
To

BVNArchitecture

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Copy to

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From

Date

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Subject

RNSH Helipad 75W design report

Context

As stated in the Preferred Project Report dated April 2009, the RNS Hospital redevelopment project provides an opportunity to enhance health services on site by consolidating the clinical and ward facilities into a new building east of Reserve Road, with only the relatively recent Douglas Building being retained (albeit with a change in its clinical functionality).

This consolidated hospital will be a state of the art facility with no consequent compromise in health care planning. All core hospital services will be located in one building allowing for the delivery of first class health services.

Given the requirement for a new helipad (as stated previously), significant care has been taken with regard to its location, operation and visual impact.

Location

The proposed location of the new helipad is driven by a number of factors.

- Clinical Functionality. The optimal location for the helipad is that which provides the shortest, safest most immediate access to the Priority Lift which connects the helipad to the appropriate receiving areas of the Operating Theatres, ICU and Emergency Department. This lift is located in the easternmost core of the building and requires the helipad to be located at the eastern end of the building.
- The location of the recently completed Kolling building to the North of the Acute Hospital site precludes the helipad being positioned on the northern half of the building.
- The height of the helipad is subsequently determined by the Approach / Departure Path to the Final Approach and Take Off area (FATO). The proposed helipad has been located as low to the roof and as far to the North as possible without compromising this critical safety zone.

Detailed Design

The detailed design of the helipad has focussed on minimising its visual impact and ensuring it harmonises with the architectural resolution of the Main Acute Hospital building.

- The helipad deck itself is circular as opposed to the more common square shape. This considerably reduces the apparent size of the deck and reduces the amount it overhangs the building outline immediately below.
- The structure of the helipad has been designed to avoid the use of a perimeter edge beam. The required 1.5m wide safety net at the helipad perimeter is simply cantilevered from the main deck giving the structure a feathered edge which reduces its apparent size and bulk.

Summary

In summary, the proposed helipad has been located in the most visually unobtrusive position available which does not compromise its clinical functionality while its detail design gives it the lightest possible visual appearance.