JACOBS

BMDH STAGE 2
BLACKTOWN HOSPITAL
WAYFINDING & SIGNAGE
SSD REPORT

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ISSUE B

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Sydney | London | Paris | Milan | Moscow | Brussels

Blacktown Hospital

The instigator of the project is the Stage 2 building. It required the study of vehicular and pedestrian circulation to the site, through the site and to key destinations.

These issues were presented to and discussed with the head consultant, project management, HI and the local health district at three meetings.

The hierarchy of circulation is as follows:

1. Arrival on site

Most visitors arrive from the north side, from Blacktown Road.

1.1. The principal entry is via Marcel Crescent. This intersection with Blacktown Road allows traffic to enter and exit in all directions. It is the nominated entry for Emergency, Main Entry, Drop off/Pick up and Parking. It is also the official entry for Ambulances.

1.2. The secondary entry is on the east into the site-internal Loop Road. At that point visitors will be guided into the site for Parking and perhaps two key destinations located on the east side of the campus such as Regional Dialysis and Cancer Clinic. At the secondary entry, visitors and ambulances will be directed to continue on Blacktown Road to the principal entry for Emergency, Main Entry, Drop off/Pick up and Parking.

1.3. Visitors may also arrive from the south via Panorama Parade.

2. Bus route

The hospital site features an internal bus route in anti clockwise direction. The bus enters at Marcel Crescent and stop 1 of 2 is on the western edge of Emergency Parking. It makes its way east on Loop Road and stop 2 of 2 is on Loop Road opposite the entry to stage 1, CSB.

3. Vehicular traffic routes on site

3.1. From principal entry

Traffic moves up to the first roundabout, a critical decision point, where traffic is directed either to Emergency (left) or straight ahead to the next roundabout, where traffic turns left into the site internal Loop Road.

Visitors to Emergency drop off in front of Emergency and then park in Emergency carpark. They may also continue to move back to Marcel Crescent to exit the site or turn into Loop Road to Main Entry, Drop off/Pick up and Parking.

Ambulances drive past the first roundabout to the second roundabout Panorama Parade, turn into Loop Road and left to the Ambulance Drop off/Pick up.

It is at that second roundabout where visitors, arriving from south, are directed to the first roundabout in order to turn into Emergency or right into Loop Road.

3.2. From secondary entry

Traffic moves up Loop Road and may park in one of the eastern carparks, continues to one of the destinations on the east side of the campus or moves into the straight to Main Entry, Drop off/Pick up and Parking.

3.2. Drop Off/Pick up

The area reaches across Loop Road and features special and raised paving as a measure of calming the traffic. The entry is from east and west and the exit is to east and west.

3.3. Multilevel carpark

The western extension of the carpark will feature an entry for peak hours and an exit for all hours. The existing entry on the east is for all hours. The carpark will feature a footbridge on Level 5 (two levels above Loop Road), along the eastern edge of stage 2 to the main lift lobby in stage 2 building. From there visitors can access main entry level 3 or any other accessible level for the public.

4. Pedestrian traffic routes on site

Pedestrians can enter the site on east and west and can navigate safely across the site on footpaths.

4.1. From principal entry

Pedestrians move up Marcel Crescent and after the first roundabout follow the path to the bus stop and then turn left either to access Emergency on Level 2 or continue up the pedestrian ramp at the northern edge of Stage 2 to the main entry Foyer on Level 3. The northern edge of Stage 2 also features a colonnade which provides circulation between level 2 of the Main entry and Emergency on Level 2.

4.2. From eastern entry

Pedestrians move up Loop Road and enter the eastern end of the internal hospital Road stage 1 CSB. Pedestrians can also safely access any other department outside the main buildings.

4.3. From multilevel carpark

The carpark will feature a footbridge on Level 5 (two levels above Loop Road), along the eastern edge of stage 2 to the main lift lobby in stage 2 building. From there visitors can access main entry level 3 or any other accessible level for the public.

Pedestrians can also access the multilevel carpark from the pickup/drop off area on street level via pedestrian crossings within the traffic calming area.

5. External signage

In principle the brief stipulates the continuation of stage 1 signage. However the design for stage 1 does not necessarily match best practice principles, especially concerning size of lettering, size of signs and graphic grid.

