

**POINT WEST
116 CROMWELL ROAD
LONDON SW7**

10 YEAR MAJOR WORKS PROGRAMME

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APPENDIX

10 Year Major Works Programme (Summary Sheet)

1.0 Introduction

In accordance with instructions received from Point West London Ltd. for us to prepare a 10 Year Major Works Programme for Point West and following inspections of the building on 9th, 10th, 14th & 22nd February 2006, we now have pleasure in reporting, as follows. Our terms of engagement were as detailed in our letter dated 29th November 2005.

2.0 General Description

You are already familiar with the property but, briefly, this comprises the former BEA Terminal building, located on the North side of Cromwell Road and constructed during the late 1960's, with the site bounded by underground lines to the South, East and West.

The building has now been converted from its original use into some 399 flats. We understand that conversion works originally started circa 1980, but then ceased for a number of years as a result of the original developers insolvency. We further understand that works recommenced circa 1996/97 and were finally completed in 2000.

The main part of the building generally stands on ground and twelve upper storeys, although there is an additional thirteenth storey to Flat Nos. 1015, 1020, 1031 and 1203 extending above the four corners of the main roof. The flats at second storey level and above enclose a large central lightwell which overlooks a glazed roof above the David Lloyd Centre at first storey level. We understand that the 10th, 11th, 12th and 13th storeys to this part of the building were added during the first stage of the conversion works some 25 years ago, whilst further additions have also been added at the rear of the first storey to form Flat Nos. 101, 102 & 103.

At the South-East corner of the main building there is a tower extending up to eighteenth storey level, the tower also incorporating additional mezzanine floors at fourth, seventh and tenth storey level. The top three storeys forming Flat No. 1601 and the 18th storey lift motor room and roof terrace again appear to have been added, although we understand that these possibly replaced an original plant room type structure.

There are three basement storeys extending beneath the building, the majority of the basement levels providing car parking, with vehicular access via two ramps leading down from the forecourt area on the front (South) side of the building. Means of escape from the basement areas is via staircase enclosures at the North, South and East sides of the building, these leading up to final exits at ground storey level.

The East part of the ground storey (excluding the main front reception area serving the residential upper parts of the building), most of the first storey and also the Eastern side of the three basement levels are currently occupied by a David Lloyd Health & Fitness Centre. The remainder of the ground storey comprises a Sainsburys supermarket, the Sainsburys premises extending into a large single storey building occupying the West side of the site with a car parking deck above.

At second storey level on the front (South) side of the building, a large canopy structure projects over the front forecourt area and continues across the full width of the front elevation. Further parts of the David Lloyd premises extend above most of the Eastern part of the canopy structure, including plant rooms and plant enclosures. Above the Western part of the canopy structure, there is a large roof terrace area serving the second storey flats on the South side of the building, the terrace area narrowing and continuing behind the David Lloyd premises across the base of the tower on the East side of the site.

As previously mentioned, access to the residential upper parts of the building is via the main ground floor reception towards the Eastern end of the front elevation, off which a lobby area leads to a main bank of three passenger lifts, these lifts extending the height of the tower up to sixteenth storey level. There are two further lifts towards the rear North-West corner of the building which also serve as goods lifts, whilst there are single passenger lifts towards the North-East and South-West corners.

Adjacent to each bank of lifts, there are staircase enclosures which primarily provide means of escape in case of fire, with each of the four staircases leading down to a final exit doorway at either first or ground storey level. The main South-East stairwell continues up through the tower to fifteenth storey level, with a smaller staircase then continuing up to eighteenth storey level, the latter staircase giving access to plant/lift motor rooms on the seventeenth and eighteenth storeys. The other three main staircases all terminate at tenth

storey level, although a door from the top of the North-West stairwell leads to a further staircase which gives access to a lift motor room.

At third, sixth and ninth storey level, the various flats in the building are arranged off continuous corridors. There are more limited common parts at second, fourth, fifth, seventh and eighth storey level, comprising short length corridors leading off each of the four lift lobby areas, the limited common parts on these storeys resulting from the fact that the flats in the building generally occupy more than one storey and have their own internal staircases. From the South-East lift lobby area on each storey, further corridors provide access to the flats in the tower.

Off each of the lift lobby areas, there are cupboards giving access to the refuse disposal chutes for the building and also cupboards housing the wet risers. There are further cupboards throughout the common parts housing electrical meters/equipment for the individual flats, together with a number of cleaners cupboards. Additionally, there are a number of short passages leading off the common parts on each storey with split 'stable' type doors which lead through to smoke vents set in the external walls.

At tenth storey level there is a further continuous corridor around the perimeter of the central lightwell and a further reception (Sky Reception) which serves the flats at tenth storey level and above. With the flats again arranged on two or three storeys with internal staircases, internal common parts above tenth storey level are limited to the South-East lift lobby areas at eleventh, twelfth, thirteenth, fourteenth, fifteenth and sixteenth storey level.

Externally, the front forecourt area is approached via an access roadway and adjacent footway at the South-East corner of the site from Cromwell Road. As we have mentioned, ramps lead down from the forecourt area to provide vehicular access to the basement level car parking areas, whilst a pedestrian footway continues from the end of the forecourt along the front boundary to the Sainsburys entrance on the East side of the site. Bounding the West and North sides of the site, there is an access roadway which primarily provides vehicular access to/from the Sainsburys premises. This turns to run through a covered way beneath the East side of the building before exiting onto Cromwell Road.

