Building Condition Report.

Linen Street Carpark.

On Behalf of Pegasus Group Limited.

Date: 23 March 2026 | Pegasus Ref: P26-0413

Client	Warwick District Council
Property Address	Linen Street Carpark, Bowling Green Street, Warwick CV34 4DT
Prepared by	Crawford Paciej MRICS
Date of Inspection	5 March 2026
Instruction type	Building Condition

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
1	23 March 2026	Crawford Paciej, MRICS	Billy Oliver, MRICS	Client issue

Contents.

1. Executive Summary.

1.1. Property Overview

Property Address	Linen Street Car Park Bowling Green Street Warwick CV34 4DT
Property Type	Multi-storey carpark
Approximate GIA (m²)	4696m²
Approximate GEA (m²)	6301m²
Number of Carpark Spaces	235
Year of Construction	c.1970-80
Number of Storeys	Split-level, with 9 Levels
Tenure	Freehold
Occupancy at Inspection	Partially occupied (Levels 1 & 2 in use)

1.2. Recommendations

1.2.1. Linen Street Multi-Storey Carpark is beyond its original intended design life, presumed to be 30 years, and has now been in operation for c.40-50 years.

1.2.2. Following our initial Immediate Danger Protocol (see Section 4.3) and further discussion around that notification, we have recommended that the Council considers full closure of the carpark pending our further recommended investigations of those items. We understand the Council has taken the decision to close the remaining in-use areas of the carpark.

1.2.3. The carpark is generally in a deteriorated condition, with a significant number of defects noted. This included a large number of defects and repairs (including defective repairs) noted to the concrete frame but extended to other elements of the building such as waterproofing, drainage and fire safety and compartmentation, which would also require remediation.

1.2.4. Following good practice, due to the age of the carpark and the condition of the structure, a full structural appraisal has been recommended without delay. It is anticipated that, alongside repairs/remedial works to the structural frame, recommendations around potential strengthening works or weight restrictions will be given to accommodate increased design loads advised by updated carpark guidance.

1.2.5. Further, a feasibility study should be undertaken to assess the building considering options for refurbishment, repurposing and/or demolition and redevelopment.

1.3. Summary of Principal Findings and Key Risks

1.3.1. The following principal issues were identified during the inspection:

- Deterioration of the structural frame, which generally can be linked to corrosion of the reinforcement bar, which in cases includes spalling of concrete overhead.
- Concerns regarding fire safety within the carpark, notably the lack of fire detection and concerns around fire escape routes.
- Concerns regarding vehicle restraint and fall protection to the upper levels.
- Wider issues regarding the condition of the building, including (but not limited to) waterproofing and drainage, which affect the condition of the structural frame.

Health & safety concerns regarding fire safety and the potential for falling concrete have been highlighted to the council in advance of this report.

1.4. Further Investigations

1.4.1. We recommend the following investigations to further inform the existing condition of the building ahead of any proposed design or repair work.

- Full Structural Appraisal as part of a Life Care Plan for the car park.
- Retrospective Fire Strategy and Fire Risk Assessment.
- EICR.
- Specialist survey of the electrical installations by a building services / electrical engineer.

2. Instructions and Scope of Services.

2.1. Client and Instructions

Client	Warwick District Council
Client Contact	Zoë Court, Head of Neighbourhood Services
Instruction Date	17 February 2026
Purpose of Report	Building Condition Report
Agreed Scope	Letter of Engagement dated 9 Dec 2025

2.2. Scope of Services

2.2.1. This report has been prepared in accordance with the RICS Professional Standard Technical Due Diligence of Commercial Property (1st edition, April 2023) and the terms of our engagement letter dated 09 Dec 2025. The inspection comprised a visual, non-invasive survey of the accessible parts of the property.

2.2.2. The scope of this inspection includes:

- Visual inspection of the external fabric, structure and roof coverings
- Visual inspection of internal spaces, finishes and fabric
- Review of building services installations (visual inspection by a building surveyor; further specialist reports may be recommended)
- Assessment of statutory compliance matters
- Review of available documentation

2.2.3. The following items are expressly excluded from this report unless otherwise agreed in writing:

- Structural or specialist engineering investigations
- Testing or opening up of concealed areas, services or fabric
- Legal, planning, or title enquiries
- Review of environmental and sustainability considerations
- Preparation of budget cost estimates for identified repair works
- Contaminated land or ground investigations
- Valuation or rental advice
- Reinstatement cost assessments

2.3. Intended Building Use

2.3.1. It is our understanding that the Client owns the property and intends to review the works required to reinstate the property on a like-for-like basis. On this basis, we have prepared our report on the assumption that there will be minimal alteration to layout and structure, and no change of use.

2.4. Limitations and Assumptions

2.4.1. This report is based solely on observations made during the inspection and information provided to us. The following limitations apply:

- The limitations set out in our engagement letter and the terms and conditions attached to it
- The following areas were inaccessible at the time of inspection:
    - The internal plant room – Locked, no key
    - The external plant room – Locked, no key
- The available documentation for the building has been extremely limited, see record at Section 2.5.

2.5. Use of this Report

2.5.1. This report is for the sole benefit of the person to whom it is addressed. No third party may rely on it unless Pegasus Group has issued a letter to that third party referring to this subject by date and reference number and stating that the third party may rely on it. Pegasus Group will not unreasonably refuse a request to issue a single such letter to a single third party (who may not assign it), at an additional cost of two hundred and fifty pounds (£250.00). Pegasus Group's liability to any such third party will be limited to a sum not exceeding twenty (20) times the fee paid by the Client to Pegasus Group for the preparation of the Report. Pegasus Group accepts no liability to any third party more than this cap, whether arising in contract, tort (including negligence), breach of statutory duty or otherwise.

2.5.2. This report represents a point-in-time opinion based on observations made on the date(s) of inspection stated herein. The reliability of this report will diminish over time as the condition of the property changes. Clients should not place the same reliance on this report after a period of 1 months from the date of inspection without commissioning an update. Beyond this period, a re-inspection is recommended.

2.6. Documentation Reviewed

2.6.1. The following table records the documents reviewed during or after the inspection.

Document	Status	Date of Document	Comments
Planned Preventative Maintenance Schedules	Not Provided		
Statutory Compliance Certificates	Not Provided		
Health and Safety File / CDM Records	Not Provided		
Operating and Maintenance Manuals	Not Provided		
Fire Risk Assessment	Not Provided		
Fire Safety Strategy	Not Provided		
Asbestos Management Survey / Plan	Reviewed	14 June 2018	Note 'no access' areas that are excluded by the report.
Accessibility / DDA Audit	Not Provided		
Energy Performance Certificates	n/a		
Air Conditioning Inspection Reports	n/a		
Collateral Warranties / Third Party Rights	Not Provided		

Manufacturer and Contractor Guarantees	Not Provided		
Leases, Subleases and Licences for Alterations	Not Provided		
Party Wall Awards	Not Provided		
As-Built Drawings / Plans	Not Provided		
Building Control Completion Certificates	Not Provided		

3. Property Description.

3.1. Location and Setting

3.1.1. Property Address:

Linen Street Car Park
Bowling Green Street
Warwick CV34 4DT

3.1.2. Linen Street Multi-Storey Carpark is well situated in the heart of Warwick town centre. The structure occupies a prominent position within the western fringe of the historic core, in close proximity to the junction of Bowling Green Street and Market Street. The majority of Warwick town centre falls within a conservation area and contains many listed buildings, meaning the carpark sits within a sensitive historic environment, although it is not itself within the demarked conservation area.