The document illustrates a hierarchy/family of signs that follow in principle the look of stage 1 signage but may be more diverse in order to suit the various user groups, modes of traffic and functions of signs and their content. Some of the sign types are shown in options to guide the decision process by LHD. During the process the need for three skysigns was identified, two signs on west and north facades of stage 2 and one on the east façade of stage 1 CSB. These signs are subject to evaluation pertaining visibility and vertical versus horizontal stacked options.

6. Internal signage

In principle the brief stipulates the continuation of stage 1 signage. However the design for stage 1 does not necessarily match best practice principles, especially concerning size of lettering, size of signs and graphic grid.

The key areas for internal signage are level 3 main Entry Foyer and signtypes and locations are identified. The level 5 footbridge is the other key area, where principles of sign locations are illustrated.

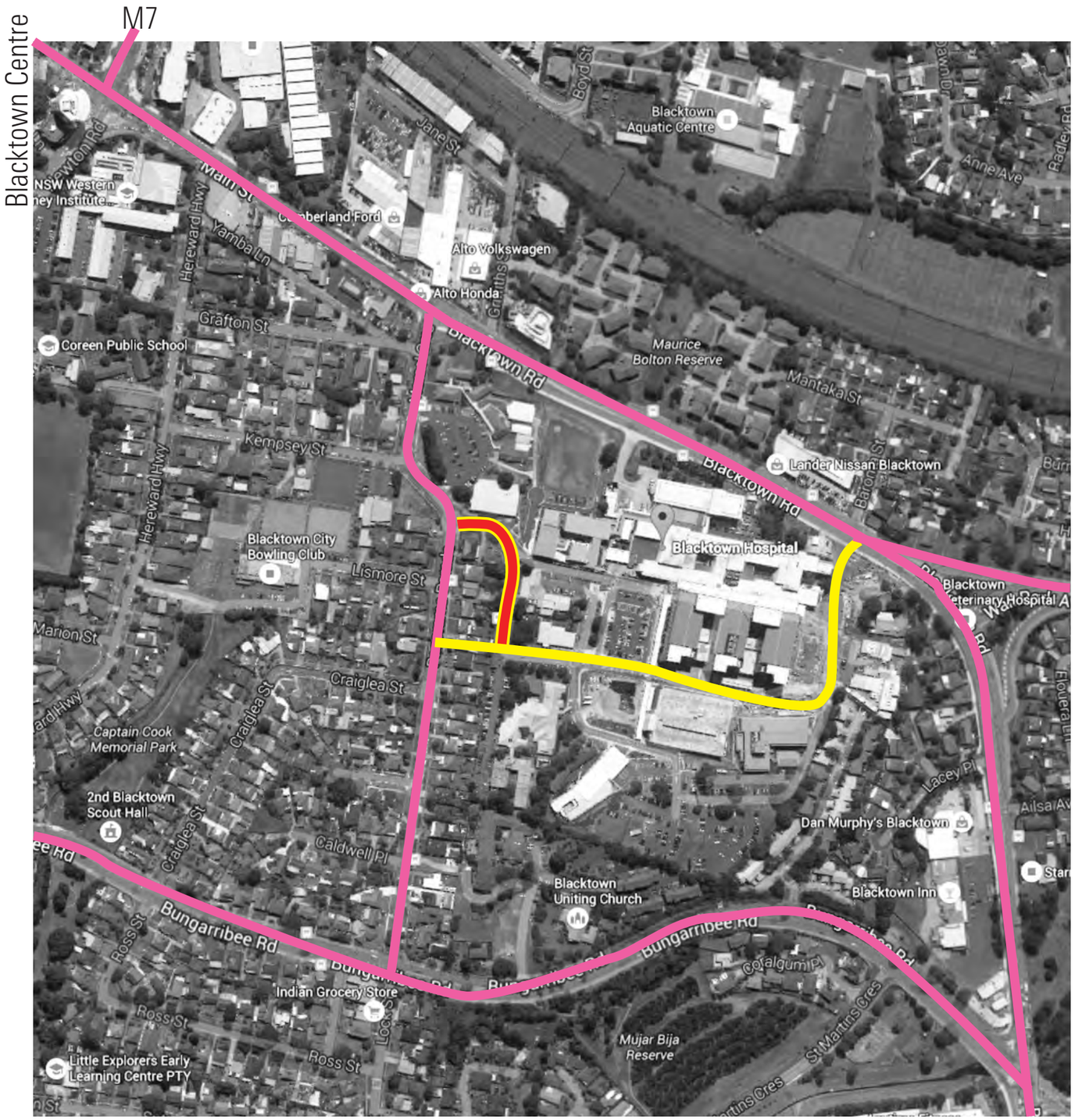
Photos of stage 1 signage illustrates the various signtypes that will be replicated in stage 2 subject to a review of the overall and in-detail suitability of the signs in stage 1.

