

Victorian Heart Hospital

Protecting helipad flightpaths



Welcome

Introducing the Victorian Heart Hospital

Dereck Wheeler

Project Director, Victorian Heart Hospital

Victorian Heart Hospital

The Victorian Heart Hospital will be Australia's first state-of-the-art, specialist cardiac hospital.

It will provide innovative, holistic and patient-centred care, as well as world-leading research and education.

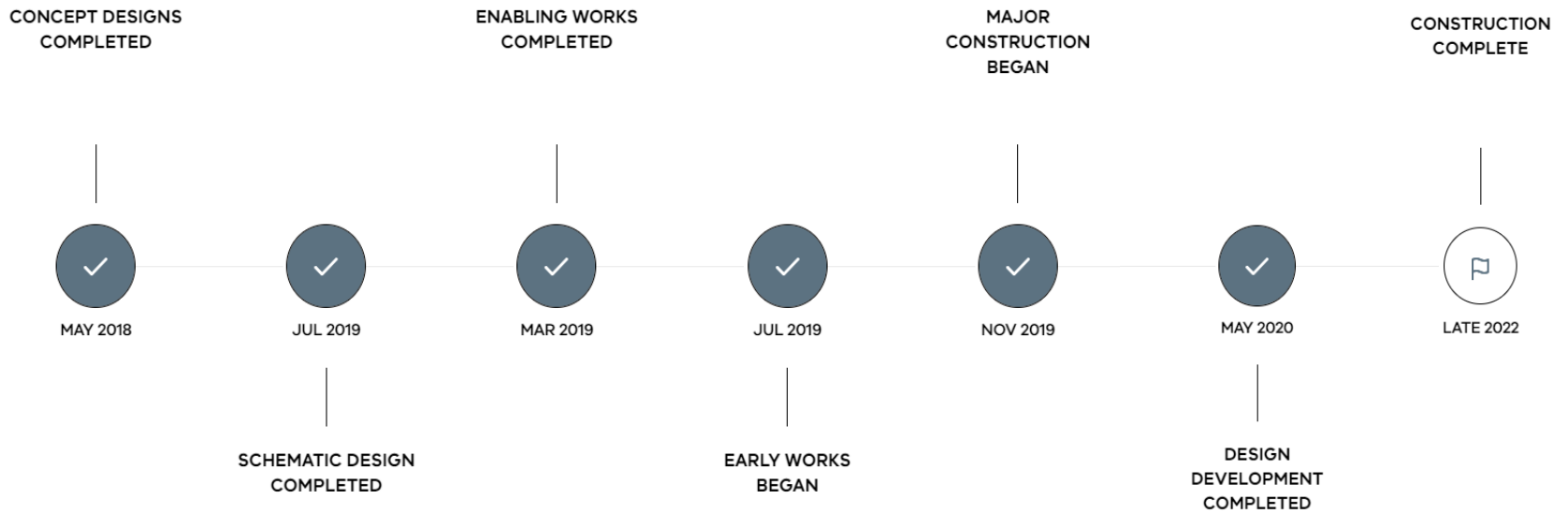
Located on the Monash University Clayton campus, the hospital will integrate clinical cardiology services, research and education to create a centre of excellence, raising the profile of cardiovascular research, treatment and training.

Patients with heart disease will be able to access world-class cardiac care and ground-breaking research, all under one roof.

Once completed, the Victorian Heart Hospital will have the capacity to provide up to 2,150 cardiac surgeries per year.