3.1.3. The immediate surrounding area contains residential properties, including houses and apartment buildings. Nearby, there are commercial and civic buildings, with independent retailers, cafes and offices.

3.1.4. The car park is currently accessed via Linen Street, a relatively small local access road that provides access to residential properties. Egress from the carpark leads directly onto the more prominent Bowling Green Street.

3.1.5. Warwick railway station is approximately a 0.8 mile walk (17 minutes) to the East of the carpark.

3.1.6. Warwick bus station is situated extremely close to the carpark, a short walk (1 minute) on the other side of Bowling Green Street.

3.1.7. The site topography varies, with a vehicle exit to Bowling Green Street from Level 4 of the carpark. Vehicles entering via Linen Street must drive up a ramp, entering at the lower Level 2 of the building, with Levels 1 & 2 (and partially, Level 3) forming basement levels.

3.2. Size and Occupation

Current Use	Carpark
Approximate GIA (m²)	4696m²
Approximate GEA (m²)	6301m²
Number of carpark spaces	235
Number of Storeys	Split-level, with 9 Levels
Tenure	Freehold Note: A number of local residential properties currently hold leases for carpark spaces within the multi-storey
Occupancy	Partially occupied (Levels 1 & 2 in use at the time of inspection)

3.3. General Construction and Age

Approximate Date of Construction	c.1970-80
Date of Substantial Modifications	n/a
Construction Type	Reinforced concrete frame
External Walls	Reinforced concrete, brickwork and hit & miss timber infill
Roof Type	Open carpark roof decks
Roof Covering	Mastic Asphalt
Rainwater Goods	Internal outlets to internal uPVC downpipes
Floor Construction	Cast in-situ reinforced waffle concrete decks. Ground bearing cast in-situ reinforced concrete to basement levels.
External Areas	Limited to access ramp from Linen Street, exit to Bowling Green Street and a ventilation well
Internal Areas	Carpark areas, single stairwell and limited ancillary staff and plant rooms
Windows	Limited, mixed

3.4. Recent History & Condition

3.4.1. We understand that, following safety concerns raised regarding the reinforced concrete frame of the building, all upper levels (Levels 3-9) of the car park have been closed to the public since July 2021.

3.4.2. At the time of the inspection Level 1 was in use to provide carparking spaces to a number of local residential properties currently holding leases for carparking spaces within the multi-storey.

3.4.3. Level 2 is in use for access to and from Level 1 only. Parking is not permitted on Level 2.

3.5. Noise, Nuisance and Neighbourly Matters

3.5.1. The carpark site is constrained by neighbouring properties, with the external walls of the building to the North and South forming the boundary between adjacent properties (with private access routes / hardstandings located immediately adjacent on those properties). To the West elevation there is a deep retaining wall providing a ventilation well to the lower levels of the carpark, to the top of which are the garden walls of adjacent residential properties. The East elevation leads directly to Bowling Green Street.

3.5.2. Similarly, the access ramp from Linen Street is flanked by the retaining and garden walls for the adjacent residential properties.

3.5.3. At the time of the inspection, Linen Street appeared to be a lightly trafficked residential road, but it seems likely that the level of daily traffic would increase relatively substantially should the carpark reopen. Bowling Green Street is, comparatively, a busy road providing access from West Street/ High Street to Theatre Street.

3.6. Accommodation

3.6.1. Linen Street Carpark is a split-level multi-storey carpark with 9 levels, all providing parking. The total number of parking spaces available is 235.

3.6.2. A single stairwell for pedestrian access to the various levels is located to the East elevation (on Bowling Green Street).

3.6.3. There is limited ancillary accommodation, including a staff welfare room, WC, cleaning cupboard and access room (currently used for CCTV servers), all of which are currently out of use. There is also one internal and one external plant room.

3.6.4. There are two ventilation shafts which service Level 1 and Level 2. These extend the full height of the building, terminating above the Level 9 and Level 8 carparking decks respectively.

3.7. Planning Considerations

Building Listing	n/a
Conservation Areas	Not within a conservation area. The carpark is on the boundary, but carved out of, the Warwick Conservation Area. See Areas 13 & 14 of the publication Warwick – Guide to conservation areas.
Other Designations	n/a

3.8. Tenure and Occupational Information

Tenure	Freehold
Current Tenants	Note: A number of local residential properties currently hold leases for carpark spaces within the multi-storey.
Lease Expiry	Leases not reviewed.
Lease Obligations	Leases not reviewed.
Dilapidations Liability	Presumed to be not applicable.

4. Condition Survey.

4.1. RAG Rating

4.1.1. The following sections record the condition of the principal elements of the building. Condition ratings are assigned in accordance with the rating key below.

Rating	RAG Risk Rating Description
N/A	Not applicable
1	**Low** - Satisfactory – No repairs necessary. Performing as intended. Cyclical maintenance work/monitoring required only or an issue that requires addressing but is not of significant concern.
2	**Medium** - Fair – Elements exhibiting a potentially serious defect or deterioration, requiring remedial works at a level of cost that needs to be budgeted for and addressed and/or a minor H&S concern requiring attention.
3	**High** - Poor – Significant defects requiring urgent remedial works of significant cost/disruption and/or a significant H&S concern.
4	**Critical / Immediate Danger** – Immediate danger to life safety or risk of serious harm. Requires immediate action and notification to the building owner, manager or appropriate responsible person as soon as practicable.

4.2. Priority / Timing Rating

4.2.1. Recommended actions are provided with a recommended timeframe. These are:

Priority	Description
Immediate	Now to within 12 months, dependant on the context.
Short	Short-term works (1-2 years)
Medium	Medium-term works (2-5 years)
Long	Long-term / lifecycle allowance (5-10 years)

4.3. Immediate Danger Protocol

4.3.1. Where a Rating 4 (Critical / Immediate Danger) item is identified during the inspection, the surveyor will, as soon as practicable, report this to the client, the building owner/manager and to a suitable person on site who may reasonably be expected to act on the information. This notification will be made verbally and/or by email prior to the issue of this report. Any such notifications made during the inspection are recorded below:

Critical Items Notified	1. Fire Safety items – lack of fire detection and concerns around fire escape route(s). 2. Fall risk (new) – rotten timber panelling. 3. Fall risk (existing/known) – spalling concrete from soffits.

Person(s) Notified	Zoë Court, Head of Neighbourhood Services & Paul Garrison, Contract Services Manager, Warwick District Council, on 6 March 2026, by email.
Action Taken / Recommended	1. It was recommended that a Fire Risk Assessment was undertaken and any recommendations reviewed. 2. It was recommended that a timber board seen hanging loose was removed/re-fixed urgently. 3. This was a known pre-existing issue which we have re-stated due to the ongoing risk to persons and property.

4.4. Inspection Information

Attending Surveyors	Crawford Paciej, MRICS & Andrew Reynolds, BSc
Other Attending Specialists	Paul Martin (Measured Survey)
Date of Inspection	5 March 2026
Weather at Time of Inspection	Dry, light cloud.
Occupancy at Inspection	Partially Occupied (Levels 1 & 2 in-use)
No-Access Areas	1. Internal Plant Room 2. External Plant Room The nature of this survey was to comment on the wider condition of the carpark, and we can make reasonable assumptions regarding the condition of these areas. Unfortunately, we were unable to visually assess the condition of any plant or equipment located within these rooms, which we assume was mostly electrical.
Person Met on Site	n/a
Orientation Convention	For the purposes of this report, the principal elevation fronting Bowling Green Street is referred to as the front elevation. All other elevations and directional references are described as if the reader were standing outside the building looking directly at the front elevation. Where the building form is irregular or comprises multiple wings, additional orientation notes are provided within the relevant elemental sections.