3.0 Scope of Inspection

We understand that the David Lloyd and Sainsburys premises are occupied on full repairing leases and, in accordance with your instructions, these areas did not form part of our inspection. Accordingly, inspection of the internal parts of the basement, ground and first storey levels was limited to the basement car parking areas, the main ground floor reception and the management offices, staff canteen, staff toilets, kitchen and adjacent circulation areas which occupy the rear part of the first storey. Above this, our inspection of the interior was limited to the lift lobbies, corridors, stairwells and other circulation areas serving the residential upper parts of the building.

Regarding the exterior of the building, the comments contained in this report are based on a visual inspection of the external elevations from the Sainsburys car park deck on the West side of the building, from the roof over the David Lloyd second floor accommodation above the canopy structure on the front (South) side of the building and from ground level elsewhere. We were also able to gain access onto the main roof, onto the 18th storey roof terrace over the tower and onto one or two of the roof terrace areas and balconies to other parts of the building. We were also able to obtain a limited view of the elevations to the central lightwell from the tenth floor corridor areas.

4.0 Construction

4.1 Main Structure & Exterior

The original parts of the building appear to be constructed on an insitu reinforced concrete frame, the frame supporting insitu reinforced concrete upper floor and flat roof structures. Although we are unable to fully confirm the details, the additional storeys which have subsequently been added appear to probably be of steel framed construction, comprising an arrangement of stanchions and beams supporting reinforced concrete floor and roof structures, the floor and roof structures laid on profiled steel permanent decking. Other alterations undertaken during the conversion works also appear to have involved the introduction of structural steel supporting members, with the steelwork generally treated

with a sprayed fire protective coating in the very limited number of places where we were able to inspect.

The roof structure over the main part of the building has been recovered within the past two years or so using a proprietary single ply membrane system, laid above insulation, generally with 'Plastisol' coated pressed metal flashings to the upstands against the perimeter abutments, although there are also lead cover flashings in one or two areas. There are dwarf parapet walls to the outer edges of the roof and also above the head of the central lightwell elevations, the parapets capped with precast artificial stone copings. Edge protection to the roof perimeter is provided by painted galvanised steel balustrading. The roof is perforated by a number of polyester powder coated roof lights above several of the twelfth floor flats (presumably the responsibility of the individual flat lessees) and there are also several proprietary domelights which appear to form part of the automatic smoke venting system for the building.

The projecting thirteenth storey accommodation to the corner flats on the top floor also have flat roofs. We were only able to gain a remote view of these roofs, but it would appear that the covering to the roofs over the additions at the two rear corners are of similar age and type to those applied to the main roof, whilst the built-up felt type roofing to the additions at the front corners appears older. The perimeter kerbs/cappings to all four roofs are clad with copper sheeting.

We were not able to inspect the flat roof over the tower lift motor room and adjacent eighteenth storey accommodation to Flat 1601, but the eighteenth storey roof terrace and other visible high level roof areas over the tower all appear to be asphalt covered. The eighteenth floor roof terrace area itself has been overlaid with timber decking, with aluminium clad perimeter dwarf parapets with glazed balustrade panels above. Elsewhere, the asphalt is generally finished with a silver solar reflective paint, the slightly lower roofs above the seventeenth floor accommodation on the North and South sides incorporating polyester powder coated rooflights

The external main walls to the original and added parts of the building are of cavity construction, comprising an outer skin in a buff coloured clay brick, laid to stretcher bond,

separated by a cavity from an inner skin which appears to be of blockwork. The walls are supported along the external edges of the floor structures, with matching brick slips applied to the vertical floor slab edges to maintain continuity of appearance. The quantity of brick slips appears to vary from location to location, ranging between four and ten courses.

The brickwork to the various external elevations incorporates both horizontal and vertical mastic filled movement joints, the horizontal joints appearing to coincide with the bottom edge of the internal floor slabs in the normal manner and the vertical joints positioned at approximately 7 – 8 metre centres. The walls also incorporate continuous cavity trays just above the level of the internal floor slabs, with proprietary plastic weepholes incorporated in the perpend to the brick outer skin at intervals. The various window and external door openings are spanned by pressed steel lintels with cavity trays above, whilst the windows have flush brick-on-edge cills with further cavity trays below.

The plan area to the main part of the building reduces at eighth storey level and above, forming stepped roof terrace areas on the front (South) elevation only at eighth and ninth storey level and continuous terraces around almost the full perimeter of the building at tenth and twelfth storey level, the terraces forming a continuation of the upper floor structures. There is also a projecting full width terrace area/balcony to the front elevation at third storey level. Inspection of these roof terrace areas was limited to the tenth floor terrace on the front elevation and a more remote view of one or two of the other terrace areas elsewhere, although we presume that the constructional details of all of the terrace areas are similar. Where we were able to inspect, the roof terraces are of upside down construction comprising precast concrete paving slabs with perimeter pebble filled channels, laid on insulation above an asphalt waterproofing layer, with asphalt upstands against the perimeter abutments, coated with solar reflective paint. The external main walls continue above the level of the various terrace areas to form parapets, these capped with precast artificial stone copings with painted galvanised steel handrailing above. The roof terrace areas are generally sub-divided by painted metal screens to enclose the demised terrace area for each flat, with some of the terrace areas having been overlaid with timber decking laid by the individual flat lessee.

