PLATT WHITE
PARTNERSHIP

[redacted]

[redacted]

17th December 2025

Dear [redacted],

RE: SUITABILITY TO CONVERT INSPECTION: MAES DERWEN, HIGHER LANE, BURTON, LL12 0AB.

Further to your recent instruction, I can confirm that I carried out my inspection of the property on 16th December 2025 and on the basis of this inspection now report hereunder, subject to the limitations detailed under those detailed in the Terms and Conditions of Engagement.

A. TERMS AND CONDITIONS OF ENGAGEMENT

A1 Particulars

A1.1 The Client: [redacted]

A1.2 The Surveyor: Platt White Partnership,
Office 37 Main Office,
Minerva Avenue,
Chester West Employment Park,
Chester
CH1 4QL.

A1.3 The Property: Maes Derwen,

		Higher Lane, Burton, LL12 0AB.
A1.4		Purpose of the Report: Confirm structurally suitable for conversion.
A1.5	Principal Exclusions:	Our report is restricted to this specific Claimed defect. We have not looked at any other part of the structure and cannot vouch for the condition of any other part of the property as this would override our instruction. This report shall be for the private and confidential use of yourself and your professional advisers/insurance firm assisting you in the matter. It shall not be reproduced in whole or In part or relied upon by third parties for Any use without the express written authority of Platt White Partnership.
A1.6	Details of any special Instructions:	See section 'C'.
A1.7	Define Costing:	Not Applicable
A1.8	Inspection Date:	16th December 2025
A1.9	Likely report delivery date:	17th December 2025
A1.10	Number of copy reports to be provided:	One.
A1.11	Reports to be delivered To:	Client

[redacted]

A1.15	Date:	17th December 2025

A1.16 If this report relates to settlement in buildings, you should read the "Brief Explanation of Settlement in Buildings" which forms part of this report, in order to obtain a greater understanding of the risks involved.

A2 Additional Particulars

A2.1 Other specialists directly engaged by client
Who/Responsibility for co-ordination/Liability/Costs N/A

A2.2 Other specialists engaged by Surveyor
Who/Liability/Costs N/A

A2.3 Contractors' attendance
Who/Liability/Costs N/A

A2.4 Insurance Details – Professional Indemnity Insurance level £2 million.

A2.5 Dispute Procedures: Platt White Partnership complies with the Royal Institution of Chartered Surveyors complaints handling procedure requirements. A copy of our procedure is available on request.

A3 Limitations

A3.1 Content of the Report

In accordance with these terms the Surveyor will use his or her best Endeavours to report upon:

(a) Specific defect instructed in A1.6;
(b) any requirements for further investigation arising from the inspection.

A3.2 Scope of the inspection

(a) Generally

(i) the Surveyor will consider his or her advice carefully but is not required to advise on any matter the significance of which in relation to the Building is not apparent at the time of inspection from the inspection itself.

(ii) The Surveyor will inspect diligently but is not required to undertake any action that would risk damage to the Building or injury to himself, herself or any other party.

(iii) The surveyor will not undertake any structural or other calculations, unless agreed with client.

(iv) The Surveyor will not produce a repair schedule, planned maintenance report, feasibility report or advise on design, procurement or project management unless expressly agreed with the client.

(b) Accessibility

(i) The Surveyor will inspect as much of the internal surface area of the building as is practicable but will not inspect those areas which are covered, unexposed or not reasonably accessible from within the site, or adjacent public areas.

(ii) The Surveyor is not required to move any obstruction to inspection including, but not limited to, fixtures, fittings and floor coverings.

(iii) The Surveyor will not open up or cut into the building fabric without specific directions from the Client. Such intrusive investigations, if instructed by the client, will be at the risk and liability of the client and will be assumed to be with agreement between the client and the building owner.

(c) Floors

The Surveyor will lift accessible sample loose floorboards and trap doors, if any, which are not covered by heavy furniture, ply or hardboard, fitted carpets or other fixed floor coverings. The Surveyor will not attempt to cut or lift fixed floorboards or other floor fabric without the express permission of the owner.

(d) Fixed covers or housings

The Surveyor will not attempt to remove securely fixed covers or housings without the express permission of the owner.