4.5. External Area and Site

4.5.1. Site Boundaries and Fencing

Element	Description / Observations	Recommendation Action	Rating	Priority
Boundaries / fencing / gates	To the Linen Street Access Ramp, there is a cast in-situ reinforced concrete retaining wall to the front and brickwork garden walls in Flemish bond to the rear; both forming the boundaries for adjacent properties. A painted steelwork fence is provided to the top of the concrete wall, which is in poor decorative order and corroding. Both walls have mould/lichen growth and some minor moss and vegetation growth. There is a large tree immediately adjacent to the retaining wall, on the adjoining owner's property. No defects were observed, indicating the tree has not caused any significant issues. It was not clear what the drainage strategy is for the retaining wall, however no significant defects were noted during the inspection.	Remove vegetation and moss growth to walls, and clean down with a fungicidal spray. Prepare and redecorate steelwork fencing. Note: the council should confirm ownership of and responsibility for the boundary structures. **Consequences if Not Addressed:** Risk of deterioration to the boundary walls. Further corrosion and deterioration to the steelwork fence, resulting in more costly repairs or replacement in future.	**1**	Short

4.5.2. Hard Landscaping

Element	Description / Observations	Recommendation Action	Rating	Timeframe
Vehicle Access Ramp (from Linen Street)	Cast in-situ ground bearing reinforced concrete vehicle ramp, edged by concrete kerbs and tarmacadam pavement. Vegetation/moss growth throughout; minor damage to concrete at the construction joint and to drainage cover. The base of the ramp adjacent to Linen Street has previously had a tarmacadam finish applied, likely following resurfacing works to Linen Street, which has largely worn off.	Clear build-up of leaf litter, vegetation and moss and jet-wash ramp. **Consequences if Not Addressed:** Further build-up of vegetation with potential to deteriorate ramp and kerbs further. Potential slip / trip hazard to pedestrians.	**1**	Short
Vehicle Egress (to Bowling Green Street)	Separate areas of concrete and tarmacadam covered by the soffit of the level above. Concrete kerbs to guide vehicle egress; these have been partially removed to one side of the vehicle run.	Reinstate removed concrete kerbs. **Consequences if Not Addressed:** Potential trip hazard caused by undefined level change to pedestrians.	**1**	Short

4.5.3. External Lighting and CCTV

Element	Description / Observations	Recommendation Action	Rating	Priority
External lighting	The single painted steel external streetlight to the vehicle access ramp is in very poor condition; corrosion is noted to the post and the access panel has been damaged and is currently held in place with tape. There is a wall mounted light above Linen Street vehicle entrance. There is a wall mounted light above pedestrian stepped access up to front elevation. This is in poor condition with a delaminated paint finish. A soffit mounted LED light provides lighting above the stairwell entrance going down to Level 3 from street level. No external lighting to ramped pedestrian access to front elevation noted. Otherwise, external lighting is provided by the surrounding street lighting.	Replace damaged streetlight to the access ramp. Review external lighting plan as it is unlikely this meets modern day standards; this requires further review by a building services engineer. At a minimum, install external lighting to the pedestrian access ramp. Replace wall mounted light above pedestrian stepped access. **Consequences if Not Addressed:** Continued deterioration to damaged streetlight and ongoing electrical H&S risk from exposed panel. Inadequate lighting for the safe use of the carpark.	**3**	Short
External CCTV	Covered in Section 4.15.		**n/a**	n/a

4.6. Roof Decks

Note: The multi-storey carpark has no roof, and this section deals specifically with the waterproofing and drainage of the roof decks.

4.6.1. Waterproofing

Element	Description / Observations	Recommendation Action	Rating	Priority
Roof decks (Levels 8 & 9): Waterproofing	The upper roof carparking decks have a waterproofing mastic asphalt covering, with upstands to the surrounding parapet walls. Both the covering and upstands are in poor condition and past end of life, with cracking and deterioration noted throughout. A liquid applied waterproofing product has been applied to some of the cracking, however application is sporadic and failed, indicating that this has been an issue for some time. Ponding and a build-up of vegetation litter was noted, indicating inadequate falls to drainage and potentially some settlement of the slab. The exposed ramps to and from Level 7 have not been waterproofed. Water ingress through the structural deck is evident. Waterproofing to the movement joint has failed, with cracking and vegetation growth along its length to both levels.	Either overlay existing asphalt with an appropriate liquid applied waterproofing product or, if that is not possible (following further required investigation), take-up existing asphalt and replace with new, including for installation to unprotected ramps. **Consequences if Not Addressed:** Continued deterioration of the existing asphalt and water ingress through the structural deck below, accelerating deterioration of the concrete.	3	Short
Roof decks (Levels 8 & 9): Movement joint	A movement joint is provided to the Level 8 and 9 slabs to allow for thermal expansion/contraction. The waterproofing to the movement joint has failed, allowing water ingress through the structure, and the filler material is dropping through the soffit below. The movement joints are currently installed across car parking spaces, which is not to current standards due to the potential fire spread risk from lower levels. A liquid applied waterproofing product has been applied to some of the cracking, however application is sporadic and failed – indicating that this has been an issue for some time. The internal upstand (left-hand side elevation) to Level 8 has not been detailed to accommodate the movement joint, and a crack through the upstand has formed here.	Completely renew movement joint to both Levels. The 'un-planned' movement crack should be filled with an appropriate flexible filler to accommodate live movement and protect any exposed reinforcement bar within. **Consequences if Not Addressed:** Continued deterioration of the movement joint and water ingress through the structural deck below, accelerating deterioration of the concrete.	3	Short

4.6.2. Drainage

Element	Description / Observations	Recommendation Action	Rating	Priority
Surface water drainage to roof decks and internal carpark Levels.	Drainage throughout the roof decks is handled by internal drainage outlets, draining through the roof deck slabs via internal downpipes, which also pick-up drainage from the lower levels. Some outlets appear to have been retrofitted, indicating that the roof was either laid to incorrect falls, or that there has been some deflection to the structural slab, resulting in ponding water. Several outlets were blocked by soil, leaf litter and/or vegetation, and a significant area of ponding around a blocked outlet was present on Level 8 towards the front elevation. Given the condition of the mastic asphalt waterproofing, blocked drainage outlets and ponding water will be exacerbating water ingress issues to the structure below.	Clear all drainage outlets and instigate cyclical (6 monthly) clearance maintenance regime. In line with the waterproofing renewal addressed at section 4.6.2., renew all drainage outlets and ensure they are adequately detailed to prevent water ingress to the concrete structure. Drainage throughout the building requires addressing, with repairs/renewal of outlets and downpipes required throughout. **Consequences if Not Addressed:** Continued deterioration of the existing asphalt and water ingress through the structural deck below, accelerating deterioration of the concrete.	3	Short

	Internal upper levels are also serviced by drainage outlets, connecting to the internal downpipes from roof deck Levels. Dis-connected runs and leaks were noted throughout.			