The various elevations to both the main part of the building and tower also incorporate a considerable number of individual balconies recessed into the external main walls. We were only able to gain access onto the second floor balcony to Flat 341 located in the West elevation overlooking the Sainsburys car park, this again being of upside down construction comprising slabs and insulation laid over an asphalt waterproofing layer. We would again inspect the construction of all of the other recessed balconies to be similar. The soffits to the recessed balconies are lined with painted panels incorporating recessed external light fittings. Along the external edge of the balconies, there are upstands capped with projecting precast artificial stone copings/cills, above which are painted galvanised steel balustrades. Elsewhere, there are a number of 'false' balconies to storey height windows/doors in the various external elevations which again have painted galvanised steel balustrades above projecting precast coping blocks.

The edges/risers to the recessed balconies at the external corners of the tower between eleventh and fifteenth storey level, together with the vertical columns supporting the external corners of these balconies, are clad with artificial stone blocks, as is the external face of the parapet to the terrace area around the perimeter of the tower at sixteenth storey level.

The longer elevations facing onto the central lightwell have continuous roof terraces at eleventh storey level where the upper part of the building steps back, the terraces again finished with slabs on insulation above an asphalt waterproofing layer, subsequently overlaid with timber decking. Above and below these terraces there are mansard roof structures at tenth and twelfth storey level, apparently of steel framed construction. The mansard slopes are clad with copper sheeting and incorporate 'Velux' roof windows to provide daylighting to the tenth floor corridor areas and twelfth floor flats. To each corner of the lightwell, there are small diagonal asphalt roofs at 10th storey level above the projecting corner additions.

On each side of the main part of the building at tenth/eleventh storey level, there are projecting two storey bay type structures towards the centre, comprising clerestorey glazing and glazed lean-to roofs set in polyester powder coated aluminium framing with matching apron panels. Each of the bay structures has a permanent cat ladder/track

arrangement to facilitate cleaning. There is a similar projecting bay to the East facing elevation to the tower at sixteenth/seventeenth storey level. Further cantilevered bays project from the North and South facing tower elevations between tenth and thirteenth storey level, these again clad with storey height glazing in polyester powder coated aluminium framing with polyester powder coated apron panels. The flat roofs over the cantilevered bays form balconies at fourteenth floor level, enclosed by parapets clad externally with artificial stone blocks.

The remainder of the windows to the building, together with the doors leading onto the various balconies and roof terraces, comprise polyester powder coated double glazed units, the windows generally having inward opening casements to facilitate cleaning and the joints between the window/door frames and adjacent brickwork pointed with mastic in the usual way. We noted that the windows and Velux windows to the corridor around the perimeter of the central lightwell at tenth storey level have been partially lined internally with an opaque film, presumably to reduce solar heat gain.

The projecting canopy structure at the front of the building appears to be of insitu reinforced concrete construction, with supporting columns below the outer edge and also on the line of the glass block wall which forms the frontage to the David Lloyd centre at first storey level. The underside of the canopy above the forecourt area is lined with texture paint finished soffit boarding, although the soffit boarding does not continue beneath the Western part of the canopy structure. There is a relatively tall wall structure above the external edge of the canopy which encloses the second storey accommodation to the David Lloyd centre and the roof terrace area to the second floor flats at the Western end, with the top of the wall above the roof terrace area restrained by a number of reinforced concrete beams spanning from front to rear, these having a texture paint finish. The external face of this wall forms a fascia lined with anodised aluminium cladding panels, with matching capping sections to the top. The inside face of the wall overlooking the terrace areas at the Western end has a rendered and painted finish, as do the elevations to the David Lloyd accommodation which also face onto these terrace areas. The roof terrace areas above the canopy structure are finished in the same manner as the terraces and balconies elsewhere, with slabs and perimeter pebble filled channels on insulation above an asphalt waterproofing layer.

The perimeter retaining walls forming the basement car parking levels are of reinforced concrete and there are also reinforced concrete wall structures enclosing the basement level fire escape stairwells. There are large diameter intermediate columns at intervals throughout the basement car parking areas which form part of the main structural frame of the building, whilst blockwork wall structures separate the car parking areas from the adjacent David Lloyd premises, plant rooms and so forth. As we have mentioned, vehicular access to the basement levels is via a series of ramps, of reinforced concrete with galvanised steel perimeter guarding.

The internal wall structures separating the flats from the internal common parts on the upper storeys generally appear to be of blockwork in the limited places we were able to inspect, whilst the walls forming the stairwells on the upper floors appear to be a mix of reinforced concrete and blockwork.

The various common staircases throughout the building are generally of reinforced concrete, with steel balustrades to the edges of the staircase flights. Towards the rear corner of the East flank elevation, there is a galvanised steel external staircase which serves a fire exit doorway and also gives access to a terrace/walkway which runs along the East side of the building at first storey level.

Rainwater disposal from the various roofs, terrace areas and balconies generally appears to be via outlets discharging into internal rainwater pipes, the pipes run in timesaver cast iron where we were able to inspect. This is with the exception of the mansard roof slopes facing the central lightwell at tenth and twelfth storey levels where rainwater is collected by uPVC half round gutters, draining to uPVC rainwater pipes which, in turn, discharge over adjacent roof/terrace areas.

