Objection

Dear Louise

The residents of Seaspray have now considered the revised Construction Management Plan (version 6) and have recorded the following **comments** and **objections**:

Generally, the **Planning Decision Notice** Reads:

"*08. Construction Management Plan No development shall take place, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters, • the anticipated number, frequency and types of vehicles used during construction, • the method of access and routing of vehicles during construction, • the parking of vehicles by site operatives and visitors, • the loading and unloading of plant, materials and waste, • the storage of plant and materials used in construction of the development, • the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),* ***• details of public engagement both prior to and during construction works*** *• Hours of construction Reason: In the interests of Highway Safety and amenity*"

There has been **no** public engagement that we are aware of.

Response:

V6 of the CMP sets out how we intend to engage with the public during the construction phase. Please see CMP: Points 1.4(8) on Page 7 and Section 3.0 on Page 13 . The CMP sets out our intention to liaise with relevant persons prior to and during construction. The objective of all forms of engagement with the public in relation to this project is to maintain reasonable and productive levels of communication with a view to minimising disruption, informing residents of unavoidable disruption, the extent and duration of the disruption together with any mitigation measures and a mechanism to receive and manage complaints, if applicable. It is our view that the CMP sets out these arrangements clearly.

A full consultation process was followed at the planning stage of the project. Full details are provided in document P1917 - "Statement of Community Involvement" (located on the planning portal).

In addition, and with specific reference to Seaspray, there have been a number of e-mail exchanges between the developer and the Seaspray Resident Association over the last year in connection with the construction phase of the project.

Further engagement will be undertaken as the programme progresses in the run up to work starting on site.

1.3

The Project Start Date is noted as September 2024 however several construction operatives in Craig Developments livery have been been seen inside and outside the Debenhams building and cones have been placed in the loading bay, suggesting that work has already started. It is our understanding that this (and other) Planning Conditions need to be approved before works should start.

Response:

The September start date is provisional. All site activity to date has been associated with investigation, design and pre-construction, in common with a project of this nature.

1.4

In the "*Site Description and Context"* There is **no description** of the Iceland Car Park site which adjoins Seaspray and forms part of the proposed development's fire escape route.

The "*Summary of Key Challenges to the Development"*

5. Refers to "*Proximity of the adjacent Iceland car park to construction works and lifting operations.*" The Iceland Car park is not "adjacent" it is beneath the site. They intend to build three storeys **over** it.

9. Refers to "*Effective communication with local businesses and residents to minimise disruption during key stages of construction.*" There has been no communication with Seaspray regarding this plan.

Response:

No description of the Iceland carpark:

Section 1.4 - Page 5. Description of the Iceland carpark has been copied from section 1.4 - Page 7 and duplicated in the introduction of this section.

Proximity of adjacent Iceland car park:

The former Debenhams sits adjacent to and extends over the Iceland carpark. This section of the CMP has been amended for clarity.

There has been no consultation with Seaspray regarding this plan:

Please see statements made at the beginning of this response.

The "*Key Challenges - Solutions*"

5. Refers to *"Creation of a fully enclosed temporary structure around the existing first floor structure that sits over the Iceland car park with the first lift located at a height of 5m from ground level. Creation of a structurally designed, reinforced gantry at a height of 5m over Marine Place that connects with the external compound. This will provide safe access to the work area above the car park, protect persons / vehicles on the ground below from falling objects and enable hoisted materials to be transferred into the site (over the gantry) without the need to close Marine Place or the Iceland car park during these operations."* This does not describe how the temporary structure would be "created". It is likely that access to Seaspray property will be required, scaffolding set down on our property etc.

Response:

Please see attached preliminary drawing in relation to this matter (appendix to CMPv7). All temporary structures will be installed by approved contractor. The attached drawings are draft and are in the process of being approved. The approval process will include review of the proposed installation method and assessment of any potential impact on traffic routes. On completion of this process the CMP will be updated and reissued, as required, with the relevant notifications set out in section 3.0 of the CMP applied as applicable.

The current designs do not require any elements of the scaffolding to be attached to Seaspray. We will be accessing the Iceland's demise and communal fire escape area for scaffolding and site safety works, the fire escape will remain open.

Scaffolding standards will set down in the 960mm space between Iceland and Seaspray and then beam out over the access route. As mentioned above, access to Seaspray may be required to enable safe installation of the structure. Full details will be set out in the appropriate update to the CMP as previously mentioned.

It should also be apparent from the drawings, how we access to the Iceland carpark for shoppers and residents and users of Marine Place during construction will be maintained.

If this proposed temporary structure is to be used for more than 28 days then Planning Permission should be applied for in this conservation area.

Is there a current design for this proposed temporary structure?

Response:

See drawings in CMPv7.

