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The decision record(s), risk assessment(s), and technical assessment(s) supporting the installation of crash decks / protective decking at buildings on Saunders Street EH3 6TQ on or around 24 December 2025, including the criteria used to select which buildings received decking.

Crash deck scaffolding was erected at 1-8 Saunders Street following concerns raised by a structural engineer who was on-site in relation to works being overseen by the Council's High Rise Management & Investment team (HRMI).

Please refer to the information provided previously for 62602 - Item 1

The need for immediate intervention was raised with ESRS on 23 December 2025, following which a site visit was carried out by an ESRS Property Officer and the consultant Structural Engineer on the same date. Assessment of the defects was carried out whilst on-site and contractors were instructed by telephone.

Where a contractor is instructed while an officer is on-site in relation to emergency make-safe works, the instruction is retrospectively recorded in a Contractor Works Instruction document.

Edinburgh Shared Repairs Service handled the review on site with the Structural Engineers before and during the erection of the scaffold. The decision to erect crash decks was informed by professional advice, following on site review, and to manage the H&S risk.

On 18th December a structural engineer (SE) from Harley Haddow emailed a Surveyor in the HRMI team stating the following: I also need to make you both aware of some damage that has occurred to the 4No blocks of flats at Saunders Street, not explicitly related to the window replacement project. Several gable walls exhibited signs of cracking to the masonry near the corners. These cracks suggest signs of movement, likely as a result of wind loads. In some cases, the movement has caused masonry units to become partially dislodged and which is clearly visible from ground level. I believe this damage to constitute a risk to the general public, with potential falling masonry. I suggest that actions are taken to make the space safe. Thereafter, consideration be given to more investigations to establish the cause of the damage and develop remedials to permanently address the matters. Evidence of historic repairs in the form of steel straps has attempted to tie the masonry together. However, this appears only to be a temporary fix and is isolated to a few locations.

This email was forward to the Surveying Manager of the HRMI Investment team and on 23rd December members of the HRMI team asked for ESRS support to assess the risk and facilitate erection of crash decks, if deemed required based on their professional advice and recommendations. That site visit happened the same day and the decision was made to install crash decks 1 & 2, 5 & 6, and 8 Saunders Street.

The list of buildings at which decking was installed in that operation, and the recorded reason each building was included.

Crash deck scaffolding was implemented at blocks 1-2, 5-6 and 7-8 Saunders Street, Edinburgh, EH3 6TQ.

There is no specific reason recorded for each block; rather, all scaffolding was erected in relation to the information outlined under Q1.

Please see Item 2 – Contractor Works Instruction

Edinburgh Shared Repairs Service managed the erection of the crash decks. Crash decks were erected at 1 & 2, 5 & 6, and 8 Saunders Street.

Refer also to the response for Q1. Following a site visit with ESRS officers and the SE agreed that temporary make-safe works only would be undertaken to the affected blocks below by means of a crash deck and scaffolding to first floor levels.

Temporary Make Safe Works;

- Blocks 1 and 2 – Crash deck to 1st floor level front door to bin store out to kerb line – Saunders St Elevation. Scaffold wrap around on India St Elevation to boundary wall and front door / bin store.
- Blocks 5 and 6 - Crash deck to 1st floor level front door to bin store out to kerb line – Saunders St Elevation. Scaffold wrap around on India St Elevation to boundary wall and front door / bin store.
- Blocks 7 and 8- Crash deck to 1st floor level front door to bin store out to kerb line – Saunders St Elevation

The SE provided a summary of their findings and a sketch of where crash decks were required on 23rd Dec.

Over the next few weeks, including the festive period, the crash decks were erected and assessed to ensure they were suitable. SE assessment that the crash decks were suitable was received by the Council on 12 January 2026.

Please refer to the extract from email attached.

Since then a full scaffold has been erected at 7 Saunders Street to facilitate safe access to that block for roof repair works (enforcement works being carried out by Edinburgh Shared Repairs Service).

All recorded information relating to the installation of decking at any building in that operation which the Council does not factor or own, and the decision record for its subsequent removal.

We have answered in relation to the specific blocks in your request.

Crash decks at 1-2 and 5-6 Saunders Street were dismantled on 30 June 2026 to allow make-safe alterations instructed by the High Rise Management & Investment team (HRMI).

Crash deck at 7-8 Saunders Street remains in place.

Please refer to the attached documents for Item 3.

The defect, hazard, or risk recorded as justifying the installation of decking at Block 1 and Block 2 specifically.

Refer to the response to Q1 & Q2 above. The decision to erect crash decks was informed by professional advice from Structural Engineer, following on site review, and to manage the H&S risk.

Please refer to the attached documents for Item 4.

All recorded information from 24 December 2025 to the date of this request concerning inspection or survey of Block 1 and Block 2 including:

- the inspection methodology determined to be required;

From the appointment documentation for the capital testing surveyors, Strangers Testing Services (STS): Site Works: Conduct a Borescope Cavity Wall Inspection Survey to inspect the cavity and provide an assessment of the wall tie density and condition, and the cavity condition. Carry out localised block removal (2 per block, 8 block removal in total across the 4 blocks) in order to inspect the wall tie embedment, wall tie type and condition. Preparation of a report. Access is to be provided by others. STS will repair all drill holes using a repair mortar as well as brick removals before leaving site. The mortar around the brickwork and drill holes will be matched as close as possible to the existing.