The signs will be developed in phase Design development when more information is available about the architecture and the direction form LHD.

Overview of service delivery is as follows:

- New 47 space emergency department (with initially 6 spaces shelled), 18 short stay beds, and 6 PECC beds;
- New satellite medical imaging with the emergency department and enhanced capacity with the medical imaging department;
- 8 new operating theatres plus shell space for an additional 4 theatres;
- Sterilisation services department;
- 4 procedure rooms (via repurposing 4 existing theatres);
- New 30 bed intensive care unit with initially 6 beds shelled;
- New 15 room birthing unit (with initially 2 rooms shelled);
- New 29 space neonatal care unit (with initially 4 spaces shelled);
- New 52 beds for maternity and women's health inpatient services;
- New 24 bed paediatric inpatient unit;
- New 26 bed shell only generic inpatient unit;
- Selected clinical and non-clinical support enhancements;
- Refurbishment to support the gastroenterology comprehensive care centre model;
- Refurbishment for administration;
- Major expansion of ambulatory care services;
- Expansion of a further four in-centre renal dialysis spaces.

EXTERNAL SIGNAGE



- External traffic
- Internal typical traffic
- Internal traffic emergency

Google map does not show Stage 2.

Seven Hills

N

Great Western Hwy & M4

SITE PLAN WITH VEHICULAR CIRCULATION

EXISTING PRIMARY SITE ENTRY

Traffic from East is directed to West entry except for Parking & one / two Departments on the East side such as Regional Renal and Cancer.
To be confirmed by LHD.

West Entry

Roundabout

EXISTING SECONDARY SITE ENTRY

East Entry

ROUNDABOUT

1. (PROPOSED)
2. (PROPOSED)
3. (PROPOSED)

(EXISTING)

(EXISTING)

MARCEL CRESCENT

COMMUNITY HEALTH BUILDINGS

RETENTION BASIN

AMBULANCE STATION

UWS

EXISTING HOSPITAL BUILDING

STAGE 1 CSB

MAIN ENTRY

EMERGENCY DEPARTMENT

AMBULANCE

STAGE 2 EXPANSION

LOOP ROAD

ENTRY & EXIT

MULTI LEVEL CARPARK

TYPICAL ENTRY

ADMIN BUILDING

LIBRARY

BUNGARRIBEE HOUSE

EMBARK HOUSE

SUB ACUTE MENTAL HEALTH

MENTAL HEALTH ROAD

PANORAMA PDE

BLACKTOWN ROAD

Vista Blacktown Road

Vista East

Vista Blacktown City

WALL PARK AV

N

EXTERNAL CIRCULATION & SIGN TYPES KEY

- Vehicular Circulation
- Bus Route Through Campus
- Pedestrian Circulation
- Ambulance Route
- Bus Stops
- Stage 2 Building
- Footbridge
- Campus Entry Statement Sign
- Large Vehicular Directional / Regulation Sign
- Regular Vehicular Directional / Regulation Sign
- Small Vehicular Directional / Regulation Sign
- Pedestrian Directional Sign
- Perpendicular Carpark Sign — Not part of this scope
- Entry Identification
- Emergency Entry ID
- Skysign (2)
- Regulation / Parking Management

Shown are two sky signs

SKY SIGN SPECIFICATIONS

980mm high lettering as shown, internally illuminated. Fixed to/through cladding to best practice so as not to compromise the structural integrity of the cladding system and its warranties.

- The sign is to be integral part of the facade documentation and engineering. No fixing or cabling components are visible at the completion of the sign.

