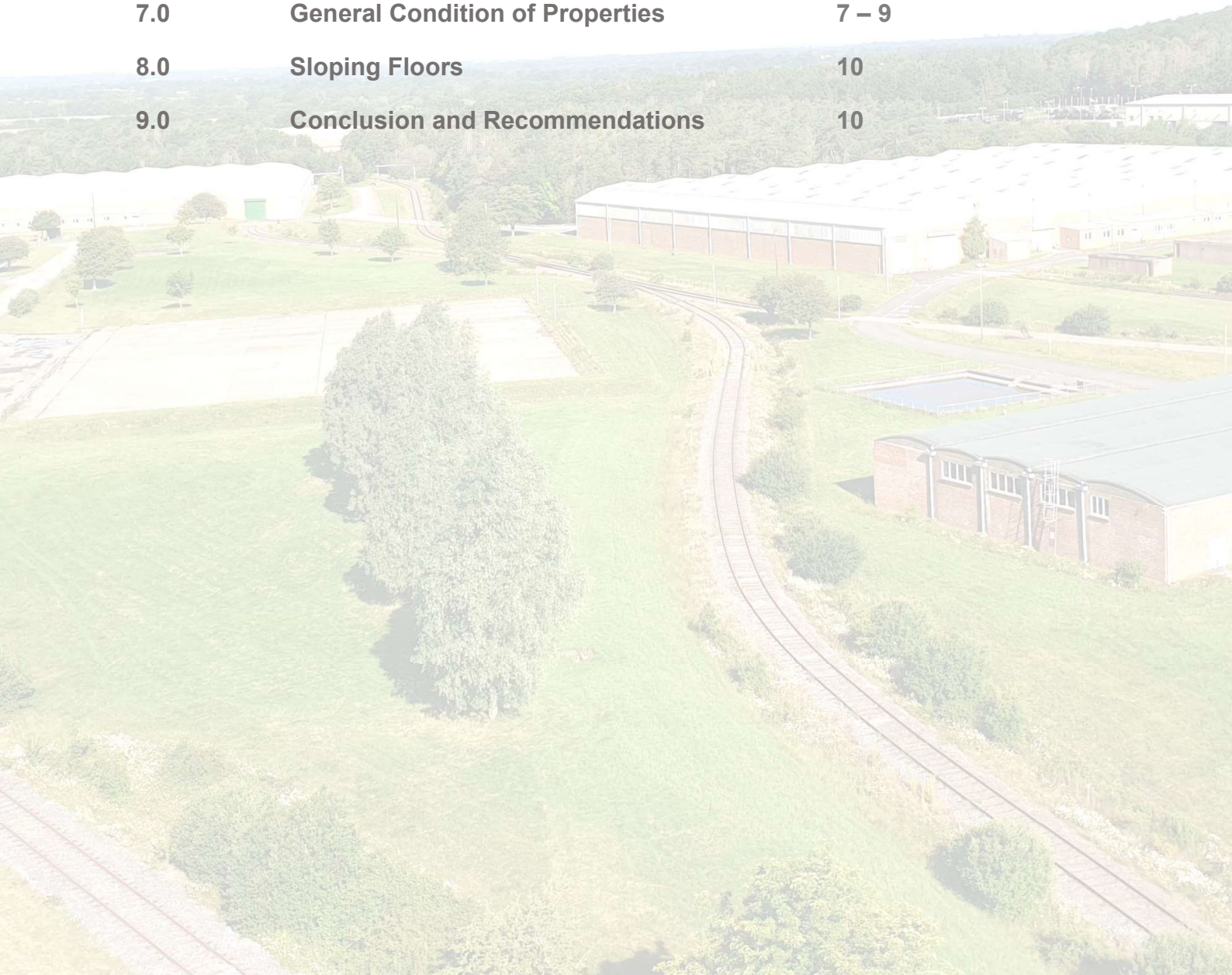

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15th March 2022

Mr Mark Gauguier
Graven Hill Purchaser Ltd
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Dear Mark

DEMOLITION REPORT - SITE D1 & EL1, MOD BICESTER, PIONEER ROAD, BICESTER

1.0 INTRODUCTION

This report has been carried out on the basis of instructions as set out in our previous correspondence.

The purpose of this report is to advise you of matters that we consider are material in relation to the demolition of the existing buildings that remain on the subject site known as D1 & EL1.

In 2020, you instructed Resolute to undertake a survey of the existing buildings and our findings below arise from that due diligence process.

