



Minutes

Royal Brompton and Harefield NHS Foundation Trust Community Liaison Group

Meeting 5

Date: 23rd January, 2017, 6.30pm – 8.00pm
Location: Seminar Room 2, Hospital Reception,
Sydney Street, London SW3 6NP

Chair: Christina Norton

	Michael	Stephen	MS	Chelsea Society
	Paul	Lever	PL	Jubilee Place Residents Network
	Kate	Agius	KA	Chelsea Square Gardens
	Helen	Morgan-Edwards	HM-E	Astell Street Residents' Association
	Andrew	McAlpine	AM	Guthrie Street
	Brian	Leathard	BL	St Luke's Church
	Jane	Dorrell	JD	Dovehouse Street Residents' Association
	Catherine	Hodgkinson	CH	To be confirmed
	Susan	Spiller	SS	Sydney Street Residents' Association
	Cynthia	Rich	CR	Chelsea Square Gardens
	Corinna	Mitchell	CM	Guthrie Street Residents
	Irina	Basile	IB	Guthrie Street Residents
Apologies:	Steve	McAdam	SM	Soundings
	Gillespie	Robertson	GR	Dovehouse Street Residents' Association
	Amanda	Tipples	AT	Guthrie Street Residents
	Cllr William	Pascall	WP	Councillor for Stanley Ward
RBH team:	Richard	Paterson	RP	RBHT
	Jeremy	Titchen	JT	RBHT Property Advisor
	Pedro	Roos	PR	PDP London
	Chris	Beard	CB	DP9
	Christina	Norton	CM	Soundings
	Karolina	Anielska	KA	Soundings

Agenda:

1.00	Introductions & apologies
2.00	Project update
3.00	Planning applications overview
4.00	Design update
5.00	Q&A session
6.00	AOB
7.00	Close

1.0 Introductions & apologies

- 1.1 CN reviewed the agenda for the evening and noted that SM sent his apologies. CN set out the dates of the final exhibition due to be held over the next week.

2.0 Project update

- 2.1 JT provided a reminder of the two sites and their planning applications reference numbers.
- 2.2 CN summarised the consultation process so far which has included:
- Stage 1 exhibition, February 2016
 - Stage 2 exhibition, May/June 2016
 - Community Liaison Group meetings (5 to date) and one-to-one/ group meetings (January 2016-ongoing)
- 2.2 CN presented the updated project timeline and invited members to the Stage 3 exhibition.
- 2.3 CN summarised key issues raised through the consultation process so far which has included: the location of the Dovehouse Street substation; vehicular access from Cale Street; scale and massing of the new extension and its impact on the sunlight and daylight to St Luke's Church and Gardens; the plant and screening of it; finally the scale and massing and design of the proposed Chelsea Farmers Market buildings.

3.0 Planning application overview

- 3.1 CB outlined that the Trust submitted a planning application in July 2016 for the extension to the Sydney Wing and for the redevelopment of the Chelsea Farmers Market site. Following feedback from the Royal Borough of Kensington and Chelsea, local residents' organisations and statutory bodies, the Trust submitted revisions to the submitted planning application in December 2016. CB emphasised that the Trust requested RBKC to avoid statutory consultation over the Christmas period and that's why the statutory consultation on the revisions is underway at the moment.

4.0 Design update

- 4.1 PR provided a design update on the revisions for the Sydney Wing extension and Chelsea Farmers Market site. PR provided a comparison of the submitted (July 2016) and revised (December 2016) street views and elevation drawings showing scale and massing reduction and design changes. PR also presented an overview of the existing and proposed access plans; a plan showing the relocation of the electricity substations from Dovehouse Street to a location behind the Chelsea Wing and the aerial view and elevation drawings of the Imaging Centre.
- 4.2 PR provided a design update focussing on revisions for the proposed buildings on the Chelsea Farmers Market site.
- 4.3 JT presented an outline construction programme and phasing of the project with an anticipated start of the construction in June 2018 and end in March 2023. The first phase including the construction of the imaging centre is planned between autumn 2018 and spring 2020 and the second phase including the construction of the Sydney Wing extension is planned to start in summer 2020 and finish in spring 2023.

5.0 Q&A session

Q: What impact will the revisions have on light in the St Luke's Gardens? Have you calculated this, as light is a problem, especially in winter?

A: JT explained that the proposed changes will be a substantial improvement from the previous proposal. However, the scheme will have impact as there is nothing there at the moment but the design team has tried to limit the impact as much as possible by keeping consistent with the height of the existing hospital. JT also pointed out that existing trees are taller than buildings and they cause the shadow as well.

Q: What will be the noise impact from the plant on the roof? Will current noise be reduced, especially at night for hospital patients and users?