Letters and lighting

- Letters are approx. 150mm deep. Letters are fixed against a backing of about 50mm of which each is in the shape of the latter but min./nom. 25mm undersized on each edge. The edges of the backing are painted same colour as the cladding material in gloss level.
- The letter features a solid aluminium return painted same colour as the cladding material in gloss level.

Faces

- White opal acrylic.

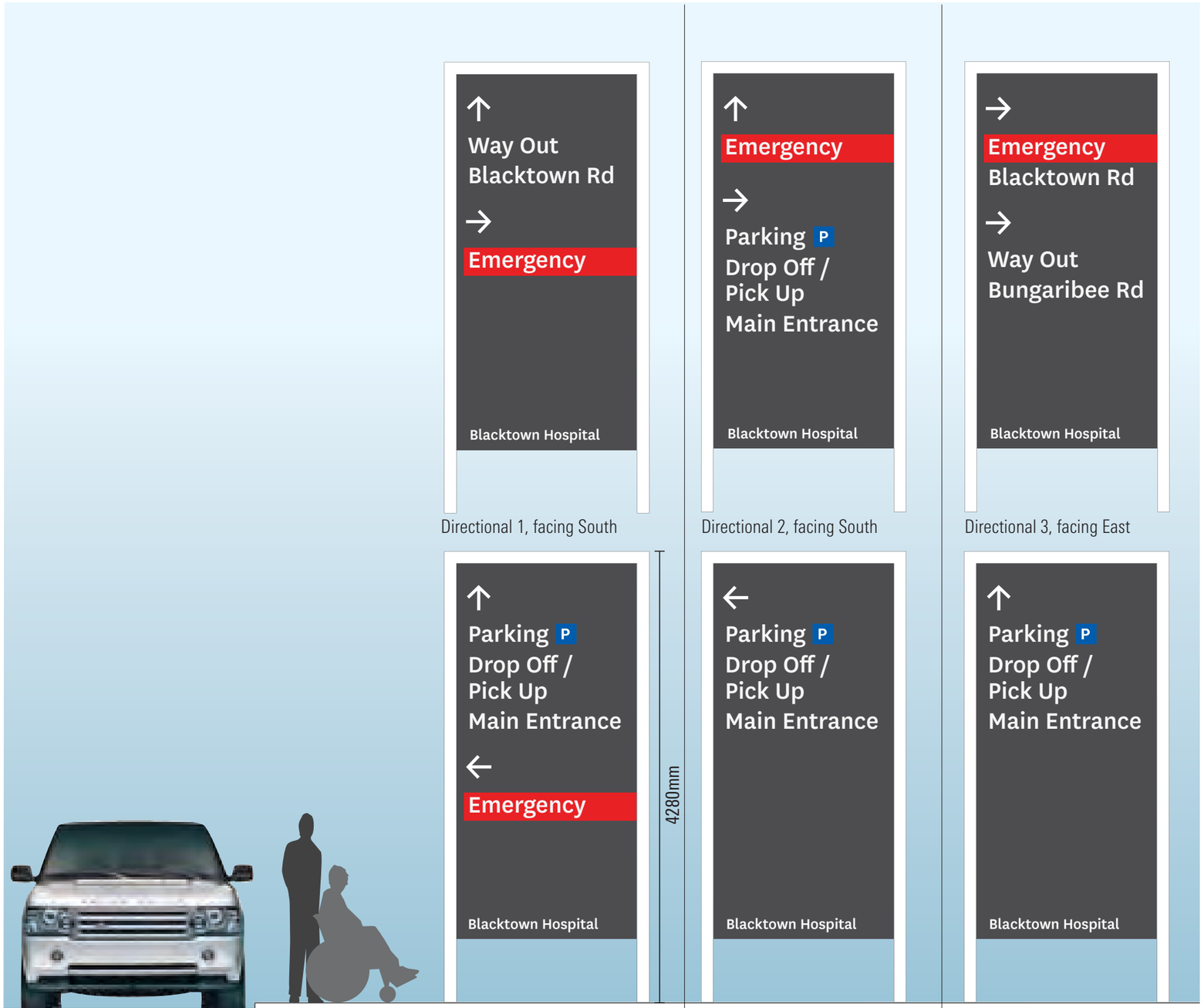
Lighting

- Cool white LED lighting Hyundai 5 years- 80000hr IP 65 rated (no substitute allowed).