4.7. External Walls and Cladding

4.7.1. External Walls and Cladding

Element	Description / Observations	Recommendation Action	Rating	Priority
Brickwork	Generally, the two ventilation shafts, stairwell and infill brickwork walls are solid brickwork in Flemish bond. Reinforced concrete upstands forming parapet walls to the upper levels are faced in single skin brickwork; these are topped with an edge-laid brickwork cap. It seems unlikely that the floor to soffit brickwork infills, ventilation shaft brickwork walls, and the brickwork stairwell walls, have the sufficient restraint necessary to meet modern day requirements for vehicle impact. Generally, external brickwork was in a satisfactory condition. Brickwork has cracked and mortar severely deteriorated below the Level 8 movement joint. There are some areas of deteriorated mortar, particularly to the front elevation at ground level, and to ventilation shafts at the upper levels. External brickwork at upper levels have been painted with an inappropriate, non-breathable paint which is in a deteriorated condition. The occasional brick from the brickwork caps is missing, where it is likely from the exposed locations the bricks have come loose and have been proactively removed. Mould growth to brickwork was noted, particularly (but not exclusively) to the left-hand side elevation; indicative of this location's sheltered position being overshadowed by the adjacent residential development. Evidence of substantial vegetation growth (since removed) from a climbing plant was noted to the rear elevation and the rear of the right-hand side elevation. Some minor graffiti was noted to the front elevation ventilation shaft brickwork.	The adequacy of restraint provided to brickwork walls against vehicular impact should be assessed by a structural/civil engineer; it appears likely that additional vehicular restraint against impact will be required in these areas. Remove damaged brickwork, replace with new and repoint below the movement joint to Level 8, allowing for an appropriate flexible packing between the top of the brickwork and the concrete soffit above. Rake-out and repoint deteriorated mortar joints. Remove paintwork from painted brickwork walls. Replace missing bricks to parapet caps. Remove graffiti to front elevation. Clean down mould from brickwork with a fungicidal spray. **Consequences if Not Addressed:** Potential inherent safety risk retained if the adequacy of brickwork walls against vehicular impact is not assessed, which is a danger to building users and the public. Mortar pointing will continue to deteriorate to a level where re-pointing is necessary. Paintwork and the painted bricks will continue to deteriorate if not addressed due to trapped moisture within the walls. The other actions generally address cosmetic items.	3	Medium
Timber hit-and-miss infill	Sections of the carpark have had an unfinished timber hit-and-miss panelling installed, including to the left-hand side and rear elevations. The infill covers both deck to soffit sections as well as from the top of parapet walls to soffits. The timber panelling is combustible and would contribute to external spread of fire should one occur. The gaps between the hit and miss panelling are excessive (at over 160mm), are not compliant with AD Part K and represent a significant fall risk, particularly to children who could easily fit between the gaps in the panelling. In addition, the panelling is in a deteriorating condition, with rot and mould noted, particularly to the footplate. One timber board is hanging precariously from an upper level over the adjacent property's footpath triggering a Critical '4' Rating for this element. Crash barriers have been installed in front of deck to soffit sections to prevent vehicles driving through the panelling; it is not clear whether these meet current standards.	Urgently remove the loose timber board and check all remaining boards are adequately fixed back to the main structure. Remove all timber hit-and-miss infill and replace with a suitable, ventilated and AD Part K compliant system, e.g. wired fencing with hollow section vehicle restraint. Note that, if the relevant areas of the car park were in use, the gaps in the hit-and-miss infill would also have triggered a Critical '4' Rating for this element. **Consequences if Not Addressed:** Serious non-compliance risk retained.	4	Immediate

4.8. Windows, Doors and External Joinery

4.8.1. Windows and External Glazing

Element	Description / Observations	Recommendation Action	Rating	Priority
Windows	1 single glazed (GSWW) top-hung painted timber casement window with trickle ventilation slot to Level 4 ancillary room (operation not tested). Satisfactory condition, commensurate with age; graffiti to glazing, heavily begrimed externally.	Clean window and remove graffiti. Otherwise, cyclical maintenance required only. **Consequences if Not Addressed:** Dirt build-up can hold moisture, potentially increasing rate of deterioration.	1	Short
Windows	2 double glazed uPVC bottom-hung casement windows to Level 5 ancillary room (operation not tested). Heavily begrimed externally, with deteriorated seals to joint with reveals.	Clean windows and replace mastic seals to surrounds. **Consequences if Not Addressed:** Potential for moisture ingress around windows if seals not maintained.	1	Short

4.8.2. External Doors and Entrances

Element	Description / Observations	Recommendation Action	Rating	Priority
Vehicle entrance gate	Painted steel double-leaf gate with retrofitted access control (fob to enter, press-to-open button to exit). Operational. The gate is generally in poor condition and poor decorative order, with corrosion to the steel noted, paintwork worn/deteriorated and mould growth to all parts.	Clean down the gate, prepare and redecorate the steelwork throughout, including frame and hinges. If the carpark is put back into use, the access control strategy will need to be reviewed and adjusted. See note "Note on vehicle access/egress" below. **Consequences if Not Addressed:** Continuing deterioration of the steelwork resulting in more costly repairs and/or eventual replacement.	2	Short
Vehicle exit gate	Painted steel double-leaf gate with retrofitted chicken-wire and covers to gap at base. Currently locked with chain and padlock. Operational. The gate is generally in poor condition and very poor decorative order, with corrosion throughout the steel noted, paintwork completely worn/deteriorated.	Clean down the gate, prepare and redecorate the steelwork throughout, including frame and hinges. If the carpark is put back into use, these gates are manually opened and close. See note "Note on vehicle access/egress" below. **Consequences if Not Addressed:** Continuing deterioration of the steelwork resulting in more costly repairs and/or eventual replacement.	2	Short
Note on vehicle access/egress	If the carpark is put back into use, the Council would need to address the access, security and payment strategy, which is likely to include complete replacement of the vehicle access/egress gates with modern vehicle barriers, ANPR, etc.		**n/a**	n/a
Pedestrian access gates	3 separate painted steel single leaf gates with retrofitted chicken-wire. Currently locked with chains and padlocks, except for the stepped pedestrian access up from Bowling Green Street, which has access control (press-to-open button to exit) and forms part of the escape route from the basement level. The gates are generally in poor condition and poor decorative order, with corrosion to the steel noted, paintwork worn/deteriorated.	Clean down the gate, prepare and redecorate the steelwork throughout, including frame and hinges. If the carpark is put back into use, these gates are manually opened and closed. Any refurbishment works to the carpark should assess the fire strategy and ensure adequate fire escape routes are in place. **Consequences if Not Addressed:** Continuing deterioration of the steelwork resulting in more costly repairs and/or eventual replacement.	2	Short

4.9. Structural Frame

4.9.1. Roof Structure

n/a.