The above ground soil and waste drainage system for the building appears to comprise cast iron soil and waste common stack pipes, again generally run through internal ducts within the building and receiving soil and waste branch pipework from fittings within the individual flats. Again, the visible sections are run in timesaver pipework.

The access roadway, forecourt area and ramps in front of the main entrance are surfaced with concrete block pavements, generally with rendered and painted walls to the sides of the ramps/roadways and also sections of painted steel guarding. The footway immediately adjacent to the glazed frontage to the main reception and adjacent David Lloyd premises has a marble tiled finish.

The access roadway which runs beneath the East side of the building and continues along the rear of the site to the Sainsburys car park is surfaced with tarmac, with speed bumps at intervals.

4.2 Internal Finishes

The existing finishes within the internal common parts are briefly as follows.

The main ground floor reception has a painted partly recessed plasterboard ceiling, with glazed screens separating the reception area from the first floor restaurant within the David Lloyd Centre. Below this, the wall surfaces are partly plastered and painted and partly lined with pre-finished decorative panels. There is a glazed screen along the length of the frontage incorporating a pair of automatic glazed sliding doors, above which is a bulkhead lined with pre-finished perforated panels. The reception floor is finished with marble tiles, with a matwell adjacent to the entrance doors.

The lift lobby area leading off the rear of the main reception has a painted plasterboard ceiling with inset decorative panels adjacent to the lift entrances. The walls are lined with a fabric covered panels and mirrors and the floor is covered with a broadloom carpet.

The management offices, staff canteen, toilets, kitchen and circulation areas at the rear of the first storey generally have suspended ceilings comprising relatively plain mineral fibre ceiling tiles, set in an exposed tee bar suspension grid. The various wall surfaces are generally emulsion painted, whilst the flush type doors, skirtings and other timber surfaces are gloss painted. Sanitary fittings in the toilets are of standard quality, with full height ceramic tiling to the shower cubicles. The floors are generally covered with carpet tiles,

although there are vinyl tiles to the floors in the staff canteen and kitchen and vinyl sheet flooring within the toilets.

The various common corridors and lift lobby areas between second and ninth storey level again have fairly plain suspended ceilings in most areas, these again comprising mineral fibre tiles set in an exposed tee bar suspension grid, with the suspended ceilings arranged between painted plasterboard downstands/bulkheads at intervals. There are also 'eggcrate' type suspended ceilings over some of the lift lobby areas. The walls to these areas are drylined with plasterboard fixed clear of the wall structures behind, the walls generally having an emulsion painted finish and gloss painted skirtings, although there is a ragrolled type paint finish to the column casings which project at intervals. The doors to the flats, electrical cupboards, wet riser cupboards and refuse chute cupboards on these floors are all of oak veneered flush type set in gloss painted surrounds, whilst the floors throughout the corridors and lift lobbies are covered with broadloom carpets.

The Sky Reception at tenth storey level has a painted plasterboard ceiling, whilst the walls are generally finished with hardwood veneered panels and there is decorative stainless steel cladding to the intermediate columns. Along most of the external wall to the lightwell there is a backlit etched glass feature wall. The floor to the Sky Reception has a central carpeted area, whilst the remainder is finished with marble tiles, the marble tiling extending through to the adjacent South-East lift lobby area.

The remainder of the common corridors and lift lobby areas on the tenth floor generally have painted plasterboard ceilings incorporating a single central row of prefinished metal ceiling tiles. The walls are again finished with emulsion painted plasterboard and there are gloss painted timber skirtings. The doors, sidepanels and sidelights to the various flat entrances are finished with a cherry veneer or similar and there are matching window boards to the various window openings overlooking the central lightwell. The floors to the corridor areas at this level are again generally carpeted, although there are areas of ceramic tiling immediately adjacent to each of the flat entrance doorways.

The limited common parts at eleventh storey level and above generally have emulsion painted plasterboard lined ceilings and walls, with veneered flush doors to the flats set in

gloss painted frames. The floors are generally covered with broadloom carpets. This is with the exception of the 16th floor lift lobby serving flat 1601, where the walls are finished with an ornate wall covering and the floor is surfaces with ceramic tiles.

The various common staircase enclosures serving the upper floors generally have emulsion painted ceilings/soffits and 'Portafleck' painted walls, whilst the balustrades and handrails to the staircase flights are gloss painted. The reinforced concrete staircase flights and landings are carpeted with PVC nosings to the treads.

The three main lifts at the South-East corner of the building have metal ceiling panels incorporating recessed downlighters. The walls to the lift cars are lined with mirror panels above stainless steel dados, below which the walls are lined with 'Amtico' type wood effect vinyl with skirtings incorporating decorative inset light fittings. The floors to these lifts are also finished with 'Amtico' type wood effect vinyl incorporating decorative motifs.

The other lifts in the building have dropped metal ceiling panels with concealed lighting above, whilst the walls are finished with oak veneered linings with planted mouldings to give a panelled appearance. The floors to the pair of lifts at the North-West corner of the building are covered with coir matting, whilst the other two lifts are carpeted. All of the lift doors are clad with stainless steel, the North-West lifts having doors on two sides.

Although the soffits to the basement level car parking areas have no form of decorative finish, the reinforced concrete and blockwork walls to the perimeter of the car parking levels are painted, as are the large diameter reinforced concrete columns which form part of the structural frame. The ceilings and walls to the basement level lift lobby areas have a plain painted finish applied direct to the concrete/blockwork surfaces, whilst the floors are coated with a floor paint. The fire escape staircases serving the basement levels are generally undecorated (excepting the metal faced access doors on each level) and there are also no floor finishes to the staircase flights and landings.