Electrical

- Isolation switch to be integrated in an inconspicuous location.
- Dimmers and exterior grade converters subject to specification contractor.
- A timer is a requirement and must be controlled from one location for all signs.

EXTERNAL SIGN FAMILY - VEHICULAR AND PEDESTRIAN
PANORAMA PARADE DIRECTIONAL MARKERS



Directional 1, facing South

Directional 2, facing South

Directional 3, facing East

LARGE VEHICULAR DIRECTIONAL

A
B

Directional 1, facing North

LARGE VEHICULAR DIRECTIONAL

A
B

Directional 2, facing North

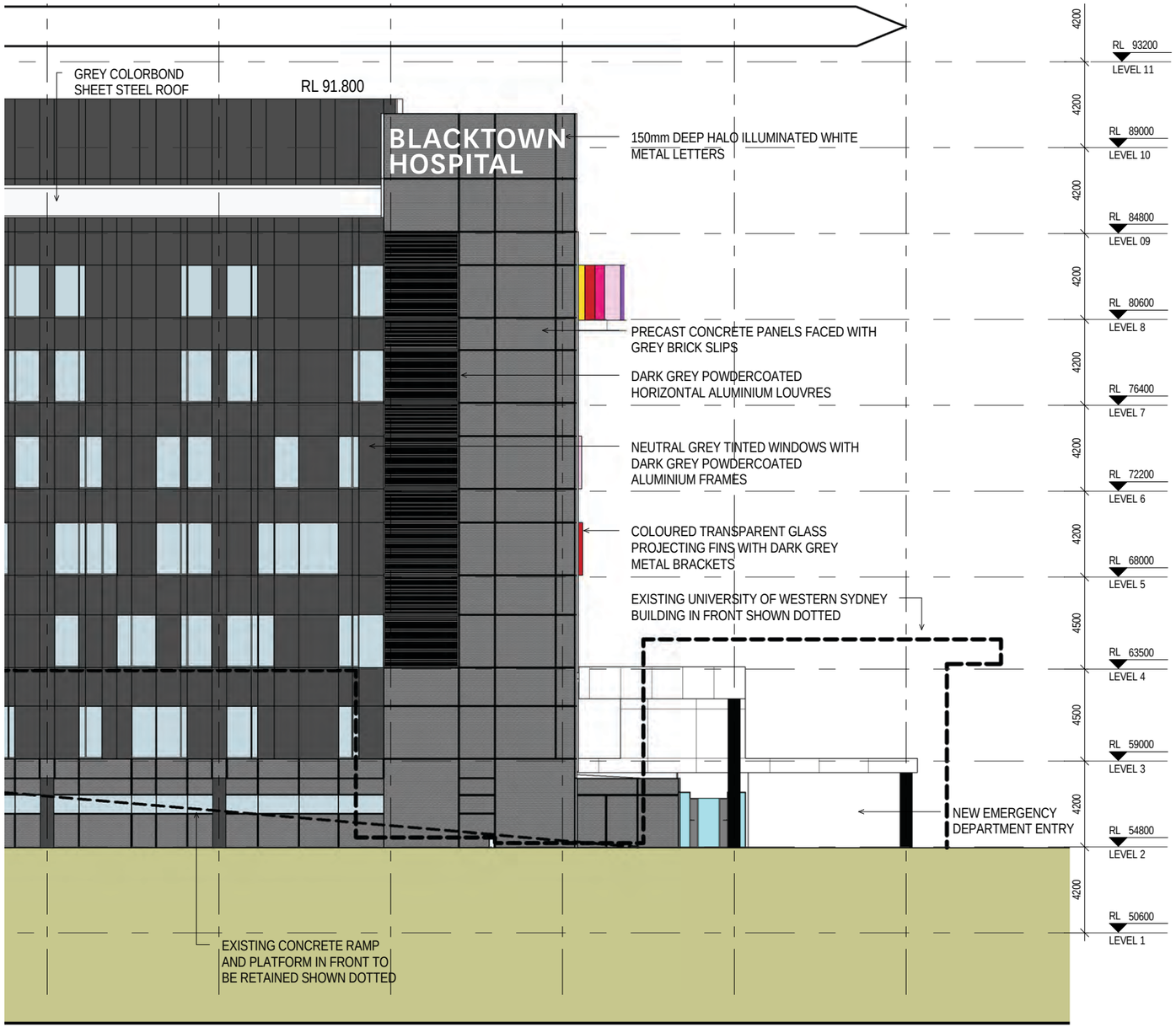
LARGE VEHICULAR DIRECTIONAL

A
B

Directional 3, facing West

Note:

