

Hebble Wharf Resident's and Owners' Association.

Chairperson's Report 2022/23

Committee members;

Martin Winham - Chair

Howard Dodgson – Vice Chair

John Hodgkins – Association Secretary

Andrew Wright -Treasurer

Members – Imran Chouglay, Russ Moran, Paul Hope, David and Elaine Roebuck, Ray Monkhouse, Patrick Morgan.

General Introduction;

Firstly, I would like to thank them all for their contributions over the past year, in particular John Hodgkins for his continuing invaluable input and actions relating to many of the Associations issues, whether it be budgetary, administratively, communication, or indeed regular interaction with the Managing Agent and other Key Stakeholders on most issues that arise throughout the year.

Also many thanks to Howard Dodgson for pitching in to help with pretty much most “on site” issues as they arise, and of course Andrew for his Treasury input and other considered contributions.

As an Association we have also continued to provide a useful supporting resource to the Managing Agent on many aspects that have arisen over the past couple of years. These range from helping to source subcontractors for minor works as necessary, liaison with both the Main Contracting resource for Hebble, APFM Ltd, and the Contracted Building Surveyor Bill Ossitt over Section 20 works, other identified Maintenance works that we are helping to try to prioritise and get programmed in, FRA report actions, Cladding (EWS1) surveys and outputs, and other issues as they arise such as car park, Estates, or indeed apartment flooding issues.

We have continued with a good and useful working relationship with the “On Site” Estates and Logistics Manager, Nick Kirk of Spectrum for Estate Matters, hopefully to the benefit of both the Association and the Managing Agent, PBM, that I will refer to later in my report.

Update from last 12 months;

Section 20 Works Update

Water ingress/leaks have been, and continue to be one of the single largest issues that can cause extensive, disruptive and costly deterioration to the Building Fabric and apartments.

These works have taken quite some time to undertake, but are now finally complete, albeit have incurred more expense than originally budgeted for and given rise to other works required to be undertaken (from reserve monies). Key reasons being further unforeseeable works when the building fabric was more fully opened up, adverse weather delays impacting on much extended scaffolding costs, plus a significant increase in material costs experienced across the board since the S20 original quote was accepted – an unforeseeable inflation factor that has swept across the UK since Covid. Further costs were incurred in providing “anti-trespass” measures to the scaffolding which hadn’t been foreseen.

The end result should achieve a thoroughly far more watertight building envelope in these particular problem areas, supported also by a modified rainwater system that should be far more “fit for purpose” than had been originally installed.

Decking has also been replaced as necessary.

This should, however, help to significantly mitigate the risk of any future damaging water ingress to Hebble Wharf that has blighted it over the past few years.

There are a couple of further “unplanned” items of work which are currently under review with PBM in terms of whether these are chargeable to the leaseholders or by other routes - TBA

5 year Maintenance Plan Works

These works remain in place to be worked through, subject to available funds, in a prioritised fashion, and the Association intends to continue liaising with PBM and the other related stakeholders (APFM Ltd) in this regard.

The Building Surveyor, Bill Ossitt, who was instrumental in the building works has now retired but is still available for discussion should any replacement Surveyor need any pointers/help from his intrinsic knowledge of the building.

It should be said that progress on this programme has been slower than expected,

Works undertaken in the past year include;

Flat roof above Foyer - leaking roof repaired and made watertight, along with cleaning and tidying up of any unsightly moss/muck collected along the soffit above the main Entrance door. Soft decorations also undertaken to the Foyer area inside to smarten this key area up for the benefit of all residents, also included repainting of skirting outside the lift in the car park. This item also exceeded original budget provisions, and significant increases in material costs is also part of the reason for this.

Access/Intercom system – Varying and inconsistent issues across the block with sound (in and out) plus some video and door opening for some flats – APFM, who had been attempting to resolve this, had encountered ongoing difficulty getting

parts/warranties from the manufacturer Comelit, and there appeared to be a worrying potential for £10s of thousands to spend on the system. Another Subbie was therefore pulled in late 2022 to do full survey, drawings, fault finding/repairs determination to help mitigate this issue.

Stage 1 was to undertake a comprehensive survey and tracing of the system through the block, preliminary determination of the overall layout, with photos and provide drawings (none in the O&M docs) – this is complete.

Stage 2 – to test the overall wiring infrastructure derived from Stage 1, and do fault finding - incl a sample of 18 apartments, all riser wiring and key connections to main input point, and access console outside main door – this included the compilation of a questionnaire from 18 apartments (those who responded with having issues) to derive the various issues to then enable testing on site.

Output repairs derived from the above stages –

This, usefully, has shown that the overall infrastructure is working OK, with main issues identified within the Access Panel componentry, or the actual Diva Unit itself within the leaseholder's apartment.

Fortunately, also, Comelit advised that they manufacture Intercom units that are compatible with the existing system (so the whole system does not require replacement/major mods) and have given 4 available intercom unit options from basic to top model.