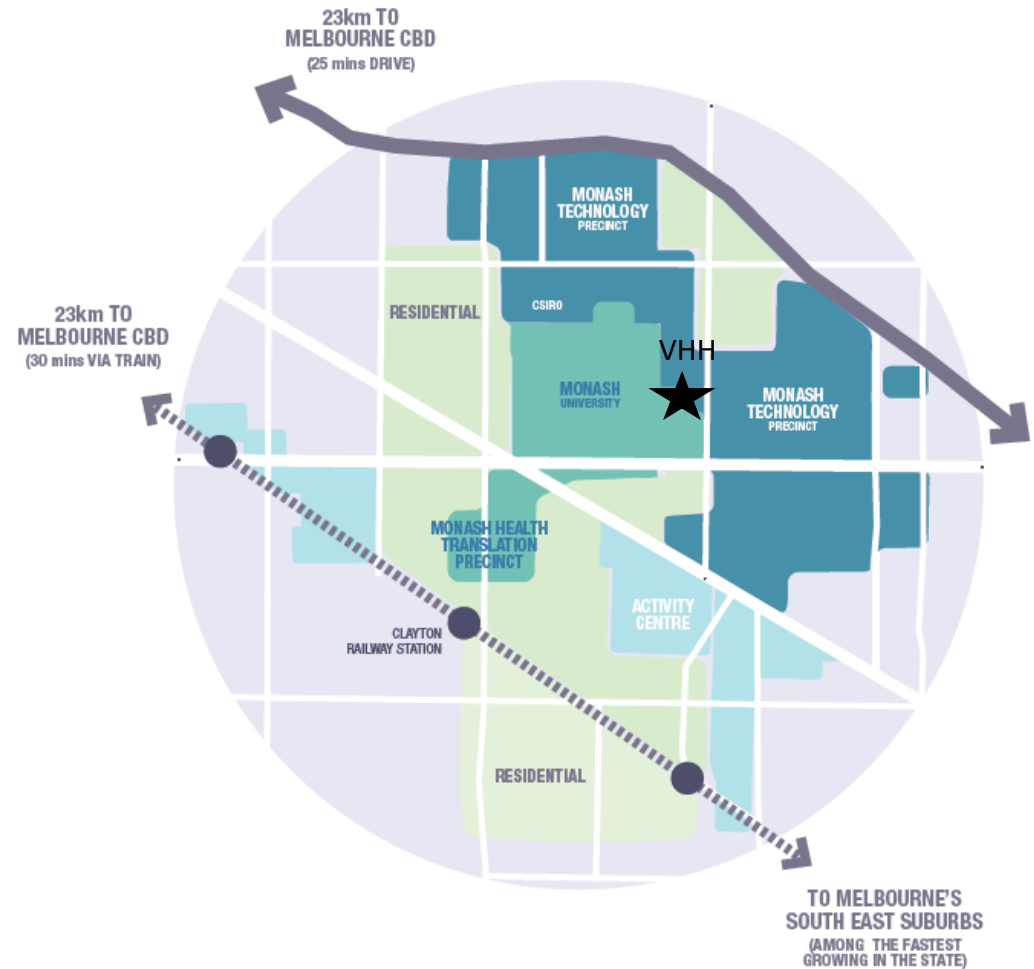


Project timeline



Site context

- Located on Monash University's Clayton Campus
- Future Suburban Rail Loop Station located north of the site, on Howleys Road
- Opposite Australian Synchrotron on Blackburn Road