2.0 DESCRIPTION OF PROPERTY/SITE

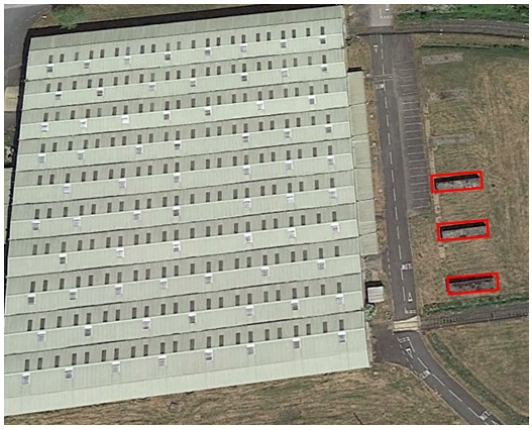
The buildings in question are as follows:

Unit D1	10,200 sqm
Unit D2	10,300 sqm
Unit D4	10,200 sqm
Unit D7	10,225 sqm
Unit D10	868 sqm
Unit D20	38 sqm

These are indicated on the image above and on the plan attached at Appendix One.

All of the buildings are currently vacant apart from D20 which, for the time being, has MOD operational equipment (this is a sub-station) but is being located by the MOD.

There are a number of small brick built air raid shelters to the east of D1 and D2 and these are shown on the images below:




We have carried out a detailed review of all the existing buildings on site and there are a number of barriers to their retention which are as follows:

- Condition of roofs.
- Composite panels and PUR insulation.
- Eaves Height.
- Thermal provision.
- General condition of buildings.
- Sloping floors.

3.0 CONDITION OF ROOFS

In 2020, we hired a mobile access platform and carried out a detailed inspection of the roofs. The photographic schedules from this are attached as Appendix One.

It was clear from our internal inspection that the roofs to the main buildings are all in poor condition and were leaking along with having a number of defects:

- Failing rooflights (GRP has suffered from extensive UV deterioration).
- Sheet end corrosion.
- Sheet corrosion.
- Fixings in poor condition.
- Rainwater goods in dilapidated condition.

- Lichen growth
- Corrosion to smoke vents.

As a consequence, we met with a contractor to obtain a quote for remedial works to the roofs to enable them to be brought to a watertight condition. Their quote is attached as Appendix Two but in 2020 these costs were £1,967,916.86 exccluding professional fees and costs. With increases in material and labour costs over the past two years and including fees we estimate these costs to be nearer £2.5m.

4.0 COMPOSITE PANELS AND PUR INSULATION

The roof sheets and upper cladding are formed from composite panels. These consist of an insulation core sandwiched between metal powder coated sheets. We had the insulation core tested and this was proven to be PUR (polyurethane). The test results are attached as Appendix Three.

Aviva, in a document entitled Loss Prevention Standards state "Polyurethane contributes significantly to the fire load and once alight can quickly develop and spread creating thick toxic smoke which makes fire fighting difficult, particularly when the insulation is within a composite panel". The death of a fire fighter as a result of PUR composite panels on fire led to the banning of PUR composite panels in the early noughties.

We approached our clients insurers brokers and they could not guarantee that insurance would continue to be available for these buildings as a result of the PUR insulation. Jack Wolstencroft from Griffiths and Armour stated:

"The presence of PUR/PIR will be an issue of concern for the construction insurers as well as any potential property insures post completion of the build. Some of the insurers with whom we have had initial 'off the record' discussions have broadly indicated that they feel that this site as a whole risk would be something that would consider providing cover for but to get any kind of definitive answer there will need to be a lot more detail provided around building protections and risk management during the works and when operational.

There is though little doubt that to achieve broader market access it would be preferable if as part of the development work that the PIR/PUR is stripped out and replaced with something which is entirely non-combustible".

5.0 EAVES HEIGHT

The roofs have a lightweight trussed structure which occupies a large part of the north light "saw" roof profile. In all buildings this dramatically reduces the clear floor to ceiling height, to units D1; D2 and D4, this restricts the clear height to approximately 5.5m.

This materially impacts the range of uses available and the flexibility of the units.

6.0 THERMAL PROVISION

The composite panels, which cover the roofs and upper parts of the building, are only 40mm thick and the rooflights are single skin. The main elevations are formed from uninsulated cavity walls.

In order to comply with modern building regulations thre would be a need for consequential improvements which would mean significant and material upgrades to the fabric.

The roof structure generally is lightweight and we suspect will not be able to take any material additional loads so the addition of photovoltaics is likely to require structural improvements.

7.0 GENERAL CONDITION OF PROPERTIES

We detail below some key concerns in relation to the condition of the buildings:

- **Offices and welfare accommodation** has generally been provided within a lean-to extension to the sides of the main warehouses and this is also formed from brickwork masonry walls with mono-pitch roofs having the same cladding as above (with no rooflights). The nature of accommodation differs for each block but each does have basic toilet and kitchen facilities along with office and storage space. These are all rudimentary in nature and require complete refurbishment. The welfare accommodation will require upgrading to comply with modern regulations.