Also, all Scaffolding and gantry's will be licensed by the appropriately approved Permits / Licenses from Highways / council etc. Once plans are finalised and approved by the respective bodies. the CMP will be updated and re-issued and notifications / communications will be made to all those affected in line with Section 3.0 of the CMP and any specified conditions.

6. Refers to "*The design of all external scaffolding / temporary structures includes provisions to provide a protected pedestrian and vehicle route along Marine Place and maintain access to the Iceland car park.*" But it **does not say how**. This cannot be considered a solution. We have seen no scaffolding plans. If the applicant is going to start external work in September they should now **how** they are going design scaffolding and **where** it is going to set down.

Response: Please see comments from previous section

7. Refers to "*Development of land to the rear of the building to provide suitable space for unloading and storage of materials prior to transfer into the main site. Where possible deliveries will be scheduled to arrive at times where they will have the lowest possible impact on other road users. Delivery vehicles will unload within the external compound to the rear. All delivery vehicle movements will be coordinated by a suitably trained banksman.*"

Presumably the 'land' referred to is the former pay and display car park which has already been fenced off (and fly-tipped as a result).

We would ask that the Council please writes to the owner of the land and instructs them to clear the fly-tipping.

As residents of Marine Parade we know that there is **no time** when the deliveries would have a low impact on road users. Deliveries to Iceland and the shops and restaurants on Warwick Street start at around 06.00am and go on all day. Similarly deliveries to dwellings by supermarkets and online retailers take place all day long. There are frequently three or four vehicles backed up on Marine Place at any one time.

Residents of Seaspray and their carers need access to the car park all day.

Response:

As mentioned in the CMP the provision of the compound in Marine Place will minimise / avoid the need for vehicles connected with this project to stop along this route. This directly addresses this area of concern. Access to the Iceland cark park will be unaffected by the project as detailed in the CMP and additional information above.

8. *In the event that any plant, equipment or materials are required on site that will involve unavoidable disruption to Marine Place, the following will be implemented: o We will take all reasonable steps to prevent the disruption in the first place.*

Where disruption is considered to be unavoidable. Steps will be taken to minimise disruption as far as is reasonably possible. For example, the use of a crane to lift materials into position with a reinforced gantry below will minimise potential interruption of the traffic flow to Marine Place (which would be the case if materials were transferred by an alternative method). However, the installation of the crane will require temporary road closure for 1 day to install the crane, and 1 day to remove the crane. This will be agreed with the local authority / Highways departments who require 12 weeks to evaluate and issue the relevant permits. Where disruption is

considered to be unavoidable and significant. A suitable plan will be agreed and recorded.

Who will this plan be agreed with and where will it be recorded?

Response:

Once finalised, the programme of works will be under continuous review by our Construction Manager. Where identified, issues of potential disruption during an upcoming stage of construction will be considered and notified in accordance with section 3.0 of the CMP.

The plan will set out the impact of the disruption and include the measures that will be in place (e.g. provision of temporary traffic lights etc). o The plan will be communicated to those that could be affected to provide a reasonable amount of notice of the temporary disruption.

Where would temporary traffic lights go and what would be the purpose?

Have the businesses affected been consulted on these road closures?

Response:

The draft programme currently identifies 2 instances where the road to the rear of the site will need to be closed for a maximum of 1 day in each instance.

This will be to enable the crane to be installed and removed. The precise dates have not yet been finalised. However, the first day will be towards the beginning of the project with the second day towards the end.

We also anticipate that similar arrangements will be required during initial scaffolding installation. This will be communicated when the plans have been finalised (this has been addressed in an earlier section of this response).

An approved TMP will be presented and signed off as part of the closure / traffic disruption. One is currently being devised and submitted to the council for the Crane for example.

The traffic management plan is likely to be modelled on a previous arrangements implemented by a utility company with traffic lights at either end of Bedford row to manage traffic flow up and down this route with a turning circle to the top of the road.

When the arrangements have been finalised, notification on the proposed road closures will be undertaken in line with the procedures set out in Section 3.0 of the CMP and any TMP permit conditions.

9. We recognise the importance of effective and productive lines of communication with any person who could be affected during certain elements of the construction phase (specifically neighbouring residents and businesses).

That line is simply **not true** as they have not consulted with the residents of Seaspray on any of this.

Response:

This has been addressed in earlier sections of this response.

10. We have purchased 2 parking spaces within Bedford Row for the Site Management to park within. All contractors will be required to drop off any plant and materials they require within our site compound, and to pay for parking locally. There is more than adequate provision to allow for this without causing disruption.

Where is this "adequate provision" that they speak of? The roads are already congested and there are always cars, vans and lorries parked on double yellow lines.

Has a **parking beat survey** and a **traffic study** been carried out to support this statement or are these more empty words?