Protecting helipad flightpaths

Sian Morgan

Associate Director, Urbis

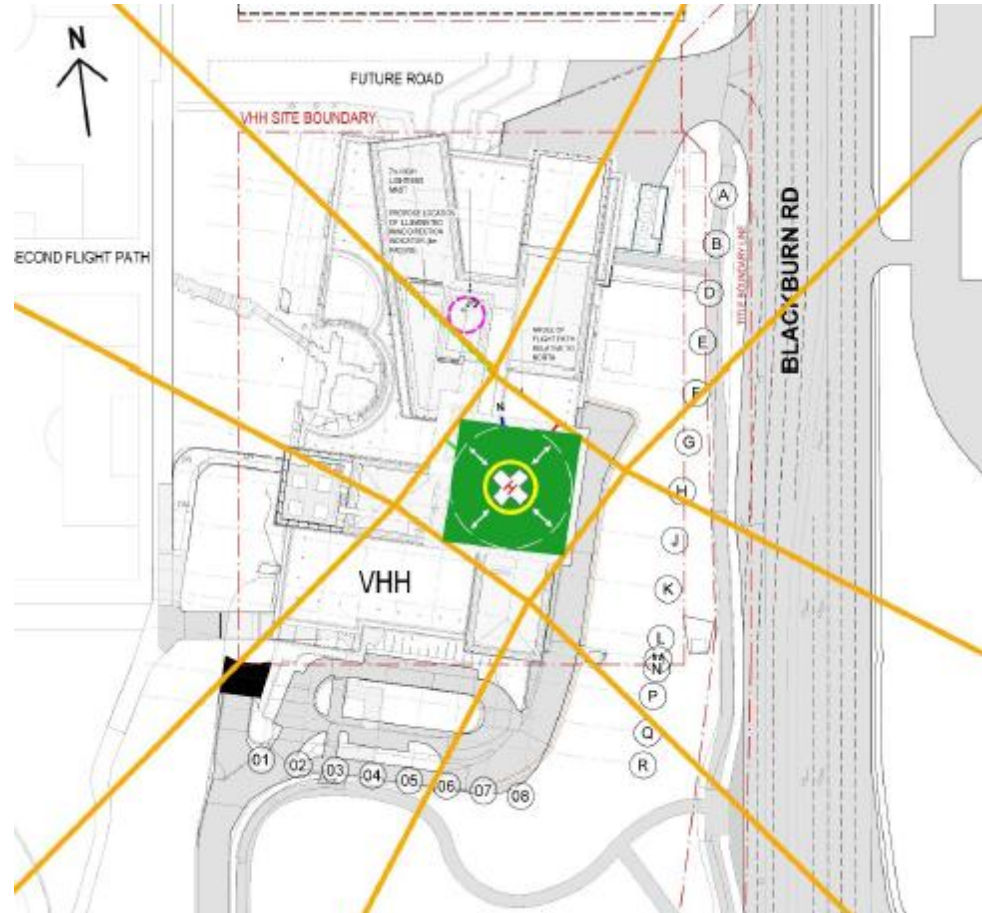
Roof top helipad location

The alignment of the four flightpath tracks has been determined with reference to the rooftop obstacle environment and the prevailing winds.

The alignment of the platform is dictated by the structural grid for the building.

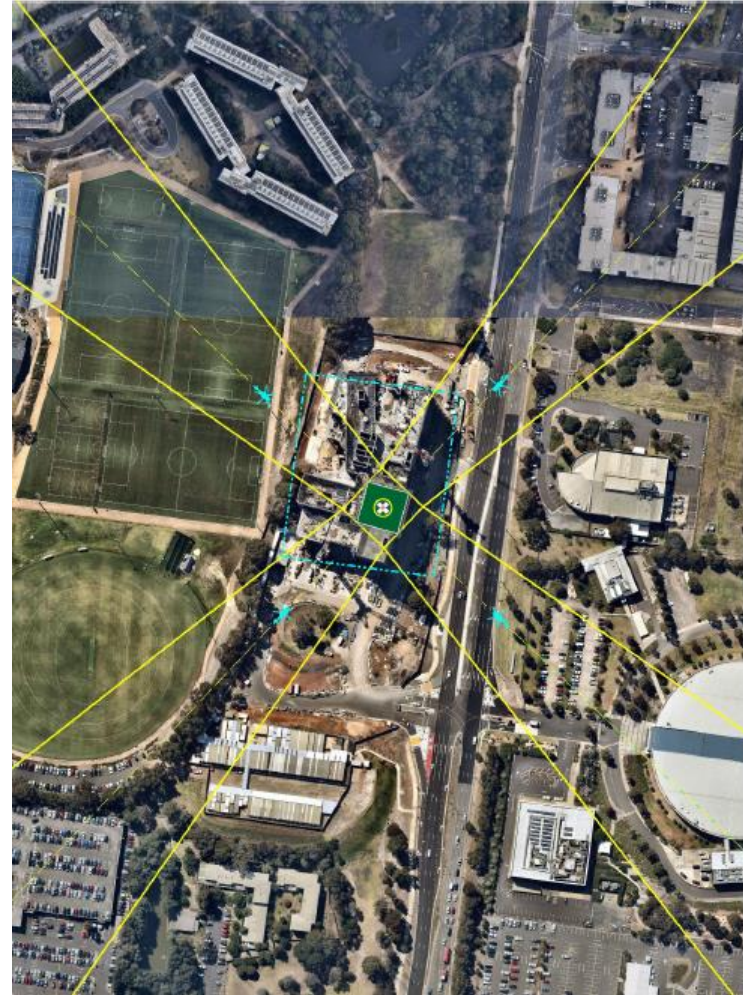
The helipad is proposed at 128 AHD:

- 55 metres above the Blackburn Road level
- 43.45 metres above University land
- Helipad is 1.5 levels above top of VHH, which is a 10 storey building
- Around 2 storey change in height to Blackburn Road