(e) Roofs

The Surveyor will inspect the roof spaces if applicable if there is a safe working platform available to work from. Where no safe working platform or access is available, the roof spaces will not be inspected using binoculars, but will be excluded if they cannot be seen.

(f) Boundaries, Grounds and outbuildings

If applicable and where reasonable access is available the inspection will include boundaries, grounds and permanent outbuildings but will not include temporary buildings or structures.

(g) Services

If applicable, the Surveyor will carry out a visual inspection of the service installations, as instructed. Drainage inspection covers will be lifted where they are reasonably accessible and it is safe and practicable to do so. No tests of the service installations will be carried out unless previously agreed, although general overall comments will be made where reasonable and practicable. The Surveyor will report if it is considered that tests are advisable. Specialist inspection of electrical installations or gas mains will not be undertaken.

B CURRICULUM VITAE

B.1 This report has been prepared by Robert Benjamin Sunderland, Partner in Platt White Partnership, Chartered Building Surveyors and Consulting Engineers of Office 37 Main Office, Minerva Avenue, Chester West Employment Park, Chester, CH1 4QL.

B.2 I have been a Professional Member of the Royal Institution of Chartered Surveyors since 2002 and hold the post nominals M.R.I.C.S and (Hons). I graduated with a Bachelor of Science Degree in Building Surveying in 1993.

B.3 I have 26 years' experience of commercial and residential building surveying working mainly in the areas of defect diagnosis and repair, survey and dilapidations and neighbourly matters including party wall and boundary disputes. I have experience of the design and project management of extensions and refurbishment of commercial and residential buildings. I am currently acting on behalf of several clients in relation to defective building work.

C INSTRUCTION

C.1 I have been instructed to inspect Maes Derwen to report on the structure of the existing building, taking into account a proposed scope of works for its conversion to habitable accommodation.

The instruction is to confirm that the structure is 'suitable for and capable of conversion to residential use without significant loss of existing fabric, or major or complete reconstruction.'

C.2 No other elements or buildings have been commented on as this is outside the scope of our instruction. We have not undertaken calculations of existing elements or designed replacement elements.

C.3 Trial holes have not been excavated.

C.4 We are unable to comment upon any concealed area of the structure and as such some additional defects may be present. If we believe that there are any hidden defects, we will highlight the fact and either request further investigation or recommend how to proceed.

C.5 Plans provided by client.
Maes Derwen 001 Site Location Plan.
Maes Derwen 002 Existing Plan & Elevations.
Maes Derwen 003 Proposed Plan & Elevations.
Maes Derwen 004 Proposed Site Plan.

D BUILDING

D.1 The property is a single-storey 215mm brick built structure with the addition of a partially vaulted roofed, timber structure and a former Pullman railway carriage located to the road elevation.

D.1.1 The property has road access off Higher Lane.

D.1.2 The ground floor slabs are a combination of solid concrete and suspended timber.

D.1.3 The higher roof to the timber element is of timber truss, purlins and rafters with metal sheeting, the brick element has a corrugated mono pitch roof and the Pullman carriage is of timber with felt over.

D.1.4 The lower roofs to the Northern element are of metal sheeting.

D.1.5 The walls are a combination of 215mm brick and 75-100mm timber. The external envelope is either brick or timber cladding. Security metal sheeting has been fixed to the right elevation.

D.1.6 The doors are of timber as are the windows.

D.1.7 The external ground level to the perimeter is approximately 150mm below the slabs to the main elements.

D.1.8 The property has a bathroom, separate WC and a kitchen, with the Pullman carriage being used as bedroom and lounge.

E FINDINGS

E.1 ROOF:

The roof to the main pitched area over kitchen was of metal corrugated sheeting. Internally the rafters and purlins were covered in timber. The truss being central to the roof.

The single storey brick element has a timber sloping roof with corrugated fibre board over.

The Pullman carriage roof was of a timber and steel construction lined in timber with timber and bitumen felt cover.

E.2 WALLS GENERAL:

The main walls to WC, bathroom and hall areas were noted to be of 215mm thickness. There were no signs of movement to these walls.