Stages 1 and 2 above were completed successfully, but the output repairs have taken longer than expected and thrown up a couple of frustrating and unexpected problems within the Access panel (which, certainly was not originally installed to a high calibre standard, to say the least), when replacement units have finally been received and installed.

Lead times in obtaining some of the required replacement units needed have impacted on timelines, along with some faulty units when received in the last month, creating issues when fitted, so dialogue and problem solving is currently ongoing with Comelit technical support – status is ongoing, and focus remains with the Specialist Subcontractor to resolve and complete the works ASAP.

Potential further works under review include;

Main Roof Access Platform and roof ridge repairs item – Bill Ossitt, along with APFM are understood to have costed this and submitted to PBM – TBA.

Intumescent paint to steel structures in the basement/Garage and fire stopping – Bill Ossitt is understood to have submitted some quotes to PBM -TBA.

Suspended water channels to the basement/Garage is also thought to require review and pricing etc -TBA.

The PRI insulation to the garage roof is also to be reviewed, but, with the advent of the recent Building Safety Act, and some other items, that there is a possibility of them being categorised as “relevant” defects which could be funded by other routes than the “reserve” funds – TBA.

Floods from Flat Leaks

There have been numerous leaks from apartments over the past couple of years. One aspect thought to be a key contributor to this (aside from negligence of a flat resident) is linked to the unvented Cylinder heating system.

These, if not regularly checked/inspected, could lead to incorrect pressures in the system which could give rise to pipe/equipment bursts and significant flood/leak damage, to both the apartment, and into the corridor/any areas below the leak. To this end HWROA have proposed to PBM the potential use of a suitably qualified local Contractor who, if requested, could perform checks to help identify if the system is at any obvious risk or not – this would be for a nominal fee by the leaseholder. HWROA assisted PBM in compiling a recommendation for issuing out to all Leaseholders to have said inspections done, and why – this was issued out mid August 2023.

Some flats have already had these checks done in the past month or so, and, interestingly, 4 were found to have incorrect pressures and one had a high risk of flood/leak from a dislodged expansion cylinder.

These were fortunately corrected by the Contractor, but indications were that these systems had not been checked in quite some time.

Residents ought to remain vigilant wherever possible to mitigate the risk of water leaks etc, and this regime of checks could be a very useful mitigating action to take in that regard.

FRA Report Action Update.

This report is likely to be shortly superseded by a Level 3 Survey commissioned by PBM and being undertaken in August.

It should be noted that such items may also have potential to be classified as a “relevant” defect under the provisions of the Building Safety Act, so the funding route for such items may be discussed with PBM accordingly.

EWS1/Cladding Update – Now classified as “Critical Works”

There have been a series of “Zoom” meetings held over the course of the last year on this important matter.

The main parties to these meetings have been PBM, Bailey Partnership (their appointed Project Managers/Consultants for this issue), and some HWROA Committee members.

Key objectives to ultimately try to achieve are the securing of a position on the DLHUC Medium Rise Scheme (MRS) and associated funding via the Building Safety Fund (now referred to as “The Cladding Safety Scheme”) to enable suitable mitigating remedial works to be done on the Hebble Wharf Block.

On completion of such works, then the EWS1 status can be reviewed and rated to the extent that all the properties are considered safe enough to enable “normal” market views to be taken in terms of mortgages/lenders, and, of course, the level of fire spread risk has been established (by virtue of the EWS1 works done) as being reduced to the requisite level accordingly.

Speed of progress has been frustratingly protracted at times, linked to communication issues with PBM, the speed of the Government to initiate the “Pilot” scheme for the Medium Rise Scheme (MRS), and time taken by the Head Leaseholder to instruct on times so they can be progressed, not least due to them also having to engage Solicitors for them to more fully understand their liability under the recently introduced Building Safety Act.

That said, the latest position is that, encouragingly, Hebble Wharf has indeed been selected to be part of the Medium Rise Scheme (MRS), and actions are now ongoing to progress through the various stages to achieve the above objectives.

The Head Leaseholder has also engaged a Solicitor to pursue the Original Developer to see if they can successfully hold them liable and accountable for any of the associated remedial work costs – This effort is a pre-requisite by the Government in any event as part of the above MRS “process” to demonstrate that such efforts have been made. Clearly, if this activity does bear fruit, then this may help speed up the whole process, and, although PBM have cited examples where this has happened, success in this cannot be guaranteed in the instance of Hebble Wharf, but efforts are being made.

Timescales for the whole process via the MRS (should the Developer route prove unsuccessful) is frustratingly unclear, but is likely to extend to a couple of years or so, rather than months, with a number of stages within the process that could stall - PBM have also experienced variable rates of progress on other blocks that they’re progressing, ie, some have been very quick whilst others slow, there appears to be no set pattern.

The first part of this process is the undertaking of a further intrusive survey (to complement that done by Tri-Fire previously) to identify combustible materials and to gain a more comprehensive understanding of the external construction details from which the technical design process can use in the formation of any proposed remedial works solutions.

This is currently with PBM to issue the instruction to proceed with this survey.

