LIFT CONDITION SURVEY REPORT

Site: Centenary Mill Court
New Hall Lane
Preston
PR1 5JQ

Client: Centenary Mill Court (Preston) RTM Co Ltd
c/o Homestead Consultancy Services Ltd
29 St Annes Road West
Lytham St Annes
FY8 1SB

Date of Survey: 1st July 2025

ILECS Ref: CM250473

Prepared by: Scott Kirke

INTERNATIONAL LIFT & ESCALATOR CONSULTANTS

ILECS Limited, The Old Mistley Clinic, New Road, Mistley, Manningtree, Essex CO11 1ER
Telephone: 01206 399 555 **Email:** info@liftconsultants.co.uk **Web:** www.liftconsultants.co.uk

Registered in England and Wales. Registered Address: ILECS Limited, The Old Mistley Clinic, New Road, Mistley, Manningtree, Essex CO11 1ER
Company Number: 04137088

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Contents

The following summary and recommendations should be read in conjunction with the fully detailed report, which contains the main findings of this visual site survey.

1. Executive Summary

We were able to gain limited access to areas of the installations, enabling a visual inspection of all exposed components of the lifts. No parts were dismantled; therefore, no internal inspections of drive units or sealed components were undertaken. Both lifts were out of order at the time of survey, so inspection of the car interiors and operation of the lifts was not possible.

Documentation held at site was examined and the details are recorded in this report. Site records were by no means orderly or comprehensive for the history of the lifts, and fragmented reports have been left by the service and repair contractors engaged since installation. Sherridan Lifts Ltd, the current service provider, has placed log cards in the machine rooms, which appear to be completed correctly.

The lifts were installed in 2004 by Leeds Lifts. Since installation there have been no significant alterations to the lifts, which retain many of the original components. Some minor upgrades have been made to ancillary components, through repair rather than modernisation programmes. Despite including some health and safety upgrades, the equipment and its environment still have areas of risk that could be reduced. The wells are constructed from block and brickwork. The wells are in a reasonably good condition and appear structurally sound, albeit slightly dull, dusty and dirty.

The lifts are traditional in layout for this period, locating the major components in machine rooms adjacent to the lift wells. Generally, these types of lifts were considered to have a design life of some 15 years, in accordance with CIBSE Guide M Appendix 12.A1, subject to correct maintenance and usage. These units have now exceeded that duration, as they approach 21 years of age.

Due to the age of the equipment, parts are now beyond their intended design life and therefore we recommend that the lifts be replaced in their entirety. Parts are difficult to obtain, which could result in longer downtime and the loss of service.

The following budget costs are given based on today's prices and economic climate and do not include builders work, VAT, statutory or professional fees:

Health and Safety and Maintenance Issues:
To undertake all Health and Safety items as mentioned in Section 5.1

Budget Cost: £10,000.00 plus VAT per lift

Replacement Option:

Budget Cost: £140,000.00 plus VAT per lift

2. Foreword

This report is completed on the instruction of Homestead Consultancy Services, to examine the existing condition of the passenger lifts located at Centenary Mill Court, Preston.

In conducting the survey on 1st July 2025, we have visually examined the lifts without dismantling any components, investigating maintenance contracts, certification and documented information not found at site. Findings are detailed in this report.

The building is a residential block situated in Preston. The lifts are used by residents, staff and visitors with delivery of light goods, as required.

The lifts were not operational at the time of survey, which did not enable a full and comprehensive survey of the equipment to be made.

3. General

The lifts were installed by Leeds Lifts in approximately 2004. The lift car frames and counterweights, along with the safety gears, are also original as installed. The lift machine rooms are located adjacent to the lift wells on the basement level.

According to the lift log cards placed in the machine rooms, no servicing has been completed by Sherridan Lifts in the last 12 months. The cleanliness, adjustment and general operation appears poor, taking into account the age, design and access to the equipment.