Primary flightpath track and airspace boundaries

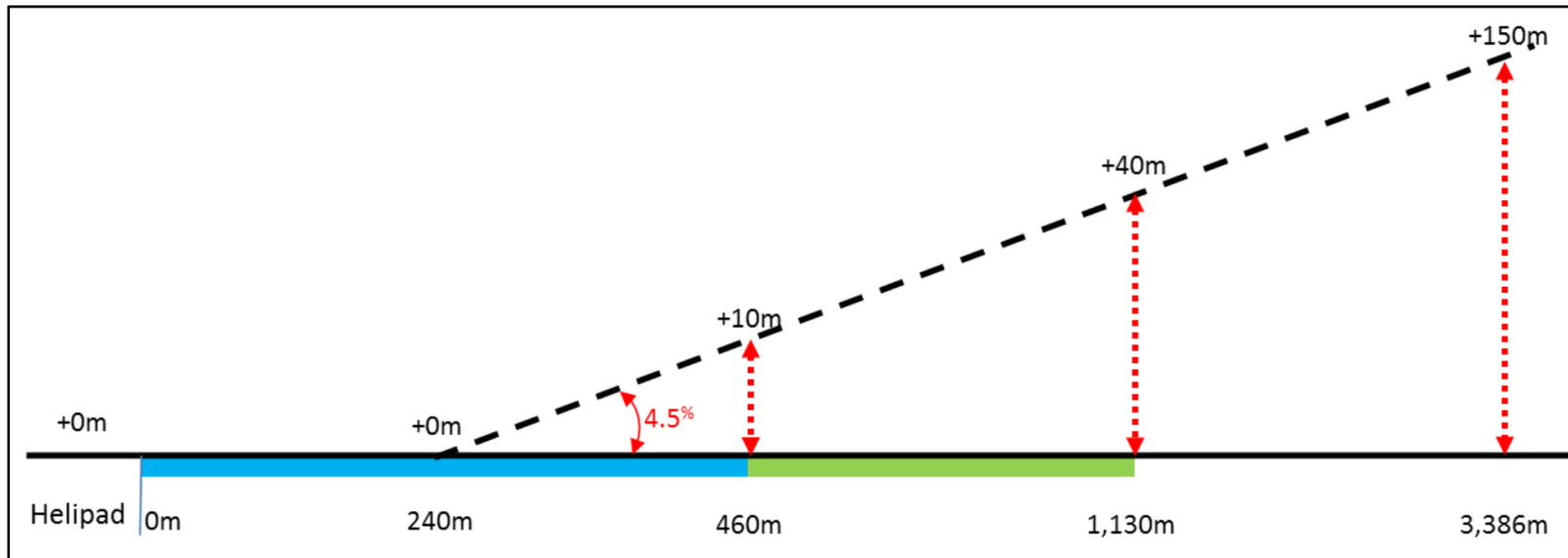
- The concept design reflects the criteria adopted in the Department of Health guidelines for Medical Transport Helicopter Landing Sites.
- The analysis undertaken of flightpath track options is based on a detailed assessment of site-specific hourly average wind data at a height of 50 metres above ground level.
- The concept design ensures that the physical characteristics of the landing platform and the obstacle free airspace environment meet the operational needs of the design helicopter.