The MRS will consider funding items which have been identified within the PAS 9980 Compliant survey and listed within the associated EWS1.

Any further works which may be potentially classified as a “relevant defect” under the Building Safety Act may be subject to review with PBM and Bailey Partnership accordingly, ie Fire related items, to understand what the approach may be taken in this regard.

Also, in the pursuance of the original Developer for any liability (as mentioned previously), should they be unwilling or unable to pay the costs for latent fire safety defects, then there is an agreement in principle advised by PBM that the Head Leaseholder would fund the cost of any essential fire safety works.

As referred to above, a Level 3 FRA was scheduled for late August, so the associated report/output should be available shortly.

Estates Related Works

As already mentioned, a useful working relationship with Nick Kirk, Estates and Logistics Manager, now exists and, consequently, the Association has more visibility of any associated work/issues, and can raise matters directly with him to see if solutions can be derived to the betterment of both Hebble Wharf, and the surrounding Estate.

This continues to be done with full interaction and knowledge of the Managing Agent, PBM, as it is seen as a useful supporting/enabling function that HWROA can provide for the benefit of all parties. Any final decisions/instructions obviously remain with PBM in any such instances.

A key issue which has caused numerous issues after sustained and/or heavy rainfall has been water ingress into the car park.

To help to mitigate this, an additional drain to help intercept from the cobbled road area near the car park entrance has now been installed, along with a bung inserted to an adverse gradient pipe near the car park fire exit door. This bung may require replacement with a “non return” valve – though further cctv investigation is required to ascertain the precise nature of the problem. Dialogue with Nick on this will continue as necessary.

Nick has kindly provided a summary update of where any estate issues currently lie as set out below;

Spectrum Community Health CIC for and on behalf of, Waterfront Wakefield Management Company

Navigation Walk Site

Works completed to date:

- ☐ Street lighting and building lighting upgraded to LED. Final unit behind the flood barrier will be completed when ground works are undertaken;
- ☐ Bulkhead lighting around the lock side upgraded and repaired;
- ☐ Both parts of the flood barrier now repaired and operational. The right hand side flood barrier will remain raised until ground works are completed;
- ☐ Twice yearly drain cleaning in place, spring and autumn once leaves have fallen;
- ☐ Additional Aco drain channel installed outside apartment building to help reduce the risk of surface water ingress to underground garage;
- ☐ Removable bollards installed outside the apartment block to prevent vehicle parking and damage to surface;

Works to undertake:

- ☐ Further remedial work to be undertaken on the drainage situation in the emergency exit staircase, at the far end of the apartment block. The seal will be removed and replaced with a one way plate. Should this not reduce the water ingress, further investigations will be costed and remedial actions to follow;
- ☐ Ground works to repair, replace and make good on the other side of the flood barriers presently raised. This will include cleaning and clearing of the flood pits and drain clearance;
- ☐ Removal of surface debris which has accumulated in the water adjacent to the same area;
- ☐ Removal of the tree growing out of the wall on the left hand side adjacent to the apartments;
- ☐ Footbridge: An initial survey was carried out on behalf of CPPI, owners of Tileyard North was carried out in October 2022. Discussions underway based on that report, to investigate the costs associated with inspecting the timber finishes, recommendations and costs of any remedial action. Once whatever is recommended is complete, the Council will have responsibility for completing access from the carpark.

Tileyard North:

Work continues apace on the new mixed-use office/retail unit abutting Navigation Walk.

There's no set completion date but with the current rate of progress, it should be weatherproof by Christmas and complete sometime in the spring;

There is an onsite management team including facilities and marketing, and tenants already in occupation including the bar and restaurant;

Work appears to be underway on scaffolding the former mill building on the waterfront that will eventually become a boutique hotel but as yet no further news;

The hoarding will be in place for some months but currently appears to work well.

Some are ignoring the left turn only sign at the junction which can cause blockages to traffic turning in right off the main road and it is being actively encouraged to remind all road users to site of the need to turn left;

Further updates will be shared as and when available.

Rutland Mills/Tileyard North – further observation;

Works continued, largely uninterrupted with “completion” of various sections to the development over recent months – see comments within Nick Kirk summary above. It is thought, and hoped that, when it becomes more fully open and occupied, this development will bring some positive impact to the immediate vicinity of Hebble Wharf and the surrounding Estate, as it becomes more functional and part of the immediate environment to Hebble Wharf.

Indeed, the “Distillery” pub and Brasserie have now been open a number of months and seem to be well patronised, with other associated functions starting to take place, and seem to be creating quite a positive draw of people to the area.

Budget v Spend 2022-2023

The Association has continued to experience some difficulty in receiving timely Account updates, issues with Reserve monies and cost allocation, in addition to some accounting convention anomalies for which we are trying to get clarity of. The Secretary's Item/Report will largely cover this aspect.

New Committee 2023-24

Our Constitution requires that all members of the Committee resign at the AGM, but shall be deemed to be re-elected if they are willing to stand, in the absence of any other nominees.

We will take the nominations and election of the committee members later in the Agenda.