5.0 Condition

Note:- the following comments are only intended to give an outline guide as to the general overall condition of the various parts of the building sufficient for the purposes of preparing the 10 Year Major Works Programme. Our comments are not intended to provide a detailed structural survey report on the condition of the building and should not be relied upon by any vendor or purchaser or any potential vendor or purchaser in connection with the sale or potential sale of any flats within the building. These third parties should be advised to obtain their own independent professional advice on the condition of the building.

5.1 Main Roof

Although we understand that the single ply membrane covering is only some two years old and is covered by a 20 year insurance backed guarantee, we understand that there have already been several problems with water ingress through the roof and we noted that several patch repairs and mastic repairs have already been required. Whilst this is clearly a concern, we presume that any further repairs required to the new roof membrane within the foreseeable future will continue to be dealt with under the guarantee. Accordingly, we have not included any allowance for repairs to the roof membrane in the 10 Year Plan.

We did note that, where two areas at the South-West corner of the roof have been overlaid with decking to form roof terraces, the new roof covering does not extend beneath the decking. Although repair/recovering to these parts of the roof will probably be needed within the next ten years, we presume that this will be the responsibility of the flat lessee. Although you will no doubt wish to verify the position, we have therefore included no allowance for works to this part of the roof in the 10 Year Plan.

Redecoration of the painted surfaces at main roof level will be required within the foreseeable future, particularly the guarding/balustrading to the roof edges where the paintwork has suffered from significant deterioration. Repainting will also need to include the tops of the various soil pipe penetrations, doors and so forth. Additionally, many of

the joints to the copings to the perimeter dwarf parapets require repointing and the copings would also benefit from cleaning.

Although we have been unable to closely examine the roof coverings over the thirteenth storey additions at the corners of the main roof, we have mentioned that the coverings to the front corner addition appear older than the remainder. We suspect that these roofs may require attention during the next ten years and have therefore included some allowance for this in the 10 Year Plan.

5.2 Tower Roofs

As we have mentioned, we have not been able to inspect the roof over the eighteenth storey, whilst inspection of the asphalt coverings to the eighteenth floor roof terrace area was generally prevented by decking. The exposed sections of asphalt appeared in reasonably sound condition where inspected, but we cannot discount the possibility that these roof areas will require repair during the next ten years. Within the 10 Year Plan, we have therefore included an allowance for repairs to the asphalt and so forth to be undertaken in conjunction with a general repair/redecoration programme to the tower elevations.

5.3 External Elevations

Although, within the limitations of our inspection, the brickwork and pointing to the various elevations generally appears in sound order, it is evident that fairly widespread past repairs have been undertaken to the brick slips to the floor slab edges during the previous conversion/alteration works. There is a likelihood that further repairs will be required to the brick slips when works to each elevation are implemented and, although it is not possible to determine the extent of further repairs which may be required without undertaking a cradle survey, we have included provisional allowances for brick slip replacements within each phase of external works proposed under the 10 Year Plan.

We have referred to areas of artificial stone block cladding which are present to the upper parts of the Tower elevations. From inspection at ground level, it is apparent that the

bottom edges to several of the cladding blocks are damaged/broken away and provision will need to be made for these to be closely examined and repaired where necessary.

The mastic to the horizontal and vertical movement joints on the various elevations is also beginning to show signs of deterioration. This is particularly the case on the West facing elevation above the Sainsburys car park deck which is most exposed to the prevailing weather and, to a lesser extent, on the North (rear) facing elevation. In our opinion, any phased programme of repair/re-decoration should include complete renewal of the mastic to the movement joints on all elevations.

Regarding the various roof terraces and balconies, although the asphalt coverings are generally concealed by paving slabs and insulation, the asphalt to the perimeter upstands appeared in reasonably good order where we were able to inspect and, although we are unable to confirm, we suspect that the coverings probably date from the works undertaken during the late 1990's. We have seen a copy of a sample lease for the flats in the building and note that the Landlord (via the service charge expenditure), is responsible for maintaining the balcony areas for each flat in sound condition. However, we would normally expect properly detailed asphalt roofing to have a serviceable life of at least 25 years and therefore consider it unlikely that wholesale replacement of asphalt will need to be undertaken over the next 10 years. Accordingly, we have not included any asphalt replacement within the 10 Year Plan and, should the need for repair/replacement of the asphalt to individual balcony/terrace areas arise during this period, we would generally recommend that these be dealt with as and when problems occur.

However, when other works are undertaken to a particular elevation, we would recommend that the pebbles be temporarily removed from the perimeter channels to the balconies/terrace areas. This will enable repainting of the perimeter upstands with solar reflective paint to be carried out and will also allow removal of silting which tends to occur in the perimeter channels where plant pots are present. Temporary removal of the pebbles will also facilitate inspection of the perimeter asphalt upstands and fillets which are generally more vulnerable to deterioration.

Regarding the metal balustrades to the various balconies, false balconies and terrace areas, the paintwork to these has suffered from fairly widespread deterioration on most elevations and these will require painting, as will the soffit panels to the recessed balconies. The projecting artificial stone cills/copings beneath the balcony balustrades would also benefit from cleaning, as would the copings to the parapet walls to the various roof terraces, where many of the coping joints also require repointing.