The log cards indicated a total of six breakdowns per lift in the last 12 months, which shows a low level of reliability for the units. Whilst some of these breakdowns were due to issues with the control panels and the landing doors, the biggest cause is the repeated water ingress in both lift pits. There was no indication on the log cards as to why both lifts were out of service during our inspection.

The well structures and surrounding walls appear in a visually good structural condition; however, they would benefit from being painted to reduce dust and improve light levels.

4. Existing Installation

4.1 Existing Lift Details

LIFT DETAILS			DOCUMENTATION	
Manufacturer/Installer	*Leeds Lifts*		Year Installed/Modified	*2004*
Number & Type	*2 passenger lifts*		Refurbished/Modified by	*N/A*
Drive	*Hydraulic*		O & M Manual	*Not available*
Control System	*Simplex*		Log Card	*Provided*
Speed	*Not known*		Wiring Diagrams	*Provided*
Floors Served	*B, G, 1, 2, 3, 4*		Emergency Release Notice	*Provided; non-compliant*
Stops/Openings Served	*6*		Electric Shock Notice	*None*
Car Doors	*Power operated 2 panel centre opening*		Last LOLER Examination	*Not known*
Landing Doors	*Power operated 2 panel centre opening*		Service Provider	*Sherridan Lifts*

4.2 Lift Machine Room (LMR)

	DETAIL/COMMENT	CONDITION/ COMPLIANCE
Lift Machine Room Location	*Adjacent to lift wells on basement level*	*Satisfactory*
Access Route	*Main stairwell*	*Satisfactory*
Lighting & Emergency	*Compliant*	*Satisfactory*
Cleanliness	*Dirty, dusty and graffiti on the walls*	*Improve*
Decoration	*None*	*Improve*
Dangerous Materials	*None seen*	-
Landing Safety Barrier	*None available*	*Improve*

Further information on LMR access and condition:

4.2.1 The layout of both machine rooms is standard with adequate space. General appearance of the machine rooms is poor. Records and drawings should be made tidy and filed in a site summary log.

4.2.2 The floor and walls of the LMRs have not been sealed or painted to keep down levels of dust that can affect premature wear of component parts. Redecoration is required to maintain this standard. A deep clean and removal of all rubbish is required.

4.2.3 Out of date signs should be removed and replaced with current pictorial signs to adhere to later legislation.

4.3 Lift Hydraulic Unit

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Pump Unit	*Bucher Hydraulics*	
Manufacturer/Type	*Beringer power unit*	*Satisfactory*
Valve Block		
Manufacturer/Type	*Beringer LRV350*	*Satisfactory*
Pump		
Manufacturer/Type	*Beringer*	*Satisfactory*
Location	*Internal*	*Satisfactory*
Cooler		
Manufacturer/Type	*N/A*	

Further information on the lift hydraulic unit:

4.3.1 The lifts were not in service at time of survey, so we were unable to check the ride quality.

4.3.2 Parts are still readily available for this type of pump unit.

4.3.3 There were no reported issues with the pump unit listed on the log cards for either of the lifts.

Hydraulic pump unit

4.4 Machine Room Equipment

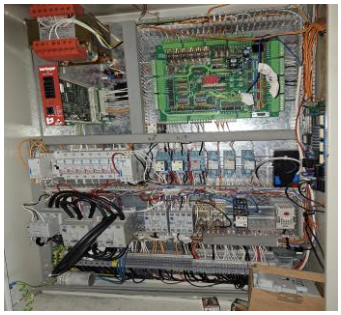
	DETAIL/COMMENT	CONDITION/COMPLIANCE
Controller		
Manufacturer	*ELE 2000*	*Improve*
Type	*Microprocessor*	
Date & Serial No.	*28/07/2004, 8939*	
Drive System		
Mains Switch	*Located in the machine room*	*Satisfactory*
Power Supply	*Three phase*	*Satisfactory*
Auxiliary Supplies	*No*	*Satisfactory*

Further information on the lift machine room equipment:

4.4.1 There are various health and safety issues/ recommendations within the lift machine rooms, which are listed at the rear of this report.

