

Minutes of the Hospital Liaison Group Meeting  
Held on Monday 27<sup>th</sup> June 2011 (7pm to 9pm) in the Audrey Emerton Building,  
Royal Sussex County Hospital, Brighton

Present:

Cllr Gill Mitchell, Cllr Warren Morgan, Mrs Jackie Nowell (Vice-Chair), Cllr Craig Turton (Chair),  
Mick Anson (Planning Officer, Brighton & Hove City Council)  
20 members of the public.

*Brighton & Sussex University Hospitals:*

Steve Gallagher, Acting Operational Director, Estates & Facilities  
Nick Groves, Associate Director, 3Ts Service Modernisation  
Duane Passman, Director of 3Ts, Estates & Facilities

*Trust Planning Advisors:*

Andy Watson, BDP Architects

*Laing O'Rourke Supply Chain:*

Steve Chudley, LO'R  
Karen Hicks, LO'R

1. Welcome

Cllr Turton welcomed everyone to the meeting.

2. Minutes of the Last Meeting

The minutes of the last meeting (16<sup>th</sup> May 2011) were agreed with one amendment. Item 5.5 (Validity of Data) now reads:

*'One resident, who is also a member of staff, said that staff agree the hospital needs to be modernised. However there is concern about the impact of the construction on local residents, some of whom are staff members, and on the working environment. She was surprised to see that these practical considerations did not feature in the list of top issues for staff or the public.'*

*Richard noted that this staff questionnaire had asked about ideas for improving patient experience, patient safety and the working environment through the design. All staff had been invited to respond and the aggregated list reflects the comments received. He agreed, however, that the practical impact of the construction must not be forgotten.'*

Duane invited the member of staff to make contact with Richard or Nick so they could arrange to meet her and her team to discuss issues/concerns.

3. Matters Arising

3.1 'Lemon Lozenge'

A resident noted that one of the design images posted on the 3Ts website still shows the 'lemon lozenge' above the main entrance. Duane apologised that this out-of-date image is still on the website and agreed to update it. He confirmed that the 'lozenge' is not now part of the design.

**Action: Duane**

### 3.2 Colour of Panels

A resident noted that it is hard to judge the actual colour of the panels from the images posted on the website or when printed and asked whether samples could be brought to the Conservation Advisory Group (CAG). Duane reported that he is in discussion with Brighton & Hove City Council (BHCC) about the best way to present the materials.

**Action: Duane**

### 4. Kemptown Carnival Questionnaire

Nick noted that at the last meeting the 3Ts team had been asked to separately identify issues raised by Kemptown residents in its engagement activities, where this is possible. The team had therefore amended its standard short questionnaire and used this at the Kemptown Carnival on 4<sup>th</sup> June.

Nick presented the results<sup>1</sup>, noting that this was a relatively small sample and that respondents had not been scientifically selected. 127 people completed the questionnaire, although the team had talked to three or four times as many. He added that in addition 500 questionnaires have been mail-dropped to residences nearest the hospital and that these results will be added. Ray Freeman (Chair, Bristol Estate Residents' Association) confirmed that this included 100 questionnaires for the Bristol Estate.

Cllr Turton thanked Nick and invited questions:-

#### 4.1 Definition of 'Kemptown Resident'

A resident expressed concern that the questionnaire asked respondents to self-identify as Kemptown residents and did not include a geographical definition. She suggested that residents immediately adjacent to the hospital would be most affected by both the construction and the new buildings and that their views should therefore count more than other Kemptown residents'.

Cllrs Turton and Morgan noted that residents living nearest the proposed Consolidation Centre and along the proposed construction route, and those that can see the top of the Thomas Kemp Tower, may also feel they are directly affected and should not be excluded.

Another resident noted that the hospital serves a city-wide and regional population so the plans need to be seen in this context. Jackie agreed that local residents would be most affected by the redevelopment but that having a modern hospital is of wide public benefit; the City Council will need to balance these considerations.

#### 4.2 Questionnaire Quality

A resident felt that the questionnaire had been poorly designed and that at least one of the questions was leading.

