



**CWA**

Intelligent Engineering

**STRUCTURAL REPORT ON EXISTING POLICE STATION**

**Station Road  
Hampton**

**CWA/19/207**

**August 2019**

<b>Authorised by:</b>	<b>S Wedge</b>
<b>Signed:</b>	
<b>Dated:</b>	<b>27.08.19</b>



**CWA**

Intelligent Engineering

27.08.19 Page 2  
Station Road, Hampton

## **CONTENTS**

**1.00 Overview**

**2.00 General**

**3.00 Observations**

**4.00 Conclusions/Recommendations**

## **APPENDICES**

**Appendix 1 - CWA-19-207-SK100**

**Appendix 2 - Photos**



# CWA

Intelligent Engineering

27.08.19 Page 3  
Station Road, Hampton

## 1.00 Overview

- 1.01 CWA were instructed to undertake a structural survey relating to the front portion of the former police station which is to remain as part of the redevelopment proposals for the site.
- 1.02 The rear portion of the police station, (indicated on drawing no CWA-19-207-SK100) is due to be demolished as part of the new works and therefore has not been considered as part of this report.
- 1.03 The scope of this investigation is limited to a visual survey of the existing building, where accessible, visible and can be examined from ground and floor levels only, without risk of damage to the building or injury to the surveyor.
- 1.04 The brief for this survey is to include the general condition of the structure and to identify and visible structural defects, signs of stress or deformation and signs of structural material deterioration. Also considered are building loadings and any deviation from its intended use and previous alteration works which may have adverse affects on the structure.

## 2.00 General

### 2.01 Access

- 2.01.01 We did not inspect any parts of the structure that were covered, inaccessible or unexposed. The building is currently occupied by 'live in guardians' and therefore access to some areas of the building was not possible.
- 2.01.02 The inspection of the external facades was undertaken from ground level

### 2.02 Available Information

- 2.02.01 At the time of inspection no existing architectural or structural drawings were available for the buildings, with the exception of a recently completed measured building survey undertaken by Green Hatch Group.

### 2.03 Description of Property

- 2.03.01 The building, constructed in 1905, (indicated on a flag stone adjacent the front entrance) is 3 storey with a pitched roof front to back.



# CWA

Intelligent Engineering

27.08.19 Page 4  
Station Road, Hampton

- 2.03.02 Historically a large two storey rear extension has been added but as previously stated the focus of this report is the 3 storey element which is to remain as part of the new site proposal.
- 2.03.03 The main external walls of the building appeared to be of solid brickwork construction and typical for a structure of this age. Although the structural system is not visible for inspection the building is thought to have been constructed in a traditional load bearing masonry technique utilising timber upper floors and a traditional cut timber roof.
- 2.03.04 There appears to have been a number of historic modifications made within the 3 storey building to the building, which include the addition of a single storey extension to the rear and the removal of a portion of adjacent load bearing wall to create a large open plan room. There appears to have been significant modifications made to the existing ground to first/first to second floor staircore, with the construction of a new concrete staircase. Brickwork column casings and down stand beams are visible in the stair core area which suggest a localised framing system (likely hot rolled steelwork) has been installed to facilitate these alterations.
- 2.03.05 The front elevation features a single storey ground floor bay window, large amounts of ornate stonework, timber sash windows and cast iron rainwater goods. The building abuts the neighbouring 3 storey property featuring a retail unit at ground floor.
- 2.03.06 The side elevation adjacent the carpark is largely similar to the front elevation and consists of brickwork with a gable end, timber sash windows and cast iron rainwater goods. This elevation also features an oval window at second floor level.

## **3.00 Observations**

### **3.01 External**

#### **3.01.01 Front Elevation**

- 3.01.01.01 No structural defects of note were observed to the front elevation, with all brickwork in reasonable condition and roof lines appearing true. The requirement for minor repointing was noted in areas adjacent the main entrance door and blowing of brickwork faces was observed to the head of the bay window.



**CWA**

Intelligent Engineering

27.08.19 Page 5  
Station Road, Hampton

- 3.01.01.02 Vertical cracking to the masonry at the junction of the bay window and main walls was noted and whilst not structurally significant is likely to be the result of minor foundation movements of the bay construction.

**3.01.02 Side Elevation**

- 3.01.02.01 No structural defects of note were observed to the side elevation, with all brickwork in reasonable condition and roof lines appearing true. Water staining was noted to some areas of masonry, which is likely due to faulty rainwater goods. Consideration should be given to the repair/replacement of rainwater goods to avoid acceleration of the weathering process.