4.4.2 The machine room lighting is poor and should be upgraded to provide the correct 200 lux level.

4.4.3 The controllers are past their life expectancy and some of the breakdowns on the log cards are due to failed parts within the control panels. These parts are not readily available and take time to source.



Controller

4.4.4 The machine rooms should be kept clean and decluttered by the service provider on each maintenance visit.

4.5 Lift Well – Construction and Condition

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Construction	*Block and brick*	*Satisfactory*
Cleanliness	*Dusty, dirty and grimy*	*Improve*
Guides – Car/Counterweight	*Tee section*	*Satisfactory*
Well Lighting/Switching	*Not working at time of survey*	*Improve*
Trailing Cables	*Flatform PVC*	*Satisfactory*

Further information on the lift well:

4.5.1 There are various health and safety issues/ recommendations within the lift well, which are listed at the rear of this report.

4.5.2 The car tops should be cleaned and a new compliant handrail with kick plates installed where gaps exceed 300mm.

4.5.3 The lift wells should be decorated throughout with white paint to improve the lighting lux levels and reduce dust.

Lift well

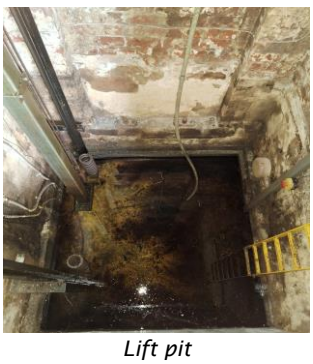
4.6 Lift Pit

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Access	*Via lowest landing level*	*Satisfactory*
Cleanliness	*Dirty, grimy and water in the pit*	*Improve*
Ladder/Handholds	*Non-complaint and inaccessible*	*Improve*
Notices	*None*	*Improve*
Buffers/Switched	*Spring*	*Satisfactory*
Pit Stop Switch	*Inaccessible; located too far from the landing entrance to safely engage the stop switch*	*Improve*
Oil Overflow Trays	*Not seen*	-

Further information on the lift pit:

4.6.1 There are various health and safety issues/ recommendations within the lift pit, which are listed at the rear of this report.

4.6.2 Both lift pits have water ingress. We recommend the lift pits be cleaned, and all water and oil removed. The water ingress should be investigated and where necessary, the lift pits should be tanked to prevent further ingress.



Lift pit

4.6.3 All lift equipment within the lift pit areas should be examined for water damage by the lift service provider once the pits have been cleaned.

4.7 Landing Entrances and Controls

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Landing Doors	*Power operated*	
Configuration	*Two panel centre opening*	*Satisfactory*
Manufacturer	*Wittur*	-
Finish	*Brushed stainless steel*	*Worn but serviceable*
Emergency Release	*Euro*	*Satisfactory*
Architraves/Finish	*Painted*	*Worn but serviceable*
Landing Buttons	*Single push button*	*Improve*
Landing Position & Direction Indicators	*None*	*Improve*

Further information on landing entrances and controls:

4.7.1 There are currently no landing position indicators on any floors. The requirement is to have one on the main landing entrance as a minimum to comply with EN81-70; however, we recommend that a landing position indicator be installed at all floors.

4.7.2 The landing buttons do not comply with Part M of the building regulations due to being within 500mm of an obstruction.