A: JT explained that there is a specific acoustic report in the planning application completed by acoustic consultants and reviewed by RBKC to establish the current situation and specify the levels of noise that

currently exist.

A: CB explained that the some of the air handling plant will be located in the basement. The noise report covers the current conditions and sets an acceptable noise level for the new plant on the roof. The new plant should be quieter as it is new in contrast to the existing plant. Also the plant has been set back and a significant amount of existing as well as new plant will be baffled by a screen to reduce noise levels. The proposals do not aim to address current issues on the wards.

Q: Do the windows on the elevation of the Sydney Wing project beyond the brick facade?

A: PR confirmed that the windows don't project and they are set back.

Q: Will there be a drop-off bay for patients outside the proposed Sydney Street entrance? Sydney Street is narrow with parking on the east side so having a drop-off on the west side will make the street narrower.

A: JT explained that most patients will arrive via ambulance but there will also be a drop-off area on Sydney Street, next to the main entrance. JT noted that the proposals include ambulance and layover facilities in the basement.

Q: Will the drop-off between the pavement and road be similar to Chelsea and Westminster Hospital?

A: JT explained that RBKC are not supportive of this approach and are keen to have just road and pavement.

Q: Is there going to be any parking within the hospital site? Was there an audit how many are going to be lost? Concern was raised about the loss to patient car parking.

A: JT confirmed an audit was completed. JT explained that only staff car parking will be reduced (by around half), with staff expected to use public transport. The basement car park will be primarily for patients and ambulances. Visitor car parking spaces are not being lost but reorganised and the new drop-off will make it easier to drop-off patients.

Q: When the ambulances go down are patients are going to use lifts?

A: PR confirmed that this is the case.

Q: Will parking be removed on Cale Street to enable hospital deliveries from Cale Street?

A: JT explained that the existing car parking would stay. However, widening the bell-mouth junction on Cale Street is being proposed to enable large lorries to enter and exit in a single turn.

Q: Will the oxygen tanks remain? Could the Trust move the oxygen tanks?

A: JT confirmed that the oxygen tanks are to stay as they are shared with the Royal Marsden Hospital. The Trust doesn't want to move them, as it would be very expensive.

Q: Would it be possible to have more information about servicing including the servicing yard next to the oxygen tanks?

A: JT explained that there will be some deliveries to the oxygen tanks but the majority of servicing vehicles will go straight to the basement.

Q: In the revised plans does the design team have swept path analysis? Guthrie Street residents have analysed entrance and exit of this service entrance and think the team's measurements are incorrect and the swept path analysis shows that wheels would extend over the pavement area. Also both pedestrian and vehicles use exactly the same path, which seems problematic. Particular concern was raised about Stewart's Grove exit to Cale Street - the blue line goes over the curb there and there is a narrow point between the parking and curb line just before Guthrie Street. Sometimes vehicles are not able to exit Stewart's Grove because there are delivery vehicles stopping in Cale Street to avoid getting stuck in the hospital internal traffic.

A: JT explained that the pedestrian path is a segregated pathway. JT noted that transport consultants WSP have completed the swept path analysis. The team has been through the analysis with RBKC transport engineers and they were satisfied. JT agreed that that the Trust will review and respond to the group.

Q: Local residents often have a better understanding of an area than RBKC transport engineers who often do not visit the site.

A: JT confirmed that WSP have visited the site and WSP have done a detailed survey and swept path analysis.

Q: Is the survey and a detailed swept path analysis going to be available during the exhibition?

A: JT said they are not currently part of the CLG presentation but there will be access to the planning application at the exhibition so these can be viewed then.

Q: Concern was raised that if there is going to be more vehicles it will take 20-25 minutes to exit Cale Street.

A: JT confirmed that he understood however the benefit of this proposal is that the majority of ambulances that are currently on the surrounding streets are going to be moved to the layover in the basement.

Q: Have the team taken into account that Cale Street is being improved as a two-way safe cycleway? Concern was raised about vehicles and two-way cyclists.

A: JT confirmed that the Trust is aware and it is primarily the reason RBKC wants the parking arrangement to remain as it is even though the Trust has explored other options.

Q: Are 3 pedestrian entrances to the hospital needed? Is it proposed that staff, patients and visitors use the main entrance?

A: JT explained that one is pre-existing and it's used mostly by hospital staff and the staff entrance on the Sydney Street is proposed to enable staff to get quicker to the hospital without going through the reception area. JT outlined that staff are expected to go through the staff entrance, the majority of patients will be taken directly into the basement, visitors and other will go through the main entrance on foot or being dropped-off. To avoid this entrance being congested the proposals separate staff from patients and visitors.

Q: Are the cars transporting seriously ill patients going to be able to drive down the ramp?