Protection of emergency flightpath

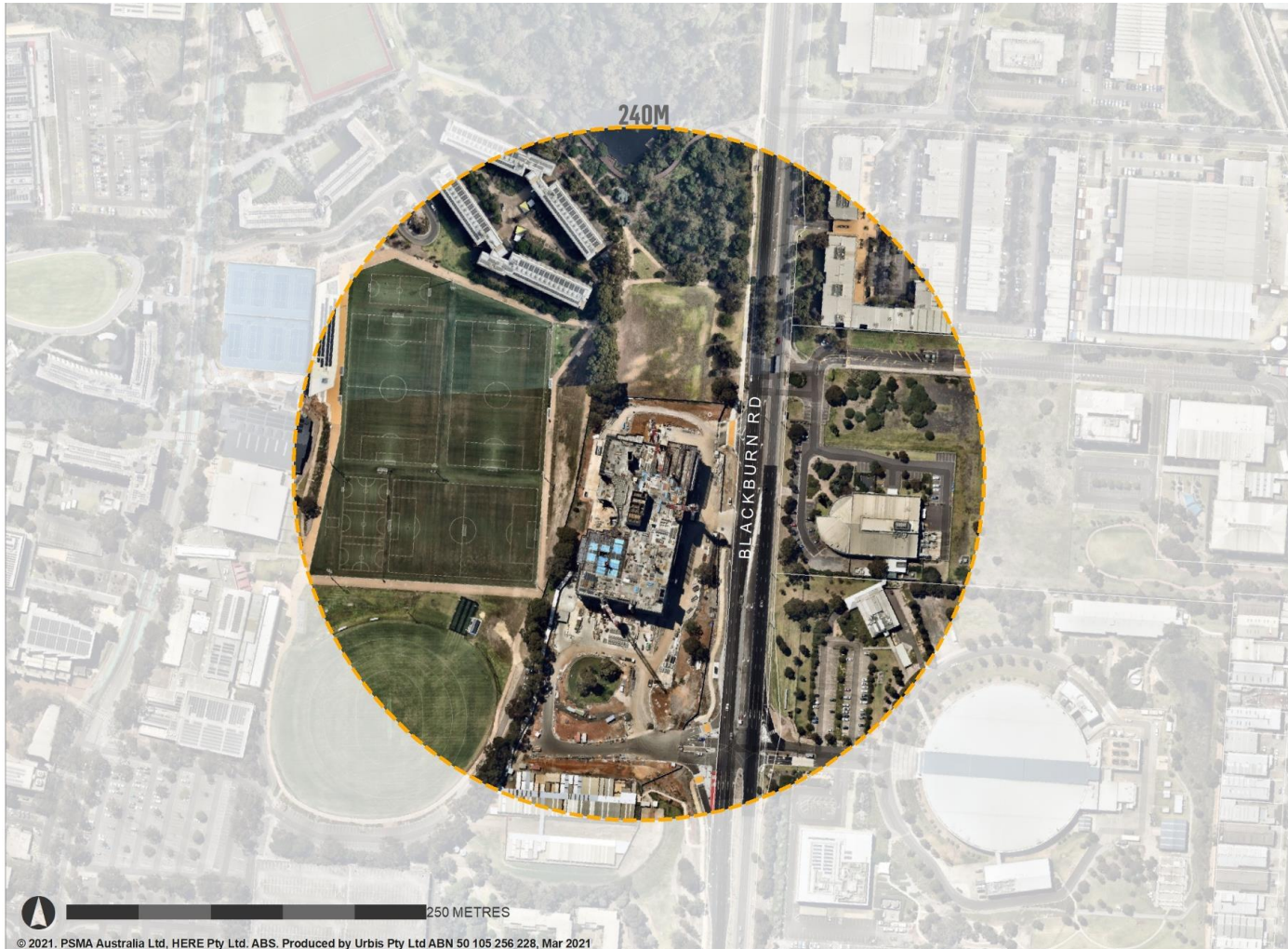
- **Emergency helicopters play a key role in providing medical and trauma services to patients who are critically ill or who may be involved in serious accidents.**
- Safeguarding the flight paths to the existing helipads will protect an integral part of the health system.
- The flight path protection ensures the efficient transfer of critically ill patients to the hospital that can best deliver the care they need when they need it.
- **Planning protection of helicopter flight paths has been applied for Helicopter Landing Sites located at emergency hospitals throughout Victoria.**
- Design and Development Overlays (DDOs) have been utilised to protect flight path corridors and applied to subject sites and adjoining land through Planning Scheme Amendments (PSAs) for more than 20 other hospitals across the state.

Flightpath DDO



	Inner DDO: Elevation of Heliport
	Outer DDO: Elevation of Heliport plus 10 metres
4.5%	Gradient climb of Performance Class 1 helicopter with One Inoperable Engine

Flightpath DDO



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DDO requirements

When will a planning permit be required?

A planning permit will be triggered for specified buildings, works or plumes that penetrate either:

- the inner overlay – the height equivalent to the helipad’s elevation, and/or
- the outer overlay – 10 metres above the elevation of the helipad.

A planning permit will not be required:

- for additions and alterations to an existing dwelling or outbuildings that penetrate the Overlay, provided:
 - The additions and alterations do not exceed the existing height of the building (measured at the apex of the roofline), and
 - The lot does not immediately adjoin the hospital land.
- to construct a fence, pergola, and ancillary structures for an existing dwelling provided:
 - The structure does not exceed the height of the existing dwelling (measured at the apex of the roofline). and
 - The lot does not immediately adjoin the hospital land.
- to subdivide land.

MELBOURNE PLANNING SCHEME

24/11/2017
GC49

SCHEDULE 66 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY
Shown on the planning scheme map as **DDO66**.

HOSPITAL EMERGENCY MEDICAL SERVICES HELICOPTER FLIGHT PATH PROTECTION (OUTER AREA)

1.0
24/11/2017
GC49

Design objectives
To ensure that the height of buildings and works do not encroach on the flight path areas associated with hospital helicopter landing sites.
To ensure that the height of development avoids creating a hazard to aircraft using hospital helicopter landing sites.