**3.01.03 Rear Elevation**

- 3.01.03.01 Given the two storey extensions only a small portion of the existing rear elevation is visible. While no structural defects were noted, water staining was observed to areas of masonry, which is likely due to faulty rainwater goods. Consideration should be given to the repair/replacement of rainwater goods to avoid acceleration of the weathering process.

**3.01.04 External yard areas**

- 3.01.04.01 The external yard areas consisted largely of tarmacadam with localised concrete slabs. Generally, the condition appeared reasonable with no immediate remedial works considered necessary.

**3.02 Internal areas**

**3.02.01 Ground floor**

- 3.02.01.01 The ground floor of the property is largely furnished with suspended ceilings throughout meaning inspection of the structure was not possible. Numerous rooms were occupied with residents and access was not available.
- 3.02.01.02 The floor construction throughout appeared to be solid with no visible signs of structural defects.



# CWA

Intelligent Engineering

27.08.19 Page 6  
Station Road, Hampton

3.02.01.03 Minor cracking to plaster and finishes over doors, wall returns and recesses were noted throughout the accessible areas of the ground floor, but none were considered to be structurally significant.

3.02.01.04 There is a small single storey flat roofed area to the rear of the building accessed where the main ground floor wall line has been removed and replaced with a new downstand beam. Excessive damp was witnessed within this area and is thought to be the result of water ingress through the flat roof coverings and potential rising damp in the external wall construction.

### **3.02.02 First Floor**

3.02.02.01 Similar to the ground floor the first floor is furnished and occupied, with suspended ceiling tiles or plaster work covering structural form.

3.02.02.02 With the exception of the stair core, floors at this level were lightweight timber with no excessive bounce encountered.

3.02.02.03 As with the ground floor areas cracking to plaster and finishes over doors, wall returns and recesses were noted throughout the accessible areas but none were considered to be structurally significant.

### **3.02.03 Second Floor**

3.02.03.01 The second floor area is constructed within the pitch of the roof and is largely furnished with residents in occupation. It is accessed via a dedicated single flight timber staircase at the rear of the property. Again, cracking was evident to plaster finishes in a number of locations but not considered to be structurally significant. Floors to this area were lightweight timber construction with no excessive bounce encountered. Walls at second floor were mostly lightweight stud partitions.



**CWA**

Intelligent Engineering

27.08.19 Page 7  
Station Road, Hampton

#### **4.00 Conclusions/Recommendations**

- 4.01 While the structural form of the police station was not visible or exposed at the time of inspection it is believed to largely be a load bearing masonry construction. Over time, several alterations appear to have been made including the construction of a replacement stair core and a single storey flat roof extension added to the rear ground floor.
- 4.02 Although the inspection was limited to areas of the building that are currently visible no significant structural defects were noted.
- 4.03 Given the limited nature of this inspection we would recommend following vacant possession and prior to any works being undertaken that the building should be soft stripped with the removal of all ceilings and floor coverings in order that a detailed structural inspection can be undertaken.
- 4.04 We would also recommend at this time, given the damp witnessed during our visit that a full timber damp survey is undertaken by a relevant specialist.
- 4.05 In the short term we would recommend that all rainwater goods to the external elevations should be repaired or replaced to ensure no further deterioration of the outside facades occurs.