Response:

We have made clear statement of how we plan to manage traffic in and out of the development. Broader town centre issues and the driving and parking habits of others on public roads are outside of our control.

"*As part of the planning of this project a conditional agreement has been established between the developer and Iceland that allows access to the area above the car park to carry out the required building works (i.e. through the provision of a suitable scaffold) but without restricting access to the car park itself. Details have been provided in other sections of this report."*

Where will this scaffold set down? If it is to set down in any of the common parts of Seaspray it must not affect our fire escape routes and will require a Licence.

Response:

This issue has been addressed in earlier sections of this response.

We see that Calford Seaden has now been appointed to undertake CDM duties on this project (although under the regulations the Principal Designer should be involved from project inception and not from this late stage). It would be interesting to know what Calford Seaden makes of the not only the construction management proposals but the designs of the cramped and dangerous dwellings with little light, ventilation (which will likely cause damp and mould issues in occupation) and fire escape routes through kitchens and out through a **third party's** fire escape.

Response:

This observation is not applicable to the CMP.

"A TTRO Parking bay suspension (WSCC-583849605) has been granted for the loading bay directly opposite the rear entrance of the site. This will be extended prior to any hoardings being installed.

A pavement / Hoarding license application (Licence Number:HDG-03366) has also been approved for the rear of the existing building."

These statements have been made previously and we have enquired whether permission has been granted to close the footpath since the hoarding will sit to the outer edge.

We have not received any answer on this point.

This will be re-applied for and will include the areas to the front of the Debenhams building, and the rear of the Iceland car park. Access into and out of the Iceland car park will be maintained at all times.

Response:

In addition to information already provided in previous answers. As per License conditions both for TTRO and Pavement Licenses / Hoardings – Notices will be displayed at least 1-day prior to closure or erection. Once we have these licenses, we are happy to provide details and communicate within the given timeframes as per the conditions of the license and in line with the procedures of section 3.0 of our CMP. Further details will be updated into subsequent revisions of the CMP and actions accordingly.

With the exception of a small number of occurrences there are no plans to close Marine Place to vehicles to facilitate the set up and ongoing operation of the site, including all proposed scaffolding."

What is the "small number" can an **actual** number please be given?

Response:

This issue has been addressed in earlier sections of this response.

Where will scaffolding set down? The pavements are too narrow to for scaffolding to be set entirely within the footpath and so must surely being going to set down onto the vehicular highway.

Response:

This issue has been addressed in earlier sections of this response.

Once again the Construction Management Plan seems to be all smoke and mirrors with no real substance and a total disregard for the safety or residents and the public. We are now on version 6 with no real answers to our concerns.

Response:

It is our view that this is not the case. While we understand the need for a degree of detail, we can only provide this as and when the project preparation reaches the appropriate stage. A number of the areas of objection are only now being planned and agreed. The plan will be updated accordingly.

It should also be recognised that the aim of a CMP is to set out how certain aspects of the project will be managed / controlled. It is prepared by the developer and approved by the LPA. Some elements of the construction phase will require engagement with the public (quite rightly) and full details are provided in the Plan. However, the Plan itself does not need to be developed in consultation with the public or approved by the public. It is also clear that a degree of engagement has been undertaken as evidenced by the e-mail threads between the developer and the residents in question. Unfortunately, it appears that the residents are using the CMP as an opportunity to frustrate the progress of a development that they are fundamentally opposed to.

We are committed the plans and intentions set out in the CMP that supports this project. As we move towards the construction phase the document will be revised and reissued (in line with Condition 8 of the Planning Decision Notice).

However, at this stage we are of the strong view that the fundamental scope and content of the CMP currently meets this condition, and this should not be conflated with objections raised by residents who are opposed to the development.

These matters have been affecting our lives for many months now, causing extreme anxiety and many worries for our residents.

At Permission stage we were told that our concerns would be addressed further down the line.

They have not been addressed at all after **a year** of further deliberation.

Isn't it time that the applicant concedes that it is not possible to construct **80** flats, on commercial sites, located on built-up and restricted streets in a **Conservation Area** that do not have the capacity for this number of residential units?

It remains our opinion that the scheme should **not** have been granted Planning Permission **at all**, and that the "non material amendments" submitted do nothing to mitigate the health and safety risks inherent in the designs.

Response:

This observation is not applicable to the CMP.

Other outstanding matters include, Rights of Light, scaffolding, hoarding and oversailing licences on private property.

Response:

Any relevant matters not already addressed will be developed / set out in subsequent revisions of the CMP as the programme for the project develops in the run up to commencement and during the construction phase, where applicable.

If you would like to discuss these matters with residents please let us know.

Emma Davies

On behalf of Seaspray Residents Association Ltd.