Regarding the mansard roof slopes to the lightwell facing elevations at tenth and twelfth storey level, the copper coverings and Velux roof windows appear in satisfactory condition at the present time. However, whilst the roof windows will probably remain serviceable for the duration of the 10 Year Plan, you should bear in mind that the windows will by then be in excess of 35 years old and that replacement may well become necessary shortly thereafter.

We noted that there have been previous problems with leakage from the gutters at the base of the aforementioned mansard slopes, evidenced by staining on the brickwork immediately below in a number of places. We understand that the existing uPVC gutters and rainwater pipes were installed some 2 years ago and that this generally appears to have alleviated the previous problems. However, in our opinion, the gutters are undersize, particularly where the lower gutter only has outlets at each end. In our opinion, consideration should be given to installing larger diameter gutters when other works are undertaken to the lightwell elevations. More immediately, we noted that one of the gutter joints has become detached and this should receive immediate attention.

The roofs over the small corner additions to the lightwell at tenth storey level are covered with asphalt. The asphalt is relatively old and has not been protected with a solar reflective paint coating, with the asphalt now affected by general crazing/deterioration. We would recommend that the asphalt be replaced or overcoated with a proprietary waterproof coating system in conjunction with the other works required to the lightwell elevations.

On the East facing flank elevation to the building, we noted that there is no form of waterproof covering to the concrete deck to the first storey terrace/walkway which leads of the external metal staircase adjacent to the rear corner. We would prefer to see this area finished with some form of waterproof coating system, although the walkway primarily appears to serve the David Lloyd premises and we presume that this forms part of the David Lloyd centre demise. We have therefore made no allowance for any works to the walkway area within the 10 Year Plan, but would recommend you confirm the position.

The windows generally appear in fair order for their age and, although the frames and glazing will require cleaning, there does not appear to have been any serious deterioration in the polyester powder coat finish to the window frames. We would therefore expect the windows to generally remain serviceable for the duration of the 10 Year Plan although, given their apparent age, you should anticipate that replacement of windows may become necessary shortly thereafter. In this regard, we would recommend that you begin considering your policy for the future replacement of windows to the building in the not too distant future.

Regarding the mastic to the perimeter of the window frames, we would normally recommend that all of the mastic be replaced as part of any phased major works programme. However, whilst we noted that there has been a need for localised mastic repair to one or two of the windows to the relatively exposed upper storeys, the majority of the mastic to the windows appears to be of reasonably good quality and in reasonable condition. Accordingly, whilst we would still recommend that provision be made for some mastic replacement when works are undertaken to each elevation, we do not consider that wholesale replacement of mastic is needed and would advise that mastic renewal be undertaken on an 'as required' basis.

5.4 External Areas

At the front of the building, whilst the pavings to the roadway and forecourt itself are generally in satisfactory order, the canopy/forecourt area generally would benefit from redecoration and improvement. In our opinion, this should be made a priority matter and we have therefore allowed for this in Year 1 of the 10 Year Plan.

Regarding the access roadway along the rear boundary and below the East side of the building, we understand that you are already in negotiation with Sainsburys regarding re-surfacing of the roadway during the course of this year. We understand that this is primarily due to the numerous leaks affecting the basement parking levels, particularly Basement Level 1, which have been partly attributed to leakage from the roadway areas. In this regard, we understand that costs of repair to the roadway are apportioned between Sainsburys and yourselves on a 75/25 basis. If complete resurfacing is undertaken this year (which we understand is the intention), we would not anticipate the need for any further significant expenditure on roadway repairs within the next 10 years and, accordingly, have made no allowance for such repairs in the 10 Year Plan.

5.5 Internal Common Parts

In our opinion, the decorations and other finishes to the main ground floor reception are beginning to show signs of wear and tear and we have therefore recommended redecoration/refurbishment at an early stage in the 10 Year Plan. The management offices, staff accommodation and adjacent circulation areas at the rear of the building, whilst probably not a priority, are also showing signs of general wear and tear, particularly the toilets, canteen and kitchen.

We understand that a redecoration programme to the lift lobbies, corridors and other circulation areas between second and ninth storey level is due to be implemented this year, with the proposals currently at consultation stage. In addition to general redecoration, we further understand that the proposed works will include cleaning of suspended ceilings, application of mosaic type ceramic tiling to projecting columns and replacement of carpets. Please note that the 10 Year Plan we have prepared does not include costings for the work currently under consideration, with Year 1 of the plan commencing in 2007. From the sample lease we have seen, we note that the Landlords repairing/decorating covenants are not specific regarding the frequency at which redecoration of common parts should be carried out. We understand, however, that your intention is to redecorate the common areas at seven year intervals. Although we would expect the new carpets to remain serviceable beyond the period of the 10 Year plan and have made no allowance for

further replacement, we have therefore included for the common areas between second and ninth storey level to be redecorated again in 2013.

Regarding the Sky reception and circulation areas on the tenth storey level, although generally reasonable, the decorations are beginning to show signs of minor wear and tear. This is also the case with the limited common parts at eleventh storey level and above. We have therefore proposed redecoration of these areas in 2008 and again in 2015. The works proposed for 2008 include replacement of some carpets, but not the carpets to the tenth floor corridor areas which are relatively recent and which we would expect to remain serviceable until the 2015 redecoration programme.