- **Internal Accommodation -** The units have limited accommodation within the main footprint although there are some brick and block-built structures housing further accommodation, plant or storage areas and again these will either need demolition or refurbishment.

- **Roller Shutter Doors -** There are roller shutter loading doors (which is some areas are sliding) along with pedestrian doors to the elevations. These are all in poor condition and will need replacing.

- **D10** is different in construction to the others and is formed from structural masonry solid walls with a concrete vaulted roof and tamped concrete floor. The vaulted roofs are supported by a combination of concrete and steel columns. Whilst the floor is level and at grade the concrete vaulted roof has been (unusually) laid to falls and slopes down towards the south. There are 2 sliding loading bay doors to the norther parts of the side elevations and timber pedestrian doors with basic replacement windows mostly located at high level. This building is basic in nature and will require a full

refurbishment with replacement windows and doors. A single internal column has been propped either side and will need further investigation and repair.

- **Roofs D7 –** the extent of corrosion to D7 is significantly more advanced than the other roofs and localised sheet replacement is anticipated prior to the re-coating exercise. Time is of the essence here as these sheets are close to the point where a more robust approach may need to be taken if the corrosion is left untreated for too much longer.

- **Roof D20 –** this will need repair and possible replacement if the building is to be retained.

- **Rainwater Goods –** these are in poor condition and require replacement.

- **Structure –** there is some evidence of localised movement to the south elevations and south west corners of D7 and D10 and further investigation and monitoring of this is required and localised underpinning and structural improvements should be expected.

- **Structural Columns –** there is localised impact damage to a number of the columns which will need reviewing and repair although it is not considered that this is significant.

- **Cracking –** there is a reasonable amount of cracking to the elevations and walls throughout which is consistent with the age, use and type of buildings. These are not considered to be material in nature although a programme of structural repairs using helifix crack stitching and resin bonding should be anticipated.

- **Elevations –** the elevations have numerous areas where old openings have been infilled or replacement brickwork has been installed (notably to the south of D4 and D10). There are areas of brickwork which have erosion or spalling and a full review of the elevations will be required to establish a schedule of external repairs which we anticipate will be significant.

- **Windows –** there are limited windows but where these do exist - to the welfare accommodation (except for D10) these have been replaced with what appears to be basic uPVC frames have double glazed units and opening casements. These generally appear functional and whilst an overhaul and repair should be anticipated to rectify broken ironmongery; failed double glazed units and failed gaskets, these units will requie replacement with thermally broken units.

- **Doors –** as mentioned above the external doors throughout (both loading and pedestrian) require replacement.

- **Internal Areas –** the ancillary accommodation and welfare areas all require refurbishment.

- **Warehouse Slabs –** the slabs are, generally, in fair to poor condition. There are localised defects including cracking and attrition at the joints. A number of repairs have been carried out to all units and a programme of repairs will be needed. The slabs generally are self-finished although a coating has been applied to the slab in unit D4 along with he lower walkways which have been painted red. The slab to unit D7 has had a large number of repairs carried out to them.

Asbestos Containing Materials (ACMs).

We have been provided with refurbishment and demolition surveys for the existing warehouses. We have had KADEC (asbestos consultants and contractors) review these reports and their commentary and costs are as follows:

*"**Building D1** = £9,000+ VAT for all ACM removal, and all excluded areas are recorded on page 9 of the survey report.*

***Building D2** = £66,000+ VAT for all ACM removal, and all excluded areas are recorded on page 9 of the survey report.*
***Building D4** = £5,000+ VAT for all ACM removal, and they claim that all areas have been inspected as far as possible.*
***Building D7** = £7,500+ VAT for all ACM removal, and all excluded areas are recorded on page 9 of the survey report.*
***Building D10** = £2,000+ VAT for all ACM removal, and they claim that all areas have been inspected as far as possible*

***Grand Total** for All Asbestos Removal = £89,500 + VAT.*

It would be prudent to remove all ACMs.

Deleterious/Hazardous and Prohibited Materials

It is a possibility that the substation and the transformers may contain PCBs (polychlorinated biphenyl) which are now banned. As these are MOD controlled assets we have not been able to undertake a detailed assessment of these areas and there is a risk that these will contain PCBs.

8.0 SLOPING FLOORS

Internally, the main floors are of power floated concrete construction with all of the floors (except D7 and D10) sloping from north to south by approximately 1.2m in height across the length down to the south. This is quite an unusual feature and it will not be possible to level the floors without intrusive works forming stepped tiers which would be prohibitively expensive and result in a loss of floor area. The floors to D7 and D10 are level.

9.0 CONCLUSION AND RECOMMENDATION

As a result of the above, the decision has been taken to demolish the various buildings on the site.

For and on behalf of Resolute Property Consultancy Limited.