Attached: RAMS for the planned works for the scaffolding and the investigative surveys. The SE is carrying out a watching brief only and so doesn't require RAMS

- the equipment identified as necessary;

Form Access Scaffolding (from their RAMS)

- Scaffolding
- Portable tools: It is currently anticipated that the tools required for these works will include: 110v drill; generator; hand tools; 110v extension leads

Stanger Testing Services Limited (from their RAMS)

Equipment List	Purpose
Elcometer Cover Meter	To detect metal ties
TE 6 Hammer Drill	To drill mortar bed to insert camera or extract bricks
Borescope Camera	To inspect wall ties
Repair Mortar	To fill the drill holes and replace bricks

- all procurement attempts for that equipment or inspection service, including dates, suppliers contacted, quotes received, and any refusals;

Timeline of events, inc procurement activities, were as follows;

- 02 February 2026 ESRS wrote to HRMI to confirm that they in the process of procuring work relating to roof works at Block 7 & 8, enquiring about the presence of crash decks at those blocks. Various emails exchanged between Feb to present to coordinate between the teams. At Block 7 a full height, wrap around, scaffold is in place for roof works and so access for the survey work can be facilitated at that block.
- Dec - Jan: Erection of the crash decks at Saunders Street, managed by ESRS. SE input from Harley Hadow
- Mid Jan - Early Feb: Informal discussion around anticipated scope of services required with the rank 1 SE on the Professional Services Framework
- 12 Feb 2026 Formal CEC request for G3 to quote for services, noted in the requests: *to provide an assessment of the underlying issues that are causing cracks/movement in the façade. We would need a report based on this survey with remedial recommendations, including cost estimates, as part of the commission. This report would be issued to the other owners in the block and a vote conducted to agree next steps.*
- Feb 2026: As part of their scope, G3 Consulting Engineers approached the a number of surveying companies to organise the Borescope Cavity Wall Inspection Survey. G3 issued scoping information to specialist surveyors during this time and carried out site visits (visual inspection only) as part of this process.
- 02 - 05 March 2026: G3 confirmed they had received 2 returned tenders, but 1 withdrew as they were unable to deliver the full scope. The remaining tender was compliant and recommended to progress. G3 confirmed that neither surveying specialist who returned to the invitation to tender were able to provide access/scaffolding. CEC confirmed they would arrange the existing crash decks to be altered temporarily to allow survey as the most cost effective option.
- 9 March 2026 Initial quote received from G3 Consulting Engineers (G3), CEC comments returned
- 19 March 2026: Revised quote received from G3, further CEC comments returned before CEC issued a service request to G3 for signing
- 31 March signed service request received from G3
- 7 April 2026 G3 confirmed that they would recommend not attaching the scaffold to the structure given the risks being assessed.
- 21 April 2026 Contract Award Letter signed by CEC for commission with G3 including the third party costs for specialist structural testing
- 28 April 2026 Form Access circulate their proposed scaffold design to allow safe working access noting the following: if I could draw your attention to the attached, due to the fact a scaffold cannot secure to the building gables lane closures in both streets will be required to allow a scaffold to be built on a proportion on the road.
- 7 May 2026 - Following discussions and review of the scaffold design the design was confirmed and Form Access were instructed to submit permit application to receive approval for lan closures
- 8 May 2026 Contract Award Letter receipt acknowledgement by G3
- 20 May 2026 Pre-Start meeting, hosted by HRMI team, attended by G3, Strangers Testing Services, and Form Access (scaffolders)

- 5 June 2026 Street permit for lane closures submitted (anticipated start date 15th June)

Procurement routes for the Structural Engineers was to make use of the Council's CT2675 Professional Services Framework, LOT 7 – Structural and Civil Engineering services. G3 Consulting Engineers were approached as the Rank 1 consultant on that Lot, in line with the Framework agreement and conditions. The scope of services requested from G3 Consulting Engineers for quotation included:

- Organise, manage and oversee a specialist third-party contractor conducting borescope inspection survey.
- Scoping, preparation of structural survey and site investigation works.
- Coordination and supervising of opening up and reinstatement work.
- Structural Design & Detailing.
- Site attendance and principal designer role under CDM2015 regulations.
- Interpretative structural assessment of existing wall ties and condition of cavity walls for all 4 blocks.

- any assessment of alternative inspection methods (including scaffold, mobile elevating work platform, rope access, or drone survey) and the reasons any were ruled out.

- Scaffold: Most appropriate method of safe and secure access.
- Mobile elevating work platform: Alternative method that was considered, however deemed unsatisfactory given the nature of the planned survey which required extensive review of the facades (coverage would have required time intensive reconfiguration of the MEWP) and the localised removal of sandstone blocks could not be managed from a MEWP in full compliance with the RAMS.
- Rope access: Not an appropriate method due to survey requirements. Surveyor access is required to observe the cavity of the external wall which requires working from a standing position on a stable platform, in accordance with the RAMS
- Drone: Not an appropriate method as the survey requires inspection of the cavity of the external wall

The projected date for inspection or survey of Block 1 and 2 Saunders Street EH3 6TQ as currently recorded.

The scaffold alterations, from crash deck to full height scaffold to the gable end, at Block 1 (Saunders Street) began on 1 July

The scaffold alterations, from crash deck to full height scaffold to the gable end, at Block 2 (India Place) will begin from 11 August

All communications issued to residents or owners of Block 1 and 2 Saunders Street EH3 6TQ concerning the decking, the underlying defect, or planned works, from 1 December 2025 to the date of this request.

See Item 4 – Correspondence

Attached

- Poster

- Letters issued by ESRS
- Letters issued by HRMI