The walls to kitchen were of 75 -100mm timber framed clad in metal sheeting.

There were no signs of foundation failure, major structural cracking or overloading to any of the walls.

The walls were plumb in the vertical and horizontal with no major defects.

The walls to Pullman carriage were of 50-75mm timber with a metal frame. No signs of distress or distortion were noted to the frame or carriage. Minor rust evident due to some water ingress.

E.2.1 NORTH ELEVATION:

The elevation is the Pullman carriage and 50-75mm timber with timber ply cladding over. The upper part to kitchen was of corrugated finish over timber.

E.2.2 EAST ELEVATION:

The elevation is single storey and 215mm brickwork with no major defects being noted. The Pullman is of ply finish with door boarded up for security.

E.2.3 SOUTH ELEVATION:
The elevation is single storey and 215mm brickwork to main element with timber and metal cladding over kitchen and Pullman area with no major defects being noted.
A brick-built chimney is present to the gable end.

E.2.4 WEST ELEVATION: The elevation was of 75-100mm timber frame with metal cladding and again was plumb in the vertical and horizontal.
Metal security sheeting has been fixed to Pullman carriage.

E.2.5 GENERAL COMMENT: All walls will need to be upgraded thermally internally to meet current thermal standards. Timber frame to be treated to protect from future possible damp, rot, and insect activity.
Exterior of Pullman carriage to be renovated back to original livery.

E.3 GROUND FLOOR: This floor was of concrete slab and suspended timber. The floors were generally level and would require to be upgraded thermally to comply with current thermal building regulations. A slope was noted to rear hall, this has been constructed with slope to access.
The Pullman carriage has had its wheels and associated metal bogie's removed and it is supported on external block work (Vented) with 275 x 140 railway sleepers at 2300mm centres.
No signs of distress to blockwork or sleepers.
No access to under carriage.

E.4 INTERNAL STRUCTURE: The internal brickwork and timber was plumb with no major defects being noted. Timbers where visible were sound with no rot noted.

Some water ingress has occurred to the Pullman carriage and some internal timbers will need to be replaced.
Some rust was noted to metal frame where exposed due to water damage, but there did not appear to be any loss of general integrity other than to the 1 isolated strut damaged by water ingress, this strut will need to be repaired or replaced.

E.4.1 When checked with a laser level and plumb bob the inner side of the external walls to main structure were plumb to all elevations.

E.5 DOORS AND WINDOWS: All doors and windows will be upgraded within the conversion to meet thermal requirements and added security.

E.6 SERVICES: All services will need to be upgraded in any conversion.

F RECOMMENDATIONS ON DESIGN AND STRUCTURAL STABILITY OF BARN

F.1 EXISTING WALLS:
NORTH ELEVATION: No major issues, normal thermal upgrade required internally and Pullman carriage to be renovated back to original livery.

F.1.1 EAST ELEVATION: No major issues, normal thermal upgrade required internally and Pullman carriage to be renovated back to original livery.

F.1.2 SOUTH ELEVATION: No major issues, normal thermal upgrade required internally, cladding added externally as planning drawing with breather membrane and damp-proof course to comply with building regulations.
Pullman carriage to be renovated back to original livery.

F.1.3 WEST ELEVATION: No major issues, normal thermal upgrade required internally. cladding added externally as planning drawing with breather membrane and damp-proof course to comply with building regulations.
Pullman carriage to be renovated back to original livery.

F.2 NEW INTERNAL WALLS: None.

F.2.1 The new roof loads from thermal upgrade will be supported off original wall constructions and foundations.

F.2.2 The water damaged rusting roof strut to Pulman carriage will need to be repaired.

G. CONCLUSIONS

G.1 The building is structurally suitable for conversion with no major structural issues being present.

G.1.1 The building and carriage will need to be upgraded for thermal and current building control standards with full building regulations being required. All details with regards to building control will be standard practices with no special requirements needed that would not be encountered in any upgrade/conversion.

G.1.2 The property is more than capable of being converted with the correct thermal design internally and aesthetic upgrade of external elevations, floors and roofs along with sympathetic renovation externally to the Pullman carriage to an approved design.