**CWA**

Intelligent Engineering

27.08.19 Page 8  
Station Road, Hampton

## **APPENDICES**





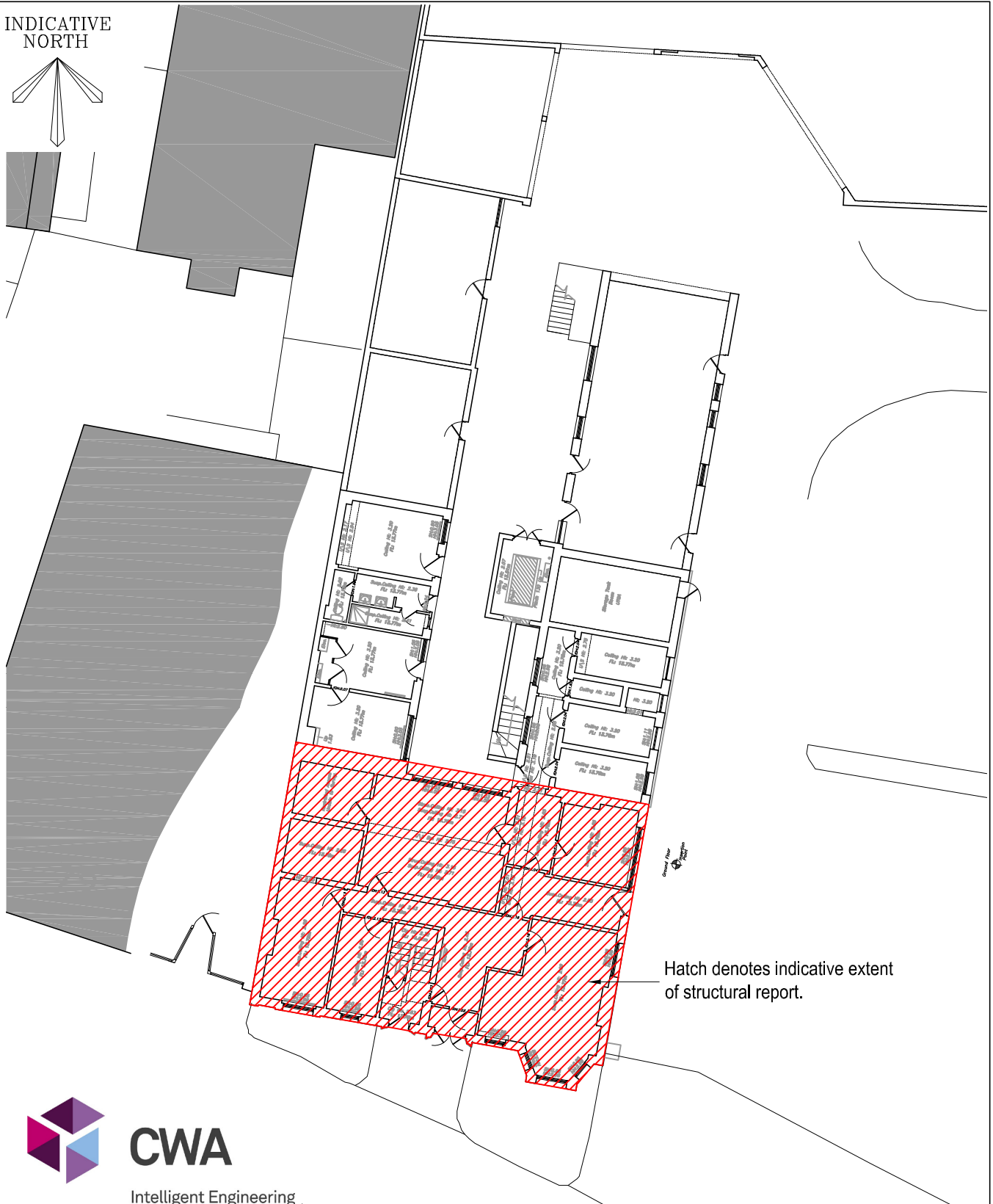
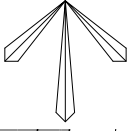
**CWA**

Intelligent Engineering

27.08.19 Page 9  
Station Road, Hampton

**APPENDIX 1 – CWA-19-207-SK100**

INDICATIVE  
NORTH



Hatch denotes indicative extent  
of structural report.



**CWA**

Intelligent Engineering

Lancaster House  
67 Newhall Street  
Birmingham  
B3 1UE

Tel: 0121 270 6962  
Email: [enquiries@cwa-eng.com](mailto:enquiries@cwa-eng.com)

Proposed Care Development,  
Station Road, Hampton, London

Plan Illustrating Extent of  
Structural Report

Drawn by JRC

Date AUGUST2019

Scale 1:250 @ A4

Checked by SW

Drawing Number

CWA-19-207-SK100

This drawing is the property of CWA. Copyright is reserved by them and this drawing is issued on the condition that it is not copied either wholly or in part without the consent in writing of CWA. This drawing must be read in conjunction with the project specification. Do not scale from this drawing, use figured dimensions only. This drawing was computer generated using AutoCad.



**CWA**

Intelligent Engineering

27.08.19 Page 10  
Station Road, Hampton

**APPENDIX 2 - PHOTOS**



**CWA**

Intelligent Engineering

**CWA/19/207**  
**Station Road, Hampton**



1. Front elevation



2. Party wall



4. Side elevation



3. Rear elevation



**CWA**

Intelligent Engineering

**CWA/19/207**  
**Station Road, Hampton**



6. Junction of main walls to bay window – front elevation



5. Flagstone indicating date of construction



8. Internal view of ground floor bay window



7. Downstand beam adjacent single storey rear extension



**CWA**

Intelligent Engineering

**CWA/19/207**  
**Station Road, Hampton**



10. Rear wall of single storey extension indicating damp



9. Column casements adjacent staircore at first floor



12. Column casement and downstand beam adjacent staircore at first floor



11. Typical example of cracking to plaster



**CWA**

Intelligent Engineering

**CWA/19/207**  
**Station Road, Hampton**



13. Typical example of  
cracking to plaster