Duane replied that the questionnaire was intentionally short (two demographic questions, three quantitative questions, one freetext box) because the response rate for the longer questionnaire had been relatively low. The questions had also deliberately been worded succinctly. He noted that the qualitative responses were of greater use in shaping the development plans and confirmed that the quantitative responses would not be used as simplistic justification for the proposals.

Jackie added that the questionnaires also have a value as part of the wider outreach programme to ensure that local residents and members of the public are informed about and engaged in the proposals.

Duane confirmed that the longer questionnaire to be used for the three week-long exhibitions in September and October would be designed with specialist input and would ask separately about the rationale for the redevelopment, the design and the construction

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<sup>1</sup> <http://www.bsuh.nhs.uk/about-us/hospital-redevelopment/hospital-liaison-group/?assetdetesct16106630=360310>

work. It will also ask respondents to provide their postcode, which will enable a more localised analysis of the results.

## 5. Construction Environmental Management Plan (CEMP)

Steve Chudley presented<sup>2</sup> the updated site logistics plan for decant and the Stage 1 build, which addressed a number of issues raised through the previous 'considerate contractor' discussions and the Upper Abbey Road residents' reflections on their experience of the RACH construction<sup>3</sup>.

Following recent discussions with the City Council, he also reported that the preferred location for the temporary Consolidation Centre is the former municipal refuse site at Sheepcote Valley, and showed the two associated options for the construction traffic route to/from the hospital site.

Cllr Turton thanked Steve for the presentation and invited questions:-

### 5.1 Electrical Substation

A resident asked about the size and location of the electrical substation shown (slide 10) behind the restaurant and to the east of Whitehawk Hill Road. She said that if this produced a buzzing/hum, on top of existing plant noise from the site, it would be a significant concern.

Steve reported that the substation is c. 2m x 2m. The slide shows the approximate location; the exact location has not yet been finalised. The Environmental Impact Assessment (EIA) will consider plant noise<sup>4</sup>; the general principle is that existing background noise levels should not increase significantly.

Residents asked that the substation be located as far away from local houses as possible. Duane agreed that this would be taken into consideration.

**Action: Duane/Steve C.**

### 5.2 Closure of South Service Road

A resident asked how the planned closure of the South Service road (slide 11) would affect traffic on Upper Abbey Road.

Steve confirmed that the current plan requires the closure of the South Service Road for a period of five to six months while the helipad is built on the Thomas Kemp Tower. The Trust will need to find an alternative for deliveries during this period; this has not yet been resolved.

Duane added that the timescales shown in the presentation are dependent on planning consent and approval of the scheme by the Department of Health and Treasury so should be taken as indicative.

### 5.3 Juggler Scheduling Software

A resident asked about the Juggler (slide 21).

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<sup>2</sup> <http://www.bsuh.nhs.uk/about-us/hospital-redevelopment/hospital-liaison-group/?assetdetesct16106630=360307>  
<sup>3</sup> <http://www.bsuh.nhs.uk/about-us/hospital-redevelopment/hospital-liaison-group/?assetdetesct16106630=307208&p=5>

<sup>4</sup> The Council requires that the noise from fixed plant, as assessed outside the nearest dwellings, not exceed a level which is 5 dB below the existing background noise level, where a penalty of 5 dB is applicable to plant emitting noise with any distinct acoustical characteristics, as defined in BS 4142. The noise from the substation will not specifically be assessed as part of the EIA; the information presented in the Environmental Statement will include plant noise criteria against which noise emitted from the substation and other equipment could be assessed at a later date.

Steve replied that as outlined in the July 2010 presentation<sup>5</sup>, LO'R will use bespoke software ('Juggler') to schedule vehicle movements between the Consolidation Centre, where all the site materials will be delivered initially and the site staff will arrive, and the construction site. This aims to avoid back-ups along Eastern Road, minimise traffic to/from the site, and ensure that deliveries to the construction site are within the agreed hours.

#### 5.4 Other 'Considerate Contractor' Issues

##### 5.4.1 Management of Subcontractors

A number of residents asked how subcontractors would be managed. Their experience of the Children's Hospital development was that agreements reached with the Trust and Kajima fell apart at subcontractor level, for which neither the Trust nor Kajima then took responsibility.