4.9.2. Frame and Upper Floors

Element	Description / Observations	Recommendation Action	Rating	Priority

Structural frame: General Description	The structural frame is a cast in-situ concrete frame consisting of split-level waffle slabs forming the carparking decks, with double scissor ramps connecting the various levels, with all floors featuring monolithic upstands / parapet walls. There are a significant number of concrete defects present, and a significant number of concrete repairs that have been undertaken. Concrete defects generally, but not exclusively, appear to have been caused by either water-ingress through the structural decks, low-cover to reinforcement bars and systematic transverse cracks that are observed at concrete soffits running from left-hand side to right-hand side on all suspended floors; or a combination of two or more of these factors. Cracks/spalled concrete caused by rusting reinforcement bars are frequent. It is not clear how lateral restraint against wind loads etc. is achieved for the building due to a lack of information, but presumably this is intended to be provided by the reinforced concrete upstands and parapets, subject to further investigation.	Further investigation required including a full structural appraisal of the building, see Section 10.2. Post-remediation, ongoing monitoring and maintenance of the concrete structure will be required in line with the building Life Care Plan (see Section 10.2.) **Consequences if Not Addressed:** Further deterioration of the concrete structure, further affecting the condition and strength of the structural frame.	**4 / 3**	Immediate / Short
Structural frame: Columns	Columns are cast in-situ reinforced concrete columns, and generally fewer visible defects were noted throughout the building than with other elements of the structural frame. A number of apparently successful repairs have been carried out to columns throughout.	Further investigation required including a full structural appraisal of the building, see Section 10.2. Post-remediation, ongoing monitoring and maintenance of the concrete structure will be required in line with the building Life Care Plan (see Section 10.2.) **Consequences if Not Addressed:** Further deterioration of the concrete structure, further affecting the condition and strength of the structural frame.	**3**	Short
Structural frame: Upper floors (Levels 3-9) incl. ramps	These floors are a cast in-situ reinforced concrete waffle grid slab floor. There are a significant number of concrete defects to these suspended slabs which include (but are not limited to): • Corrosion of reinforcement bar • Hairline transverse cracks across all levels • Localised cracking and spalling of concrete (due to reinforcement bar corrosion) • Rust staining (due to reinforcement bar corrosion) • Dampness • Water leakage through joints • Poor condition of previous repairs • Low cover There was also some evidence of hidden defects within the slabs with some evidence of honeycombing and a void within the slab being observed. The majority of the defects are related to corrosion of the reinforcement bar within the concrete. This is evidenced by spalling of concrete, exposing rusted reinforcement below, rust staining washing through cracks or visible on the concrete surface, and the nature of cracks and repairs undertaken throughout the carpark. Spalling concrete from the soffit of suspended floors are an ongoing risk to health & safety and to property. Corrosion of the reinforcement bar represents a deterioration of the structure and a reduction in its redundancy. The transverse cracks run the full length from the left-hand side to right-hand side of all slabs, generally in 2 to 3 locations. They are visible on the slab soffits, and generally are located below construction joints formed by the cast in-situ	Further investigation required including a full structural appraisal of the building, see Section 10.2. A programme of concrete repairs throughout the building following full structural appraisal. Sealing of all joints and cracks with appropriate materials, particularly at ramp to slab joins and construction joints within the carpark surfaces. Remediation of connected defects, see Roof decks waterproofing, movement joints at Section 4.7.1 and Drainage at 4.7.2. Post-remediation, ongoing monitoring and maintenance of the concrete structure will be required in line with the building Life Care Plan (see Section 10.2.) **Consequences if Not Addressed:** Further deterioration of the concrete structure, further affecting the condition and strength of the structural frame.	**4**	Immediate

	concrete carpark decks above the slab. It is not known when these cracks formed, but on the balance of probability they are likely thermal contraction cracks. The most significant sections of spalled concrete occur to the ribs the crack passes through, and it is thought this is due to a combination of increased moisture penetration in these areas, and/or a faster rate of carbonation caused by this cracking. Dampness and leakage through joints, low cover, the inherent transverse cracking and the extremely likely carbonation of the concrete are all likely contributors to the corrosion of reinforcement. Low cover to cracked and spalled areas was evident, and likely to be widespread (subject to further investigations) due to the lower requirements set by standards of the time. Redundant steel conduit is embedded in runs within the base of soffit ribs, and was seen to be corroding in multiple areas.			
Structural frame / upper floors (Levels 3-9): Carpark surfaces	Note: For waterproofing to the roof decks, see Section 4.7.1. Carpark surfaces are formed from cast in-situ reinforced concrete sections. Generally, these are deteriorated throughout, with ponding noted either through leaking/disconnected downpipes, seepage through the structure, or from ingress down exposed ramps and through open ventilated external elevations. Thermoplastic marking has visually deteriorated throughout. There are localised areas of damage to the deck where concrete has spalled, and reinforcement bar is visible. Some of these defects have had a concrete repair applied, but this has occasionally failed.	Minor concrete repairs required to all slabs. Burn-off and replace all thermoplastic marking. Consideration should be given to the drainage strategy, particularly where water can flow in from the external roof deck ramps from Level 8 down into Level 7. **Consequences if Not Addressed:** Further deterioration of the carpark surfaces. Potential trip hazards caused by uneven carpark surface. Exposure of reinforcement bar a potential (but low) risk to vehicle tyres. Poor marking and wayfinding for drivers throughout carpark.	**3**	Short
Structural frame / upper floor (Levels 3-9): Upstands and parapet walls	Generally, there are parapet walls and upstands enclosing the carpark areas which are formed by cast in-situ reinforced concrete monolithic with the suspended floor slabs. Again, there were several defects noted, generally cracked/spalled concrete over rusting reinforcement bars with apparent low cover. Several successful repairs to these defects have been undertaken throughout the carpark, although defective repairs were also noted throughout. Due to a lack of information, it is not clear whether upstands have been constructed to provide adequate restraint against vehicle impact.	Further investigation required including a full structural appraisal of the building, see Section 10.2. A programme of concrete repairs throughout the building following full structural appraisal. Post-remediation, ongoing monitoring and maintenance of the concrete structure will be required in line with the building Life Care Plan (see Section 10.2.) **Consequences if Not Addressed:** Further deterioration of the concrete structure, further affecting the condition and strength of the structural frame.	**3**	Short

4.9.3. Ground Floor

n/a

4.10. Substructure

4.10.1. Foundations

Element	Description / Observations	Recommendation Action	Rating	Priority
Foundations	No foundations were uncovered at the time of inspection, and we have not seen any information to advise on the nature of foundations. No visible defects to the superstructure were noted that indicated there were issues caused by foundation failure.	n/a	**n/a**	n/a

4.10.2. Basement

Element	Description / Observations	Recommendation Action	Rating	Priority
Basement structure / waterproofing (Levels 1, 2 & 3)	The structure to basement levels is formed by monolithic reinforced concrete walls and, to Levels 1 & 2, ground bearing cast in-situ reinforced concrete slabs. Where the walls extend above ground level on Level 2, walls change to painted brickwork. There is water seepage into the basement, particularly noted at fabric abutments such as the join between concrete and brickwork, from ceiling level, or from the base of brickwork walls (to the front elevation ventilation shaft, for example). This, however, does not appear to be excessive and within tolerances that could be expected from a basement car park.	The further investigation and full structural appraisal of the building recommended at Section 4.10.2 should take into account the basement structures.	1	Short
Ventilation Well	There is a ventilation well to the rear elevation of the basement, with a concrete base and surrounding retaining walls, topped with brickwork garden walls, facing adjoining residential gardens. There has been some minor movement to the brickwork along the DPC, consistent with thermal movement. Access to the ventilation well is provided by a padlocked painted steel gate, which is in poor decorative order with minor corrosion noted. The floor of the ventilation well has a minor build-up of debris and vegetation. Surrounding walls have mould growth which has been partially cleaned.	Clear vegetation and dirt build up to well. Clean surrounding walls with a fungicidal spray. Prepare and redecorate metal access gate and associated railings. Monitor condition of brickwork wall. Note: the council should confirm ownership of and responsibility for the retaining walls and garden walls that form the ventilation well. **Consequences if Not Addressed:** Continuing deterioration of the steelwork resulting in more costly repairs and/or eventual replacement.	1	Short