As regards the various common stairwells, these appear to receive little use. Whilst there is minor soiling to decorations and a future redecoration programme has been allowed for in the 10 Year Plan, we have not treated this a priority matter. The minimal traffic through the staircase areas is such that the carpets have suffered very little wear and, whilst we have allowed for cleaning of carpets during a future redecoration programme, we consider that the carpets should remain satisfactory for at least the next ten years and have not allowed for any replacement.

The lift cars to the three passenger lifts at the South-East corner of the building have been recently refurbished. The coir matting to the two lift cars at the rear North-West corner of the building has also been replaced in the recent past, although there is some damage and wear and tear to the wall and ceiling panels. The remaining two single passenger lifts have also suffered from limited wear and tear, although we presume that the carpets will be replaced in connection with the imminent refurbishment of the common parts between second and ninth storey level.

Regarding the basement level parking areas and lift lobbies, we have made allowance for a redecoration programme within the 10 Year Plan, but have not treated this as a priority matter. At the same time, we have allowed for re-marking the parking bays, directional arrows and so forth where the existing markings are becoming worn.

6.0 Recommended Phasing Of Works & Budget Costings

The budget costings given in the following section of this report are based on present day costs and make no allowance for inflation. The costings also exclude professional fees and VAT, which will need to be added. The following programme does not include recommendations/costings in respect of the services installations, on which we understand you are taking separate advice.

YEAR 1 (2007)

For year 1 of the programme, we would recommend the following work:-

Redecoration/uplift to forecourt/canopy area.	£30,000
Redecoration programme to main reception.	£20,000
External repair/redecoration programme to West flank elevation (overlooking Sainsburys car park deck) including:-	£180,000

- renewal of mastic to movement joints.
- allowance for repairs to brick slips.
- cleaning and repointing to copings at main roof level and to parapets enclosing roof terrace areas at 10th and 12th storey level.
- cleaning and repointing to projecting cills/copings to base of openings to recessed balconies and false balconies.
- cleaning to all balconies and terrace areas including temporary removal of perimeter pebbles and solar reflective painting to upstands.
- allowance for replacement of defective mastic to window/door frames where required.

- redecoration to balcony balustrades, balcony soffits and other painted surfaces.

TOTAL (Year 1)

£230,000

YEAR 2 (2008)

For year 2 of the programme, we would recommend the following work:-

Redecoration programme to Sky reception, 10th floor common parts and South-East lift lobby areas between 11th & 15th storey level (excluding renewal of carpets to 10th floor circulation areas).

£75,000

External repair/redecoration programme to lightwell elevations and main roof. Scope of works generally as described for West flank elevation plus:-

£175,000

- redecoration of perimeter handrailing and other painted surfaces at main roof level.
- sundry repairs at main roof level.
- replacement of guttering to 10th and 12th storey mansard roofs
- application of proprietary waterproof coating system to small corner roofs at 10th storey level.

TOTAL (Year 2)

£250,000

YEAR 3 (2009)

For year 3 of the programme, we would recommend the following work:-

Redecoration/refurbishment programme to management offices, staff canteen, staff toilets, kitchen and adjacent circulation areas at rear of 1st storey (including refitting of kitchen and replacement of floor coverings in canteen, kitchen and toilets and retention/cleaning of carpet tiles elsewhere). £35,000

Refurbishment of the 2 No. North-West goods lifts and the single North-East and South-West passenger lifts. £20,000

External repair/redecoration programme to rear (North) elevation. Scope of works generally as described for West flank elevation. £145,000

TOTAL (Year 3) £200,000

YEAR 4 (2010)

For year 4 of the programme, we would recommend the following work:-

Redecoration programme to internal staircase enclosures (excludes replacement of carpets). £55,000

Redecoration programme to basement level car park areas, lift lobbies, etc. including re-marking of parking bays. £25,000

External repair/redecoration programme to East flank elevation between rear corner and tower. Scope of works generally as described for West flank elevation. £150,000

TOTAL (Year 4) £230,000

YEAR 5 (2011)

For year 5 of the programme, we would recommend the following work:-

External repair/redecoration programme to Tower elevations (front, East flank & rear). Scope of works generally as described for West flank elevation plus:- £195,000

- allowance for asphalt repairs/replacements at roof level.
- allowance for repairs to high level artificial stone block cladding.

TOTAL (Year 5) £195,000

YEAR 6 (2012)

For year 6 of the programme, we would recommend the following work:-

Refurbishment of the 3 No. South-East passenger lifts. £20,000

External repair/redecoration programme to main front (South) elevation.

Scope of works generally as described for West flank elevation plus:- £150,000

- redecoration of walls enclosing large second storey terrace areas above canopy including beams over.
- cleaning to aforementioned second storey terrace areas including solar reflective painting to perimeter upstands.

TOTAL (Year 6) £170,000

YEAR 7 (2013)

For year 7 of the programme, we would recommend the following work:-

Redecoration programme to lift lobbies and corridors between 2nd and 9th storey level (excluding replacement of carpets). £185,000

Redecoration programme to forecourt/canopy area. £30,000

TOTAL (Year 7) £215,000

YEAR 8 (2014)

For year 8 of the programme, we would recommend the following work:-

Redecoration programme to main reception £20,000

TOTAL (Year 8)

£20,000

YEAR 9 (2015)

For year 9 of the programme, we would recommend the following work:-

Redecoration programme to Sky reception, 10th floor common parts and South-East lift lobby areas between 11th & 15th storey level (allowing for replacement of carpets to 10th floor common parts and retention/cleaning of carpets elsewhere).