Cllr Turton noted that this had been raised at previous meetings<sup>6</sup> and Duane had provided assurance that the situation would not be repeated with the 3Ts redevelopment, which will not have the additional complication of a Private Finance Initiative (PFI) contract.

##### 5.4.2 24/7 Helpline and Named Trust Manager

Jackie noted that the Trust has committed to ensuring that there is a helpline staffed 24/7 and a named Trust manager to ensure that contract issues are managed from start to resolution.

A resident welcomed this but noted that the 24/7 helpline/portacabin due to be provided by Kajima was often unstaffed, and Kajima's response was that this had been contracted out.

##### 5.4.3 Considerate Contractor Plan

Duane noted that the Consolidation Centre was a response to some of the issues raised previously about site and contractor management. A number of 'considerate contractor' issues have been included in the CEMP and will form part of the s. 106 agreement. Duane reiterated his commitment at previous meetings that the Trust would respond to every point in the Upper Abbey Road residents' document and subsequent HLG discussions, explaining how each issue would be addressed or why it could not be.

#### 5.5 Consolidation Centre

##### 5.5.1 Status of Preferred Option

A resident, who is also a Friend of Sheepcote Valley, asked whether the Valley location<sup>7</sup> (on the former municipal waste site, to the north of the current waste/recycling site) is now a fait accompli. She noted that it is home to a number of rare plants<sup>8</sup>.

Steve replied that this is the preferred location but that it would be subject to planning consent that there are a number of issues to explore in more detail, including ecology. Cllr Mitchell noted that there also is a BMX track immediately to the east of the proposed site.

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<sup>5</sup> <http://www.bsuh.nhs.uk/about-us/hospital-redevelopment/hospital-liaison-group/?assetdetesctl6106630=322034&p=4> (Slides 7-9)

<sup>6</sup> Minutes of 1<sup>st</sup> February 2010, item 5.

<sup>7</sup> The South Downs National Park Authority notes that 'the area of Sheepcote Valley managed by the Friends group is within the South Downs National Park. The land is still owned by BHCC and they would be the first point of contact. The SDNPA is the planning authority for the area and may wish to take a view on any planning issues. The former tip area below the racecourse is, however, outside the NP boundary.'

<sup>8</sup> <http://www.sheepcote.org.uk/html/flowers.html>

### 5.5.2 Former Landfill Site

Cllr Morgan noted that this is a former landfill site. The City Council had considered it as a permanent site for travellers but methane levels made it unsuitable for human habitation. He noted that plans for use of the site should not therefore include workers' sleeping overnight; Steve confirmed that they do not.

### 5.5.3 Air Quality

Cllr Mitchell added that the site would presumably require a 24/7 security presence and that methane levels should be considered as part of these plans.

### 5.5.4 Site Improvements

Cllr Morgan asked whether the site would be made good or improved once the Consolidation Centre was no longer required. Duane replied that the site would be made good but that any improvements would be subject to negotiation with BHCC.

### 5.6 Construction Traffic Route

Cllr Turton asked about the proposed route.

Steve replied that assuming the Sheepcote Valley location for the Consolidation Centre, two options are under consideration:

- i) Wilson Avenue, right onto Bristol Gardens, Church Place, right onto Eastern Road and right into the hospital site; or
- ii) Wilson Avenue, Marina Way, right onto Marine Drive, Marine Parade, right onto Old Steine, right onto Edward Street, Eastern Road, left into the hospital site.

Steve said that (i) is preferred and that the City Council has agreed to trial the impact of a right turn into the hospital site on traffic flow along Eastern Road.

Cllr Mitchell asked that proposals to improve highways infrastructure be brought back to a future meeting; she noted in particular the Bristol Gardens/Arundel Road junction. Duane agreed that these proposals would be discussed in more detail at a future meeting.

### 5.7 Air Quality

A resident noted the site and transport CO<sub>2</sub> emissions targets (slides 5, 6) and asked about the current air quality.

Duane confirmed that baseline data will be collected as part of the EIA. He noted that much of the centre of Brighton<sup>9</sup> has been designated an Air Quality Management Area<sup>10</sup>.