4.11. Internal Fabric and Finishes

4.11.1. Ceilings / Soffits - Generally

Element	Description / Observations	Recommendation Action	Rating	Priority
Ceiling finishes	Structural slab soffits are painted throughout and are generally in poor decorative order.	Redecorate. **Consequences if Not Addressed:** Poor visual appearance.	1	Medium

4.11.2. Level 5 Staff Welfare Room

Element	Description / Observations	Recommendation Action	Rating	Priority
Level 5 Staff Welfare Room	Painted blockwork walls with painted plasterboard drylining internally. Exposed painted concrete soffit. Vinyl flooring. Kitchenette with zip tap boiler. Poor condition and decorative order. Plasterboard finish is affected by low level water ingress. This is a redundant space and is a more recent addition to the carpark c.2010. The construction is not suitable for the use and age of the building, and it is not clear that building regulation approval would have been given for this space.	Consider removal of redundant ancillary room and reinstate as carpark spaces. **Consequences if Not Addressed:** Continued deterioration of the redundant Staff Welfare area.	2	Medium

4.11.3. Level 4 Server Room, Staff WC and Cleaner's Cupboard

Element	Description / Observations	Recommendation Action	Rating	Priority
Level 4 Server Room, Staff WC and Cleaner's Cupboard	Exposed painted concrete soffit, painted plaster walls, quarry tile floor finish. Generally this space is in a fair condition, commensurate with it's age and use. This space is currently used to house servers for the carpark CCTV.	Remove redundant fixings and fill, prepare and redecorate all redundant fixing holes. Hack-off moisture affected plasterwork and allow wall to dry out. Re-plaster and redecorate. This should be undertaken in parallel with redecoration works to the	2	Immediate

	Painted plasterwork has been affected to the rear of the WC, where finishes have been damaged by moisture ingress from the stairwell. Redundant fixings and fixing holes throughout.	stairwell (see Section 4.12.1) in regard to dealing with moisture held within the walls. **Consequences if Not Addressed:** Continued deterioration of plasterwork finishes.		
Doors	Gloss painted flush timber doors. The access door acts as a fire door, but is not to current standards, and should be treated as a 'nominal' fire door only.	Allow to replace fire door and frame with certified door set. **Consequences if Not Addressed:** Potential non-compliance issue.	3	Immediate

4.12. Internal and External Staircases

4.12.1. Internal and External Staircases

Element	Description / Observations	Recommendation Action	Rating	Priority
Stairwell fire doors	Painted flush timber fire doors with glazed vision panels. Fire rating unknown. These doors are generally in poor condition and in need of replacement, with corroding ironmongery / door closers. Doors generally do not self-close and/or are affected by moisture content and have swollen within their frames, or the frames themselves have deformed. The fire escape door from Level 2 (in use) has been overclad with a metal panel to prevent it's use, blocking the escape route and presenting a significant fire escape risk. Access to the stairwell from Level 8 & 9 is also blocked by a severely deteriorated temporary timber stud wall with plywood cladding, blocking the escape route and presenting a significant fire escape risk. Although these Levels are out-of-use, visitors / non-authorised persons may still be affected.	Urgently address blocked fire escape route to Level 2. Address the blocked fire escape route from Levels 8 & 9. Allow to replace all fire doors and frames with certified fire door sets. **Consequences if Not Addressed:** Serious non-compliance issue retained in regards to fire safety.	4	Immediate
Stairwell stairs	Stairs are generally exposed concrete, with the exception of Levels 8 & 9 where the stairs are exposed on the roof deck and have an anti-slip coating applied. This coating is heavily begrimed and worn, and there is vegetation growth to stairs at these Levels. Stairs and landings generally hold mould growth. Stairs are provided with a single painted metal rail, which is in poor decorative order. No stair nosings are provided.	Remove vegetation and clean down all stairs, washing with a fungicidal spray. Take-up and replace anti-slip coatings to Level 8 & 9 stairs. This should be undertaken and designed with the wider waterproofing works to the uppermost levels, see at Section 4.6.1. Prepare and redecorate the metal balustrades and hand rail. Consideration should be given to improving visual contrast throughout the stairwells, in particular by providing high-contrast nosings, referring to BS 8300. **Consequences if Not Addressed:** Risk of further deterioration of building elements and slip/trip hazards to building users.	2	Short
Stairwell walls	Within the stairwell, brickwork and concrete walls have been partially painted. Paintwork is generally in poor-order, and has been significantly affected by water ingress through the brickwork walls, and at joints/abutments with other building elements (i.e. the concrete frame and concrete stairs). Moss and mould growth affects walls throughout.	Remove all moss growth and wash walls down with a fungicidal spray. Prepare all walls and redecorate with an appropriately specified breathable paint. Redecoration work should provide a high-contrast finish with the stairs, floors and doors, in line with the guidance set out in BS 8300.	4	Immediate

4.13. Sanitary Fittings and Welfare Facilities

4.13.1. Toilets and Welfare Facilities

Element	Description / Observations	Recommendation Action	Rating	Priority

WC and welfare installations (Level 4)	A ceramic WC bowl, cistern and wash hand basin are provided to the out of use toilet facility. These are commensurate with age and minorly begrimed. Water was turned off at the time of inspection. No accessible WC is provided.	When put back in use, deep clean and check operation.	2	Medium
Kitchenette (Level 5 Staff Welfare Room)	Redundant kitchenette with stainless steel sink, tap and drainer to a laminated worktop with laminated base and wall-hung units.	Consider removal in line with Section 4.11.2.	2	Medium

4.14. Carpark Barriers & Guards

4.14.1. Carpark Barriers & Guards

Element	Description / Observations	Recommendation Action	Rating	Priority
Barriers & Guards	Generally, painted steelwork impact guards are provided to each carpark space, to prevent direct impact with the surrounding upstands and walls. These are significantly aged, and severely corroded to Levels 8 & 9 where they are exposed to the elements. It is unlikely they meet current day standards. Newer, galvanised crash barriers are provided in front of timber infill sections (see at Section 4.7.1), and were likely installed to provide vehicle restraint for the timber infills. It is unlikely these are compliant with modern day standards.	The full structural appraisal recommended (see at Section 4.9.2) will necessarily include a review of the edge protection systems and vehicle restraint barriers; it is unlikely that the existing systems will be considered sufficient and therefore a full review and replacement of barriers and guards should be expected.	3	Immediate

4.15. Building Services

Note: Building services have been assessed on a visual, non-intrusive basis only by a Building Surveyor. For a more detailed understanding, it is recommended that specialist mechanical and electrical engineers are appointed to undertake a detailed condition and compliance assessment of all services installations. This disclaimer should be read in conjunction with the scope of services at Section 2.