£85,000

External repair/redcoration programme to West flank elevation. Works generally as described for Year 1 except:-

£160,000

- renewal of mastic to movement joints excluded.
- greater allowance included for renewal of mastic to window/door frames.
- cleaning and repointing of copings to parapet walls and balcony edges excluded.

TOTAL (Year 9)

£245,000

YEAR 10 (2016)

For year 10 of the programme, we would recommend the following work:-

Redecoration programme to management offices, staff canteen, staff toilets, kitchen and adjacent circulation areas at rear of 1 st storey (including replacement of carpet tiles to office and circulation areas).	£35,000
Refurbishment of the 2 No. North-West goods lifts and the single North-East and South-West passenger lifts.	£20,000
External repair/redecoration programme to lightwell elevations and main roof. Scope of works generally as described for Year 2 except:-	£160,000
<ul style="list-style-type: none">- replacement of mansard roof gutters and works to small corner addition roofs at 10th floor level excluded.- renewal of mastic to movement joints excluded.- greater allowance included for renewal of mastic to window/door frames.- cleaning and repointing of copings to parapet walls excluded	
TOTAL (Year 10)	£215,000

Please note that none of the aforementioned costings are based on estimates from building contractors and that the costings are intended to provide only an approximate guide for budget purposes. Accordingly, the figures provided should be treated with due caution. In due course, for each phase of the work, it will be necessary to undertake more detailed inspection of the relevant parts of the building in order to prepare detailed specifications for the purposes of obtaining competitive tenders from selected contractors.

7.0 Other Matters

In assessing costings against the various works we have recommended over the next ten years, we have generally allowed for repair, redecoration and cleaning of existing surfaces/finishes and have not made any allowance for alterations or major changes which

you may wish to undertake. This is particularly relevant to the reception areas and other internal common parts where, if there is any intention to make major changes/improvements to finishes and so forth during future redecoration, an additional allowance for any such work should be added to the costings we have assessed.

As regards access to the various elevations for the purposes of undertaking the recommended works, we have consulted with a scaffolding/cradle company who advise that it should be possible to undertake the works from power cradles, possibly in conjunction with some limited fixed tube scaffolding or manually operated cradles where parts of the building set back on the upper storeys. The costings which we have included against each phase of works within the 10 Year Plan have therefore been assessed on this basis.

It will also be necessary to provide suitable protection at the base of the elevations whilst works are in progress above, by means of projecting fans or, in the case of the central lightwell, by bridging over the full width of the glazed roof over the David Lloyd centre using boarding on ladder beams. In respect of the rear access roadway serving the Sainsburys premises, it would be necessary to provide a fully boarded scaffold bridge across the width of the roadway. Consent would need to be obtained and special provisions made when working above the adjacent railway lines at the rear North-East corner of the building and also when cleaning the fascia to the canopy structure at the front of the building, where the Western part will again involve working above the adjacent underground line.

No allowance has been made in the foregoing report/costings in connection with any materials which may contain asbestos fibres, although we noted certain areas where finishes are of a type which, in a building of this age, could have an asbestos content. In particular, we noted the presence of a texture paint coating to the canopy soffit at the front of the building and in one or two places elsewhere and also the type/appearance of the soffit boarding to the recessed balconies on the various elevations. We assume that, within the last few years, you have arranged for a specialist asbestos survey of the relevant parts of the building to be carried out to meet with modern legislation and that a report and an asbestos register has been prepared arising from the specialist inspection.

8.0 Summary

Within this report, we have set out our recommendations regarding the scope and sequencing of work to be undertaken to the exterior and internal common parts of the building over the next 10 years. We have also provided budget costings for the various works recommended, but have made no allowance for day to day cleaning and maintenance or any allowance for unforeseen and emergency repairs which are likely to be required from time to time with a building of this nature.

Regarding the exterior of the building, recovering of the main roof has been carried out within the past two years or so and there also appear to have been certain localised repairs undertaken in one or two places elsewhere to deal with specific instances of water ingress and so forth. However, other than this, none of the external elevations appear to have undergone any comprehensive repair/redecoration programme since completion of the conversion works in 2000. In order to properly maintain the fabric of the building, we have therefore proposed that a phased repair/redecoration programme now be implemented, commencing with the West flank elevation overlooking the Sainsburys car park deck in Year 1, followed by the elevations to the central lightwell in Year 2 and the remaining elevations over the following four years. The nature of the construction/finishes is such that, in our opinion, an interval of eight years between external repair/redecoration programmes to each individual elevation is probably reasonable, which would mean that the rolling programme of external works would commence again with the West flank elevation in Year 9 (2015).

As regards the internal common parts, we understand that redecoration and recarpeting of the common parts between second and ninth storey level is planned for this year. In programming future redecoration, we have suggested redecoration of the receptions and main circulation areas at seven yearly intervals (which we understand is your preference), but consider that less frequent redecoration of the staircase enclosures (which appear to receive little use) and also the basement level parking areas is probably acceptable.

We trust that the above is satisfactory for you purposes but, if you require clarification of any of the points we have raised, we shall be pleased to hear from you.

Yours faithfully,

Boyce, Evens & Carpenter