

Structural Engineers Report For:

The White Hart, Chippenham

Visual Structural Inspection

Prepared for:

Dale Maintenance

REF: 24700

Document Control

Project	The White Hart, Chippenham
Client	Dale Maintenance
Vale Consultancy Ref:	24700

Document Checking:

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1	2026.04.28	First issue

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Dale Maintenance
Haldon House
Cardiff Rd
Glan-y-llyn
Taff's Well
Cardiff
CF15 7QD

To whom it may concern,

RE: Visual Structural Inspection of property at The White Hart, Chippenham

We were appointed by our client, Dale Maintenance, to undertake a visual inspection of the property at the above address, to determine the presence and extent of any structural defects and provide recommendations for remedial works as necessary to the area inspected, following a significant vehicle impact to the front elevation.

Our findings are restricted to structural matters only and we would state that we have not examined parts of the building that were covered, unexposed, inaccessible or deemed unsafe, and are therefore unable to state that any such component is free from defect. Our inspection is limited solely to the areas instructed during our inspection, as highlighted in the photographs below.

This report shall be for the confidential use of our client, and the report shall not be reproduced in whole or in part, or relied upon by a third party without the express written authorisation of Vale Consultancy. This report does not constitute a design check of the structures concerned, but provides a condition assessment of the as-built structure.

Description

The property at the above address comprises a traditionally constructed residential dwelling, which has been historically converted into a country pub, with rooms above. The front elevation is formed in stonework, with bathstone lintels over primary doorway and window openings, and traditional cut timber roof above. The property has been historically altered, with large section primary beams (original hardwood timber and clad steel beams) supporting first floor joists and partitions at first floor level, supported on the front and rear elevation walls. The property has a traditionally constructed porch structure to the front elevation, which was at the point of impact.

Observations & Assessment

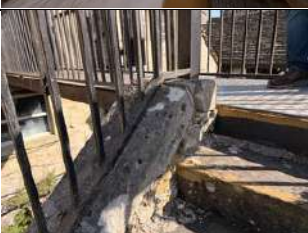
No	Photograph	Description
1		Front elevation showing area impacted

2		Front elevation showing vehicle travel area
3		Front elevation showing vehicle travel area
4		Front elevation at junction between porch and main elevation
5		Front elevation at junction between porch and main elevation
6		Front elevation over front porch area
7		Front elevation over front porch area
8		Front elevation at junction between porch and main elevation

9		Front elevation
10		Front elevation
11		Front elevation
12		Front elevation
13		Front elevation
14		Front elevation
15		Front elevation

16		Front elevation
17		Front elevation
18		Front elevation
19		Front elevation
20		Front elevation
21		Front elevation over porch area
22		Interior of front elevation showing support for primary beams over

23		Interior of front elevation in bar area
24		Interior of front elevation in bar area
25		Interior of front elevation showing support for primary beams over
26		Interior of front elevation showing support for primary beams over
27		Interior of front elevation showing support for primary beams over
28		Interior of front elevation showing support for primary timber beams over
29		Interior of front elevation showing support for primary timber beams over

30		Interior showing span of first floor feature joists over
31		Front elevation as viewed externally
32		Interior of first floor room over area of impact
33		Interior of first floor room over area of impact
34		Interior of first floor room over area of impact
35		Rear elevation footbridge over rear stream
36		Rear elevation footbridge over rear stream

Conclusions & Recommendations

The property at the above address appears in generally satisfactory structural condition, and does not exhibit any signs of structural defect as a result of downward or outward movement of foundations, or defects indicative of traditional subsidence. The observed defects are as a direct result of the vehicle

impact to the front elevation, as described below.

Where the vehicle impacted the front elevation porch structure, this has shunted the supporting masonry in at the ground floor level, causing a significant bowing and extent of cracking in the vicinity, with stonework depressed to the front external face, and shattered to the inner, internal face, with significant loss of internal finishes.

The porch structure to the front elevation has been almost completely demolished to the front elevation, and likely provided significant restraint and resistance to the impact from affecting the primary frontal elevation.

The existing timber and steel beams supporting the first floor construction over should be fully propped and supported in the temporary case, to release load from the external wall and prevent any destabilisation prior to remedial works being completed. Where the propping is proposed to the clad steel beam internally, the cladding is to be fully removed so that the props are installed tight to the underside of the primary structural member. The base of the props is to fully bear on suitable spreader boards (minimum 2no scaffold boards or similar steel plating), and the contractor is to ensure that this area is not bearing on the basement void below, but on the primary masonry wall below floor level. This is to be repeated below the primary timber beam also.

The external wall is then to be fully propped internally and externally to prevent any further movement or deterioration, before remedial works can be completed. The extent of the cracking to the front elevation is significant, and as a result the front elevation should be immediately propped, with the area cleared of all debris once made safe.

In our professional opinion, whilst the effect of the impact is significant, the extent of the cracking is such that the area of rebuild is not large. It is therefore our recommendation that once fully propped and supported, the ground floor area, circa 1m beyond the zone of impact in both directions, is fully taken down and reconstructed on the existing foundation arrangement, by a suitably qualified stonemason.

Once exposed, it is our further recommendation that the condition of the existing clad steel beam be considered, and where necessary, replaced on a like for like basis with a new member with modern design.