### 5.8 Site Working Hours

A resident noted that at the May meeting it had been stated that construction hours are normally 8am to 6pm Monday to Friday, although delivery hours may be more limited. Steve's presentation (slide 9) states standard construction hours as 7am to 7pm Monday to Friday and 8am to 1pm on Saturdays.

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<sup>9</sup> [http://www.brighton-hove.gov.uk/downloads/bhcc/airquality/2008\\_AQMA.pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/airquality/2008_AQMA.pdf)

<sup>10</sup> 'The system of Local Air Quality Management was introduced by the Environment Act 1995, encompassing review and assessment, air quality management areas and action plans. Section 82 (1) of the Act mandates every local authority from time to time to carry out a review of the current air quality and the likely future air quality within its area. Section 82 (2) states that in carrying out the review, the local authority shall make an assessment of whether the air quality standards and objectives are being achieved, or are likely to be achieved, within the relevant period. These objectives are set out in the Air Quality Regulations 2000. Section 82 (3) says that if, on either assessment made under (2), it appears that any air quality standards or objectives are not being achieved, or are unlikely to be achieved within the relevant period, the local authority shall identify any parts of its area in which it appears that those standards or objectives are not likely to be achieved within the relevant period.' - <http://www.environmental-protection.org.uk/assets/library/documents/AQMAGuidance.pdf>

Steve replied that his presentation cites the City's normal site working hours, although delivery times may be more limited. However the delivery and construction hours for the hospital redevelopment have not yet been agreed with the Council - but will need to be by the end of August.

## 6. Any Other Business

### 6.1 Funding

A resident asked whether funding for the redevelopment has been agreed.

Duane replied that it has not been agreed but that this is normal at this stage in the process. The approval process currently underway involves planning consent from the City Council, then approval of the 2<sup>nd</sup> stage business case by the Department of Health and Treasury, then approval of the 3<sup>rd</sup> and final stage business case, at which point funding starts to become available.

### 6.2 Webcasts

A resident asked whether the HLG meetings could be webcast, as City Council meetings are, so people can watch them live, or recorded so viewers can watch them later.

Duane agreed to investigate whether the Trust's IT infrastructure could support this.

**Action: Duane**

## 7. Next Meeting

The next meeting will be **Monday 25<sup>th</sup> July** from 7pm (refreshments from 6.45pm) to 9pm in the Audrey Emerton Building.

*Please note that it has been agreed to move meetings to later in the month. Meetings for the remainder of 2011 will therefore be held on:*

*Monday 22<sup>nd</sup> August*

*Monday, 26<sup>th</sup> September*

*Monday 24<sup>th</sup> October*

*Monday 21<sup>st</sup> November*

*Monday 5<sup>th</sup> December - to be confirmed*

*Post-Meeting Note: Matters Arising from Previous Meetings*

1. **Tunnel Under Marine Parade**

At the October 2010 and February 2011 meetings a resident noted that there is a tunnel running from the Kemptown Enclosures to the beach, which is near the surface and she felt might not tolerate heavier construction vehicles.

The Senior Project Engineer for highways at Brighton & Hove City Council has confirmed that there are currently no weight restrictions in place along Marine Parade and that the Kemp Town Enclosures are considered structurally sound. He states that the depth of cover to the highway is sufficient to tolerate HGV loading.

The BHCC website<sup>11</sup> information on weight limits states that 'the only bridge in Brighton & Hove which is not able to take 44t is the Wilbury Road railway bridge, which has a 3t restriction.'

2. **Traffic Measures**

At the May 2011 meeting, a resident asked for the Traffic Impact Assessment's projections for the number of vehicles' using Bristol Gate.

The initial Traffic Impact Assessment has modelled the predicted junction capacity following completion of the 3Ts redevelopment; this predicts that an additional 193 cars will use Bristol Gate during the day and an additional 154 cars during the evening period as a result of the 3Ts plans. This modelling includes cars using the underground car park, which would be accessed via Bristol Gate.

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<sup>11</sup> <http://www.brighton-hove.gov.uk/index.cfm?request=c1147943>