4.15.1. Heating, Ventilation and Air Conditioning (HVAC)

Element	Description / Observations	Recommendation Action	Rating	Priority
Heating	Electric heaters to Level 4 & 5 ancillary rooms. Not in use.	n/a	n/a	n/a

4.15.2. Electrical Installations

Element	Description / Observations	Recommendation Action	Rating	Priority
Electrical switchgear / distribution / LV installation	Not seen.	An EICR has not been undertaken for the property, and it is recommended that an inspection is carried out without delay.	3	Immediate
Conduit	Electrical conduit is generally provided by galvanised steel. Fixings and conduit was seen to be corroding throughout the building.	Undertake an EICR.	3	Immediate

4.15.3. Lighting

Element	Description / Observations	Recommendation Action	Rating	Priority
Lighting	LED task lighting has been provided to all internal levels to soffits, however this was only functioning to Levels 1 & 2, and several faulty lights within this level were noted. 2no. lights were partially hanging loose from the soffit due to corroded fixings / backing.	Re-fix loose fittings, replace non-functioning lights.	3	Immediate
Emergency Lighting	There is emergency lighting installed within the carpark however it was not clear whether this was sufficient or whether a testing regime is in place, and requires review.	Review and testing of emergency lighting.	4	Immediate

4.15.4. Gas

n/a

4.15.5. Lifts and Escalators

Element	Description / Observations	Recommendation Action	Rating	Priority
Passenger / goods lifts	n/a	n/a	n/a	n/a

4.15.6. Fire Detection and Suppression

Element	Description / Observations	Recommendation Action	Rating	Priority
Fire alarm / sprinkler / suppression systems	None present.	Fire safety should be reviewed by an appropriately qualified fire engineer without delay.	4	Immediate
Dry riser	A dry riser is present to the front elevation or the building, passing through the stairwell and terminating at Level 9.	n/a	**n/a**	n/a

4.15.7. Plumbing and Drainage

Element	Description / Observations	Recommendation Action	Rating	Priority
Plumbing / drainage / above-ground drainage	uPVC drainage to WC and welfare installations.	n/a	1	n/a

4.15.8. Security and Access Control

Element	Description / Observations	Recommendation Action	Rating	Priority
Access control / intruder alarm	Access control has been retrofitted to suit the needs of the in-use parking on Level 1. Vehicle access is via the Linen Street access ramp to Level 2, through the automated external double leaf gate, which is fob controlled. A further automated fob-controlled internal gate then provides access down to Level 1 at the down ramp. Vehicle egress is then provided by a separate gate with press-to-open button at the Level 1 up ramp, and a further press-to-open button at the Linen Street external access gate. Pedestrian access & egress is via access-controlled mag-lock gate to the Bowling Green Street stairwell and an access-controlled mag-lock fire door to Level 1; fob to enter, push-to-open button to exit. Our fob did not work on the pedestrian access gate or door. There is no dedicated pedestrian access to Level 2. It is not clear if vehicle gates are openable during a power outage. Access control is not connected to any fire detection system, as none is present. The access strategy raises serious concerns regarding fire escape routes for building users. The access strategy is also currently unsuitable for any wider opening of the car park.	Fire safety should be reviewed by an appropriately qualified fire engineer without delay. The access strategy for the carpark will require review and significant amendments as part of any remedial or refurbishment works. **Consequences if Not Addressed:** Potentially serious fire safety risk retained in relation to escape routes.	4	Immediate
CCTV	CCTV is provided to all Levels in the carpark. Provision does not meet modern day standards.	The CCTV coverage should be reviewed as part of any remedial or refurbishment works.	2	Medium

4.15.9. Lightning Protection

Element	Description / Observations	Recommendation Action	Rating	Priority
Lightning Protection	None noted.	n/a	n/a	n/a

5. Statutory Compliance.

The following matters have been assessed based on information available at the time of inspection. Legal and specialist advice should be sought where required.

5.1. Planning and Building Regulations

Planning Consent Status	Unknown.
Building Regulations	The staff welfare area to Level 5 appears to be a newer addition and it is not clear whether building regulations approval was gained.
Listed Building / Conservation Area	The building is not listed. The carpark is on the boundary, but carved out of, the Warwick Conservation Area. See Areas 13 & 14 of the publication Warwick – Guide to conservation areas. It sits within a sensitive historic area, and this would likely be taken into consideration for any proposals requiring planning consent.

5.2. Fire Safety

Fire Risk Assessment	Not provided.
Fire Alarm	No fire detection present.
Means of Escape	Inadequate in terms of escape routes, signage, compartmentation and adequacy of fire doors.
Fire Compartmentation	Generally, not to current standards: internal downpipes through structural slabs are not non-combustible, the upper deck movement joint is located directly under parking bays and compartmentation to ancillary rooms within the carpark was noted to be deficient.
Sprinkler / Suppression	None present.
Emergency Lighting	Emergency lighting has been installed, however appears inadequate, and no evidence of testing/review has been provided.
Storage	To level 1, some materials have been stored by the in-use carpark lease holders. These should be removed.

5.3. Accessibility and Equality Act 2010

5.3.1. There is currently limited provision at the carpark in terms of the adequacy of access arrangements for disabled persons, with no lifts, accessible parking bays or associated signage present.

5.3.2. There is pedestrian ramped access to the carpark to the front elevation from Bowling Green Street. This ramp is non-compliant with the current Building

Regulation's Approved Document part M and BS8300 due to its limited width, steep gradient and lack of handrails, although these standards would not have applied at the time of its construction.

5.4. Asbestos

Asbestos Survey Status	Asbestos Management Survey, 14 June 2018
Survey Date	11 June 2018 (report issued 14 June 2018)
Summary of Findings	None found, however note areas of no-access within report and treat these areas as presumed to contain asbestos.
Asbestos Management Plan	Not available, however no detected asbestos identified within management survey.
Recommended Action	Before any works take place the scope for a Refurbishment & Demolition survey should be agreed and the survey undertaken, in particular with regard to the no-access areas and the potential for existing electrical installations to contain asbestos.

5.5. Other Deleterious and Hazardous Materials

5.5.1. No other deleterious or hazardous materials were identified or suspected during the inspection.

5.6. Mechanical and Electrical Compliance

Gas Safety Certificate	N/A
Electrical Installation Condition Report (EICR)	No current EICR in place – it is recommended that one is undertaken without delay.
Lift Inspection	N/A
Portable Appliance Testing (PAT)	Not in place - required.
Water Hygiene / Legionella Risk Assessment	Not in place - required. Water supply is currently turned off.
Pressure Vessel / Boiler Inspections	Required.

5.7. Energy Performance

EPC Rating	N/A
MEES Compliance	N/A
Sustainability Certifications	None.

6. Environmental and Sustainability Considerations.

6.1. Environmental and Sustainability Considerations

6.1.1. A review of environmental and sustainability considerations does not form part of our scope of services, however we have noted the following points.

6.2. Flooding

Flood Zone	The building is not in a flood zone.
Flood Resilience Measures	None noted.

6.3. Net Zero and Climate Risk

6.3.1. For future use, consideration should be given to the installation of electric vehicle charge points, and the requirement to provide charging infrastructure may be triggered under the Building Regulations (dependent on any work proposals for remediating the property).

6.4. Orientation and Exposure

6.4.1. The building's principal elevation to Bowling Green Street is exposed to the normal levels of noise and pollution to be expected from road traffic.

6.4.2. The South facing elevation is the left-hand side elevation, and is largely overshadowed by the adjacent residential development Martinique Square.

6.4.3. Exposure to driving rain: the property is in a Sheltered – Moderate zone.

7. Repair and Maintenance Cost Estimates.

7.1. Repair and Maintenance Cost Estimates

7.1.1. Producing an estimate of repair and maintenance costs based on our condition survey does not currently form part of our scope of services.

8. Recommended Further Investigations.

8.1. Further Investigations

Note these further investigations are limited to those required to further assess the current condition of the building. Additional investigations may be required following these or as part of further design work.