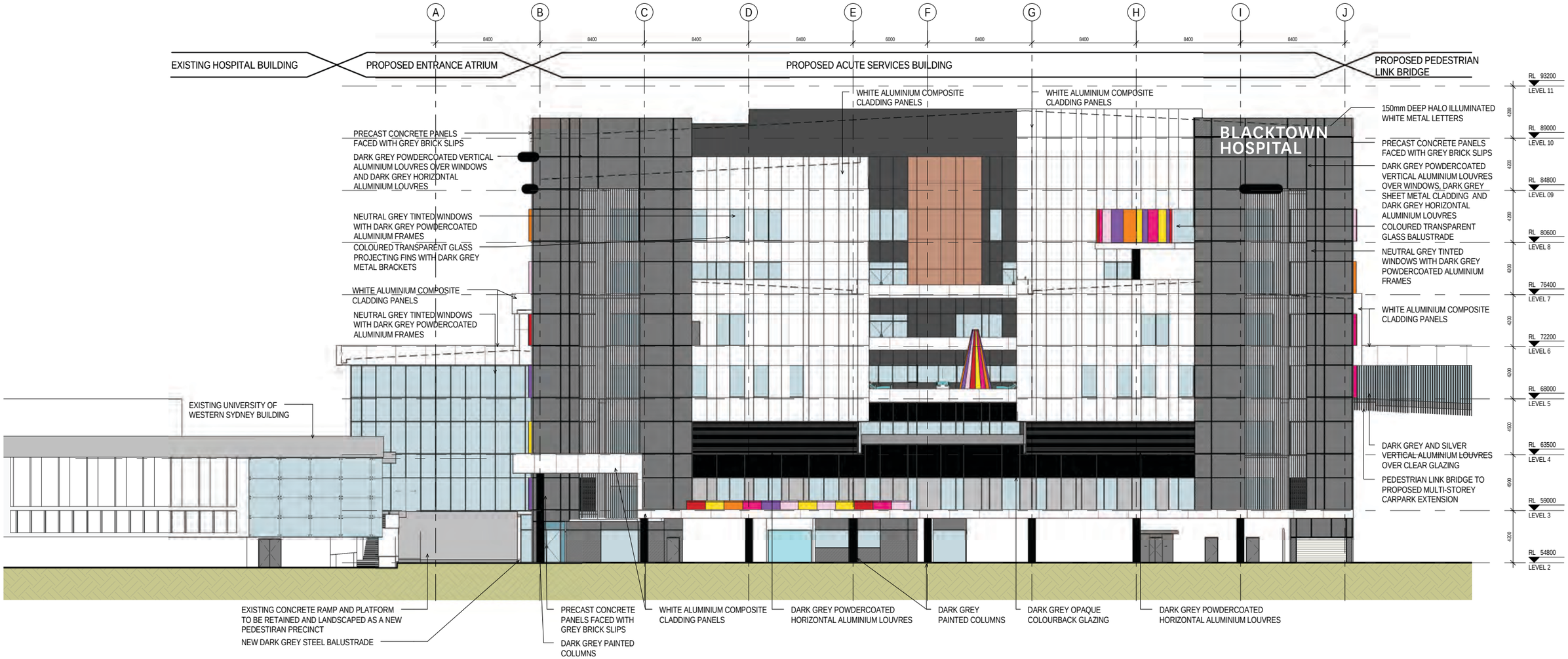
This page illustrates external signs which are larger than stage 1 signtypes. The larger directional signs are at the periphery of the hospital and therefore feature the hospital name.