Where cracking has been noted to have further deteriorated to the existing hardwood timber beam, it is our recommendation that this member be fully replaced with a steel beam of suitable design, by a structural engineer, and clad, to match the existing adjacent member.

Once all necessary remedial and reconstruction works have been completed to the primary elevation, it is our recommendation that the client consider reinstallation of the front porch arrangement, as well as reinstatement of the bollard and barrier arrangement which provided meaningful protection to the front elevation prior to the impact.

Where cracking has been noted to the first floor, in the residential spaces above, these cracks are not considered structurally significant and are recommended to be hacked back to exposed masonry, and replastered with the inclusion of plasterers lath mesh, to limit the likelihood of further cracking in the future. It is our further recommendation, that prior to replastering, where cracking is noted to penetrate the masonry, that these cracks are stitched using stainless steel helical bars at 300mm vertical centres, before refinishing, in accordance with manufacturers installation details (Helifix or similar approved).

The damage to the stonework to the rear elevation bridge is not, in our professional opinion, as a result of the vehicular impact, however where stonework is noted to be loose, it is our recommendation that

these areas be made safe, and masonry reinstated and rejointed by a suitably qualified stonemason.

If you have any queries regarding this report or require any further information, please contact our office at the above address.



Chris Danielsen BEng (Hons) CEng MStructE
Regional Director
Vale Consultancy
Enclosed: Photographs 1–36



Photograph 1



Photograph 2



Photograph 3



Photograph 4



Photograph 5



Photograph 6



Photograph 7



Photograph 8



Photograph 9



Photograph 10



Photograph 11



Photograph 12



Photograph 13



Photograph 14



Photograph 15



Photograph 16



Photograph 17



Photograph 18



Photograph 19



Photograph 20



Photograph 21



Photograph 22



Photograph 23



Photograph 24



Photograph 25



Photograph 26



Photograph 27



Photograph 28



Photograph 29



Photograph 30



Photograph 31



Photograph 32



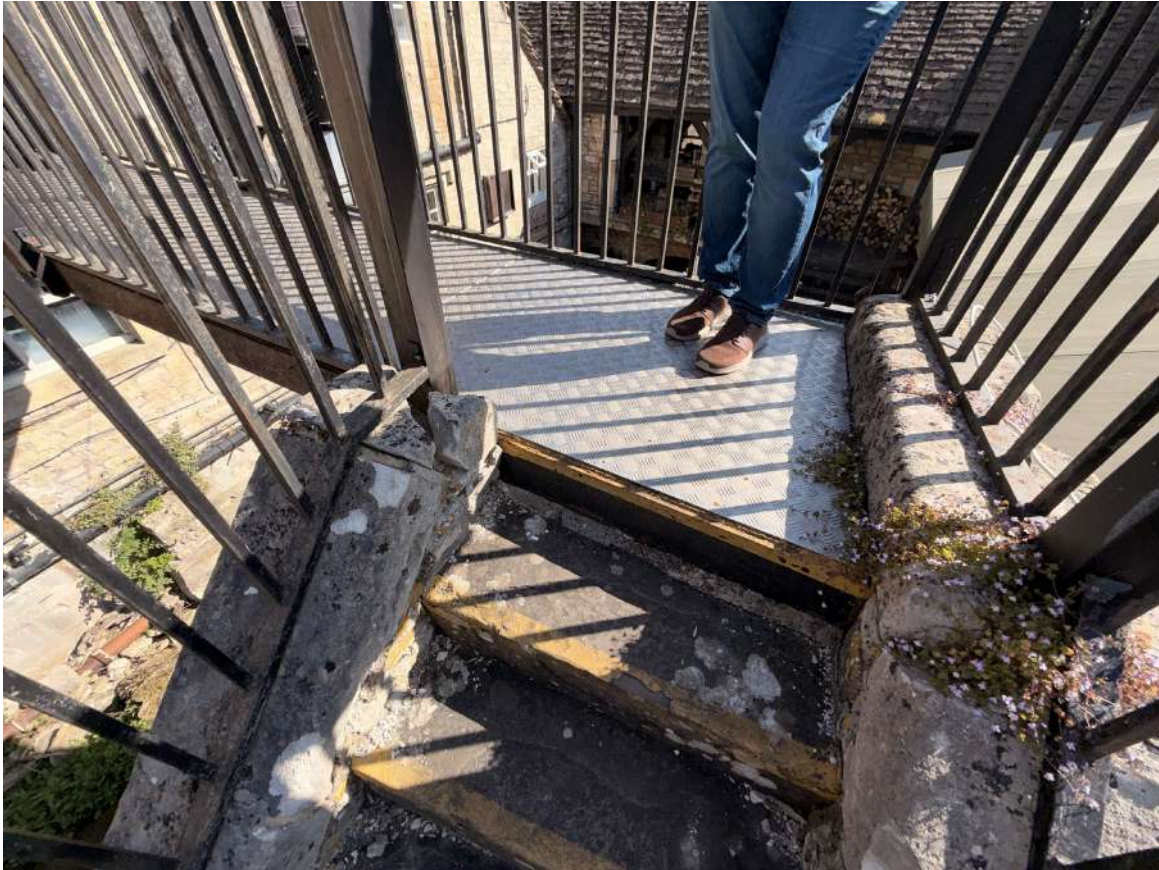
Photograph 33



Photograph 34



Photograph 35



Photograph 36