Investigation / Report Required	Reason / Issue to be Investigated	Timing
Full Structural Appraisal (as part of a Retrospective Life Care Plan – see Section 10)	Good practice from the Institute of Civil Engineers (ICE) state that for structures more than 12 years old, that have no record of an appraisal being carried out should have a full structural appraisal undertaken without delay. This should be undertaken by an experienced chartered civil or structural engineer with demonstrable specialist knowledge. Due to the lack of existing information (H&S files/O&M manuals, as-builts etc.), the extent of work required to complete the appraisal is likely to be significant.	Without delay (and before any re-opening)
Fire Risk Assessment Review	Significant immediate concerns have been raised regarding the fire safety at the property, particularly related to detection (not present), emergency lighting and escape routes. In this instance, this should be undertaken by a suitably qualified Fire Engineer.	Without delay (and before any re-opening)
Fire Engineering Review	Retrospective fire strategy required to inform any refurbishment work.	Prior to any design work (and before any re-opening)
EICR	None in place. An EICR should be undertaken to assess the current condition of installations and to comply with relevant H&S Regulations.	Prior to any design work (and before any re-opening)

Specialist Electrical Engineer Inspection	To inspect the condition and suitability of electrical installations.	Prior to any design work
Asbestos Refurbishment / Demolition Survey	In-line with the Control of Asbestos Regulations 2012	Prior to any works

9. Tenure, Lease and Occupier Considerations.

Note: This section is advisory only. The client should seek legal advice on all lease and title matters.

9.1. Long-lease Carparking Spaces

9.1.1. We understand that there are a number of leased carparking spaces to local residents that were in use at the time of the inspection.

9.1.2. We have not reviewed existing leases as part of this exercise - it is recommended that these are reviewed by your legal advisor.

9.2. Landlord Obligations

9.2.1. We have not reviewed existing leases as part of this exercise - it is recommended that these are reviewed by your legal advisor.

9.3. Guarantees, Warranties and Collateral Warranties

9.3.1. None provided.

10. Conclusion and Next Steps.

10.1. Report Summary

10.1.1. Linen Street Multi-Storey Carpark is at the end of, if not well beyond its design service life, having been in use for 40-50 years.

10.1.2. Since construction, design standards for concrete buildings and carparks have been introduced or updated. The most recent industry best practice guidance has increased the design load requirements, taking into account the increase in size and weight of modern-day vehicles, particularly Electric Vehicles.

10.1.3. Our inspection and report was prompted due to concerns regarding the building structure. Key concerns raised during the inspection were not just limited to the concrete frame however, and included the following:

- Deterioration of the structural frame, and suitability against modern day standards, particularly in regard to updated requirements for design loads.
- Fire safety concerns.
- Failure of waterproofing to the external roof decks.
- Partial failure and blockage of drainage systems.
- Edge protection, safety barriers & vehicle restraint.
- Vehicle and Pedestrian Access.
- Lighting.
- Accessibility.
- Drainage.
- Visual refurbishment/redecoration.
- General housekeeping, including removal of vegetation, clearance of drainage outlets, facility cleaning.

10.2. Next Steps

10.2.1. Immediate Next Steps:

1. The Council, under the Health & Safety at Work Act 1974, has a legal obligation as an owner/operator to maintain the carpark in a safe condition. This obligation applies to all persons entering the building, including those entering unlawfully, and extends to the immediate perimeter.

2. Following our initial Immediate Danger Protocol (see Section 4.3) and further discussion around that notification, we have recommended that the Council considers full closure of the carpark pending our further recommended investigations of those items. We understand the Council has taken the decision to close the remaining in-use areas of the carpark.

3. It has been recommended that a Fire Risk Assessment review is undertaken by a suitable Fire Engineer, without delay, to assess the issues highlighted in this report.

4. Further, due to the risk of falling concrete within the carpark, it has been recommended that a full structural appraisal is undertaken prior to any reopening of the carpark (see Section 10.2.2).

10.2.2. Route to Reinstatement

1. If it is proposed to continue to use the existing structure as a public carpark, we would advise the Council to follow this route to reinstatement.

2. Undertake a retrospective Life Care Plan (LCP). A LCP is defined as "a documented managed approach to the inspection, maintenance and management of a car park structure, cladding, edge protection, drainage and waterproofing which is derived by the engineer, agreed with the owner/operator and implemented throughout the entire service life of the facility, including demolition".

3. The LCP should be conducted by a suitably qualified and experienced charted structural or civil engineer. It should consider the following points:

    - Structural adequacy of the carpark in the as-built condition
    - Any changes in design codes and vehicle loading since the time of construction
    - Effect of deterioration in concrete, steel or other materials (e.g. previous repairs and strengthening) that could influence the structural performance.

4. As part of the LCP, a full structural appraisal should be undertaken.

5. Given the age, condition and absence of record information for the building, it is likely the appraisal will require a range of non-intrusive and intrusive tests.

6. The appraisal will need to assess the existing structure's ability to accommodate design loads. It is likely that the residual strength of the existing carpark is lower than when it was first constructed, and car park design loads have been increased in recent years. It is possible that this will impose significant restrictions on the future-use of the carpark, such as a reduction in capacity, or require significant strengthening works to address.

7. As the car park is beyond is design service life, consideration should be given to the impact of any repair and remedial work on the continued service life of the building. It is our opinion that, given the structural issues discussed in this report, that the extended life of the building will not go beyond 10-15 years.

8. Produce a retrospective Fire Strategy for the building. This should be undertaken by a suitably qualified Fire Engineer. The building currently does not meet modern day standards in terms of fire compartmentation, external fire spread, fire detection or fire escape routes.

9. Specify, tender and undertake refurbishment works. The extent of work required to refurbish the car park is significant, and an outline schedule is provided in Section 7.

10.3. Conclusion

10.3.1. Linen Street Multi-Storey Carpark is beyond its original intended design life, presumed to be 30 years, and has now been in operation for c.40-50 years.

10.3.2. There is no record information available for the existing structure, but it is reasonable to assume that it has been designed for historic car parking loads only. The industry standard IStructE car park design guidance has been updated with increased design load allowances to account for larger and heavier vehicles.

10.3.3. Therefore, the full structural appraisal recommended by this report needs to consider the impact of the updated guidance on carpark design loads, in addition to the issues observed on site.

10.3.4. In a recent article in the IStructE publication, The Structural Engineer, comments on the potential impact of new carpark guidance on existing structures:

"The increase in loading has significant implications for existing car parks and especially older ones, which may have been weakened by structural deterioration. It is therefore recommended that the existing car parks are appraised structurally in accordance with the 'ICE Recommendations for inspection, maintenance and management of car park structures' to ensure that they are of sufficient strength for potential increase in loading. If the factor of safety is inadequate, it will be necessary to undertake a regime of strengthening. If this is too expensive, then a weight limit will need to be imposed on entry."

10.3.5. In addition to remediation works to the concrete frame, there is a significant amount of other work that would need to be addressed, see at Section 10.1.1.

10.3.6. Consideration should be given as to the expected additional service life any remediation works would achieve. Further investigation is required here, but it would be reasonable to assume limited further service life can be achieved, and we would estimate this to be c. 10 years.

10.3.7. Should the continued use of the carpark be considered unviable, the Council should consider alternative options, such as repurposing of the structure, demolition and redevelopment or disposal.

10.3.8. Given the inherent constraints imposed by the existing structure, repurposing of the carpark may not be a viable option.

Appendix A: Photographic Record of Defects to the Structural Frame – Reference Drawings

Appendix B: Photographic Record of Defects to the Structural Frame - Photos

Appendix C: Scope of Services and Standard Limitations

Document Reference:

- C001v1 – Linen Street – Contract for Services dated 17 February 2026.
- P25-SB38_Fee Proposal v1_Linen Street_BU_BRS_OSP_CP dated 9 December 2025, and the Pegasus Planning Group Ltd. Standard Terms and Conditions of Engagement therein.

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