Landing entrance

4.7.3 The power operated automatic centre opening doors have wear commensurate with age and use.

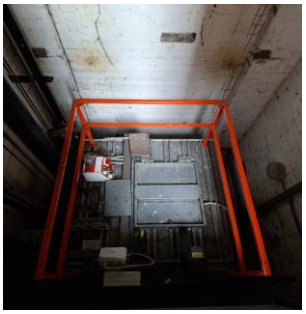
4.8 Lift Car and Entrance Doors - Construction, Appearance and Functionality

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Car Frame	*Rucksack*	*Satisfactory*
Car Construction	*Steel frame*	*Satisfactory*
Guide Shoes	*Sliding*	*Satisfactory*
Door Operator	*Selcom Hydra*	*Satisfactory*
Lift Car Finishes		
Wall Finishes	*Not seen due to lifts out of service*	-
Flooring Finish		
Lift Car & Emergency Lighting	*Not seen due to lifts out of service*	-
Car Position Indicator		
Emergency Intercom		
Car Top Guarding	*Existing guarding non-compliant*	*Improve*
Car Top Control	*Available but inaccessible from the landing*	*Improve*
Car Top Lighting	*Available*	*Satisfactory*
Car Top Power	*None*	*Improve*

Further information on lift car or entrance doors:

4.8.1 The lift car interiors and car doors were inaccessible at the time of survey due to the lifts being out of service.

4.8.2 To allow safe access and egress to the car top, the car top controls should be moved to the front of the lift cars; this allows engineers to safely test the controls before accessing the lift car top.



Lift car top

5. Recommendations and Budget Costs

5.1 Health and Safety and Maintenance Issues

5.1.1 In our opinion, the following Health and Safety items and maintenance issues need early attention. These are detailed in the following section of the report. This work may not improve reliability or the lift life expectancy.

5.1.2 When undertaking works on lifts, the current standards should be applied 'as far as reasonably practicable', such that the lift can be brought into line with those standards. Certain areas of the lift equipment should be upgraded to meet current legislation and directives.

5.1.3 Please note that the following Health and Safety items should not be considered a comprehensive list as the recommended Health and Safety and refurbishment solutions below may create additional issues, which need to be addressed. Further professional advice should be sought from ILECS before works are undertaken.

Lift Machine Room:

a) Clean, seal and paint the machine rooms and remove non-lift equipment
b) Provide encapsulated and wall mounted circuit diagrams
c) Install a 2 way intercom via the lift machine rooms, car tops and pits
d) Install a floor specific handwinding indicator and buzzer
e) Update all machine room notices to be the pictorial type

Lift Well and Pit:

f) Upgrade the well lighting to incorporate LED fittings and provide switched well lighting made available 3 way switched from the lift machine rooms, pits and car tops, with emergency fittings to the car tops and lift pit areas
g) Mark the safe refuge area in the lift pits and on the car tops
h) Clean and paint the lift wells and pits, removing all water and oil
i) Install appropriate car top guard rails
j) Install a means of safe access and egress for the lift pit areas, ladders and stop switches

General:

k) Investigate the reasons for the water ingress in the lift pits
l) A thorough service of the lifts including testing of all lift safety features before putting the lifts back into service

Budget Cost: £10,000.00 plus VAT per lift

5.2 Replacement Option (Recommended)

5.2.1 Components of these lift installations have now passed the later stages of their economic life, and a full replacement program would replace the lifts in their entirety with new lift installations which would include all health and safety items.

5.2.2 Any future design and load duty specification should be aligned with the requirements of this category of residential block and the daily rigours the lift will endure.

5.2.3 Any replacement lift would be compliant with all standards and regulations at the time of design and would provide a minimum of 20-25 years life expectancy subject to a robust service regime and correct usage.

5.2.4 Replacing the hydraulic lifts with new traction machine room less lifts would have the following benefits:

a) Gearless traction machines provide significantly lower running costs when compared to hydraulicly powered lifts

b) Significant reduction in CO2e emissions and hydraulic oil usage

c) Increased speed to allow faster movement between floors

d) A smoother ride quality, more accurate stopping and reliable operation

e) Gain back the space used for the machine rooms as all the new equipment would be installed in the lift wells

f) A greater life expectancy of the lifts

g) The possibility to increase the lift car size

Budget Cost: £140,000.00 plus VAT per lift

All budget costs are given based on today's prices and economic climate and do not include builders work, VAT, statutory or professional fees. They are also subject to any findings from the Thorough Inspections.