SHOWN IS LETTERING HEIGHT OF 980MM

TYPEFACE: NATIONAL MEDIUM (Stage 1 typeface)
KERNING: AUTO, TRACKING: +25

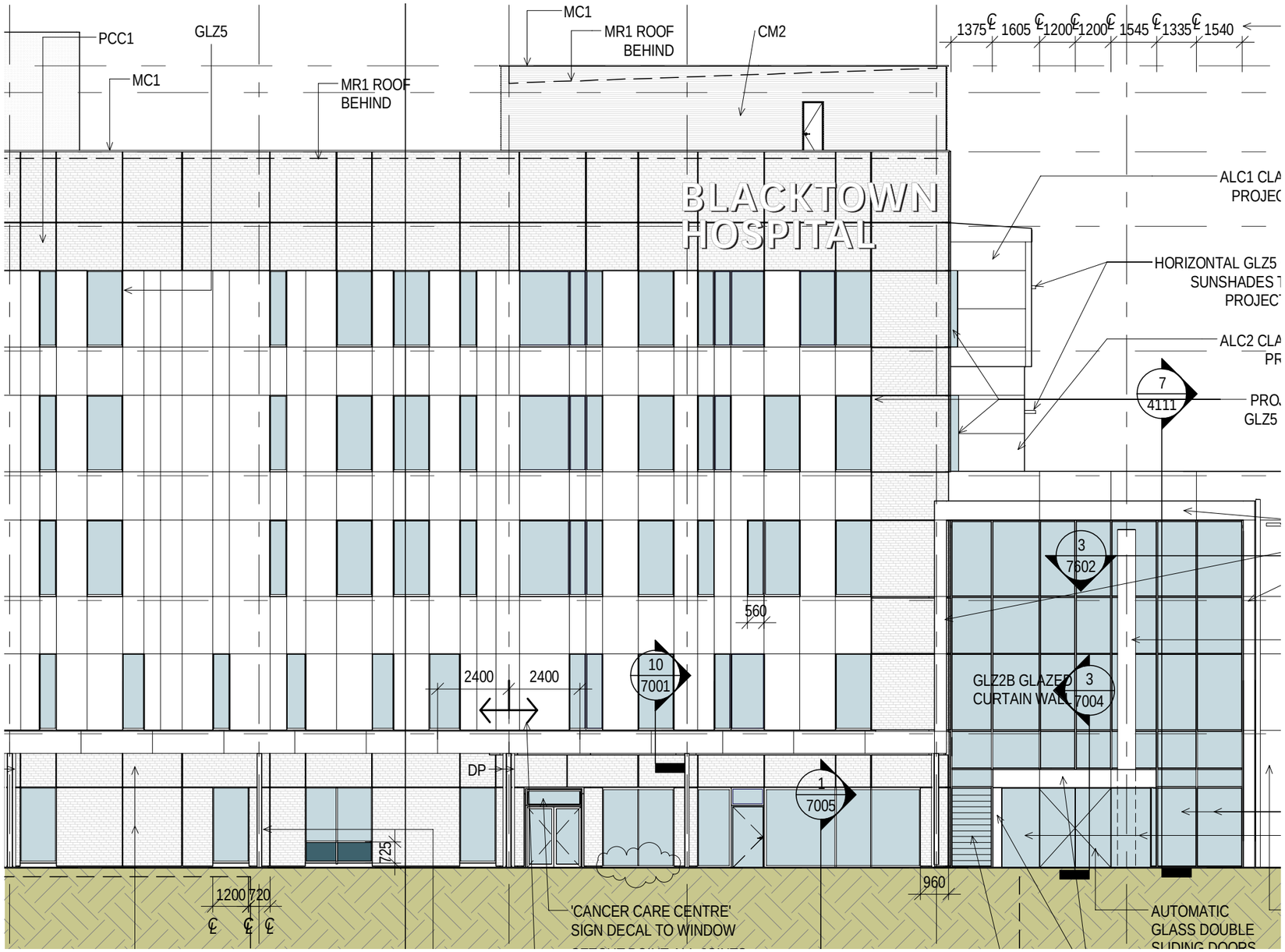
SKY SIGN 2 - TO WEST ELEVATION



2 / 4002 A_WEST ELEVATION
1 : 200

SHOWN IS LETTERING HEIGHT OF 980MM

TYPEFACE: NATIONAL MEDIUM (Stage 1 typeface)
KERNING: AUTO, TRACKING: +25



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