A: JT confirmed it will be possible thanks to the two levels of parking including manoeuvre space in the basement.

Q: What size of vehicles are expected?

A: JT explained that they will be as big as they currently are and that construction vehicles are not anticipated to go there.

Q: Has air quality in the basement car park and during the construction been taken into account as this is important for the hospital patients and residents?

A: JT confirmed there is an air quality assessment.

Q: Is the Trust proposing to remove the other imaging centres?

A: RP and JT confirmed that existing imaging centres in other wings will remain open.

Q: Is the substation above or below ground level?

A: PR and JT explained that substations have to be available 24/7 so cannot be located underground and that is why they were originally located on Dovehouse Street.

Q: On the elevation drawing of the Garden Block on the Chelsea Farmers Market site is it a basement or is a wall in the front?

A: PR explained that this is a lower ground floor. The courtyard at the back is dropped to lower ground floor.

Q: Are there new light studies of the lower buildings and how they are going to affect the properties on the other side of Sydney Street.

A: PR confirmed that there are.

Q: What will the construction phase look like?

A: PR explained that it is hoped that work will be carried out for both the extension site and Chelsea Farmers Market site at the same time. JT explained that Crossrail is not going to affect the new extension development works, but could affect the Chelsea Farmers Market site. JT acknowledged that there are plenty of new developments coming to the area and emphasised that a close liaison with RBKC and other developers will be needed. He explained that both sites will be serviced from Sydney Street

Q: What is the proposed timeline?

A: JT presented an outline construction programme and explained that this programme focuses on the hospital site, as it is not possible to be certain when the development on the Chelsea Farmers Market site will happen. The Trust have developed a plan that can work if the developments happen at the same time. The temporary closure of Britten Street has been discussed with RBKC. JT confirmed that the new imaging centre needs to be constructed before the new extension is built to enable all MRI scanners to remain operational.

Q: When is the Trust planning to alter the hospital entrance from Cale Street?

A: JT explained this is scheduled to happen at the beginning of the process but that construction traffic will not use this entrance.

Q: It was mentioned in the proposals to slightly push forward the parking spots on Cale Street?

A: JT confirmed it will happen in an early stage.

Q: How much control does the Trust have to ensure that the future buyer/ developer of the Chelsea Farmers Market site will deliver the proposals set out in this planning application?

A: JT explained that any future buyer would be required to work within the parameters of any planning consent granted on the site. If the buyer wishes to develop outside of the planning consent they will need to go through the planning process again including consultation. JT noted that the density of development was established previously by RBKC in the draft SPD.

Q: Guthrie Street residents requested to refresh/maintain the wall next to the oxygen tank.

A: JT explained the Trust will need to look at other patient related spending but agreed to look into it.

Q: Have the revisions proposed increased the overall costs?

A: JT confirmed that broadly speaking the new extension buildings is circa £100 million, the new imaging facility is circa £20 million and refurbishment works to Fulham Wing circa £22 million. JT outlined that selling the Chelsea Farmers Market site for the maximum value and not accommodating affordable housing will enable the new extension of the hospital to be built. JT explained the Trust's hope and expectation that through a variety of charitable donations and some central funding the works will be viable to complete.

Q: How much is the Chelsea Farmers Market site worth?

A: JT explained that it is not currently on the market and there will be a bidding process to generate competition and to sell it for the best value.

Q: Can the Trust clarify the discussions had with TfL around the Crossrail station? If the station goes ahead you hope that TfL would purchase the Chelsea Farmers Market site? If the Crossrail station does not go ahead and TfL is not in the position to compulsory purchase the site would you undertake the development yourself?

A: JT explained that the Trust would not undertake the development themselves.

Q: So whoever buys the Chelsea Farmers Market site will probably start as soon as possible and in this scenario the development on the Chelsea Farmers Market will take place in parallel with the Trust's development.

A: JT confirmed the likelihood which is why the construction management plan works on the basis that development on both sites will happen in parallel.

Q: Does the Trust have a 'plan b' if the financial situation doesn't improve?

A: RP set out that the Trust is proposing the development happens in phases and the Trust will not begin a phase before the funding is secured.

Q: Will there be someone managing the car parking on Cale Street?

A: JT explained that it will be managed.

Q: Is there a way to limit the type of vehicles using Stewart's Grove? Currently it is a two-way street and it is not possible for two-way traffic to move at the same time. Concern was raised about delivery vehicles using Stewart's Grove. Is there an option to use Sydney Street or make Stewart's Grove a one-way street?

A: JT confirmed that this is a matter for RBKC Highways but confirmed that he understood most deliveries did not use Stewart's Grove.

6.0 AOB

6.1 No further business was raised.

7.0 Closing comments

7.1 CN brought the meeting to a close, and thanked all for their attendance.