2.0
24/11/2017
GC49

Buildings and works
A permit is not required to construct a building or to construct or carry out works that would result in the height of the building or works being less than the referral height specified in Table 1.

Table 1: Helicopter Landing Site Elevations

Helicopter landing site	Helipad Height (AHD)	Referral Height (AHD)
Alfred Hospital	15.7 metres	25.7 metres
Royal Childrens Hospital	62.4 metres	72.4 metres
Royal Melbourne Hospital	67.3 metres	77.3 metres

A permit is not required to construct or carry out buildings and works in relation to an existing dwelling that exceeds the heights specified in Table 1 provided:

- The buildings and works do not exceed the existing height of the building (measured at the apex of the roofline), and
- The lot does not immediately adjoin the hospital land (hospital land is defined by the extent of the Public Use Zone 3).

A permit is not required to construct a building or to construct or carry out works within the Public Use Zone 3.

Note: Check the "Hospital Emergency Medical Services – Helicopter Flight Path Protection Areas Incorporated Document, June 2017" for additional requirements for land affected by this schedule.

Referral of applications
An application must be referred in accordance with Section 55 of the Act to the referral authority

DDO requirements

What happens after I apply for a permit within an area of land within the Overlay?

Monash City Council will refer the application to the Department of Health for assessment and Council has to abide by any conditions and/or decision recommended by the department.

Conditions may be applied to planning permits:

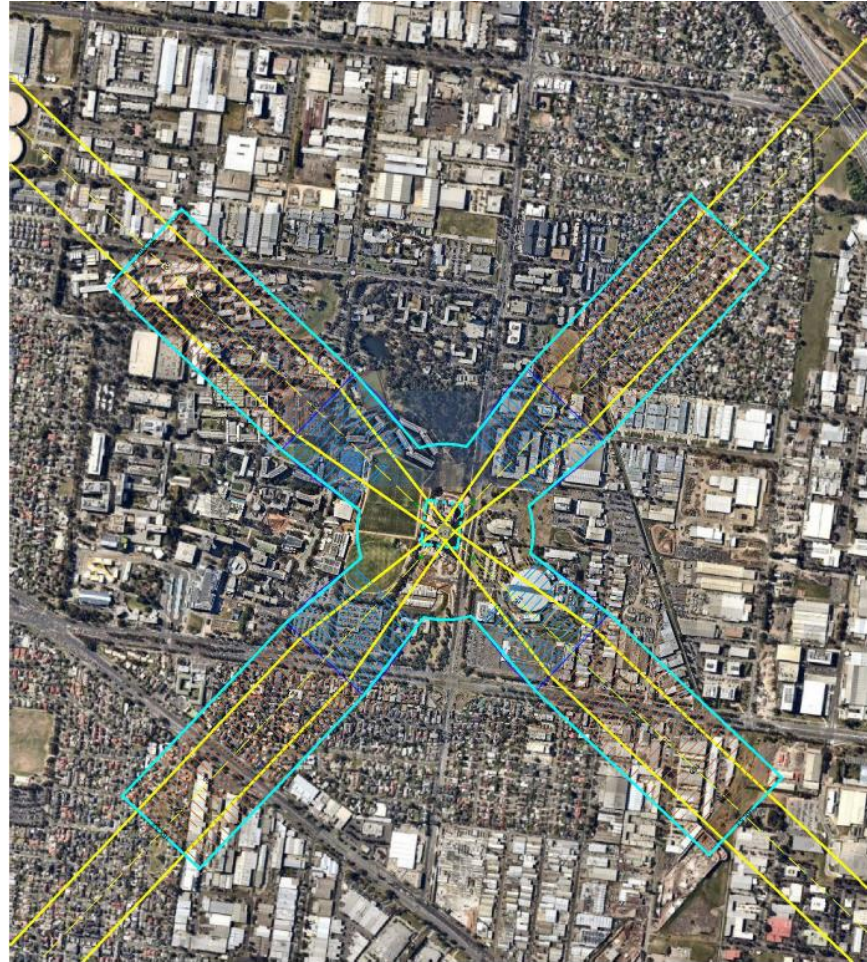
Typical conditions include:

- *Obstacle Lighting Plans*
- *Flight Path Construction Management Plan (FPCMP)*
- *Any exhaust plumes from the development must not exceed an upward velocity of 4.3 metres per second*

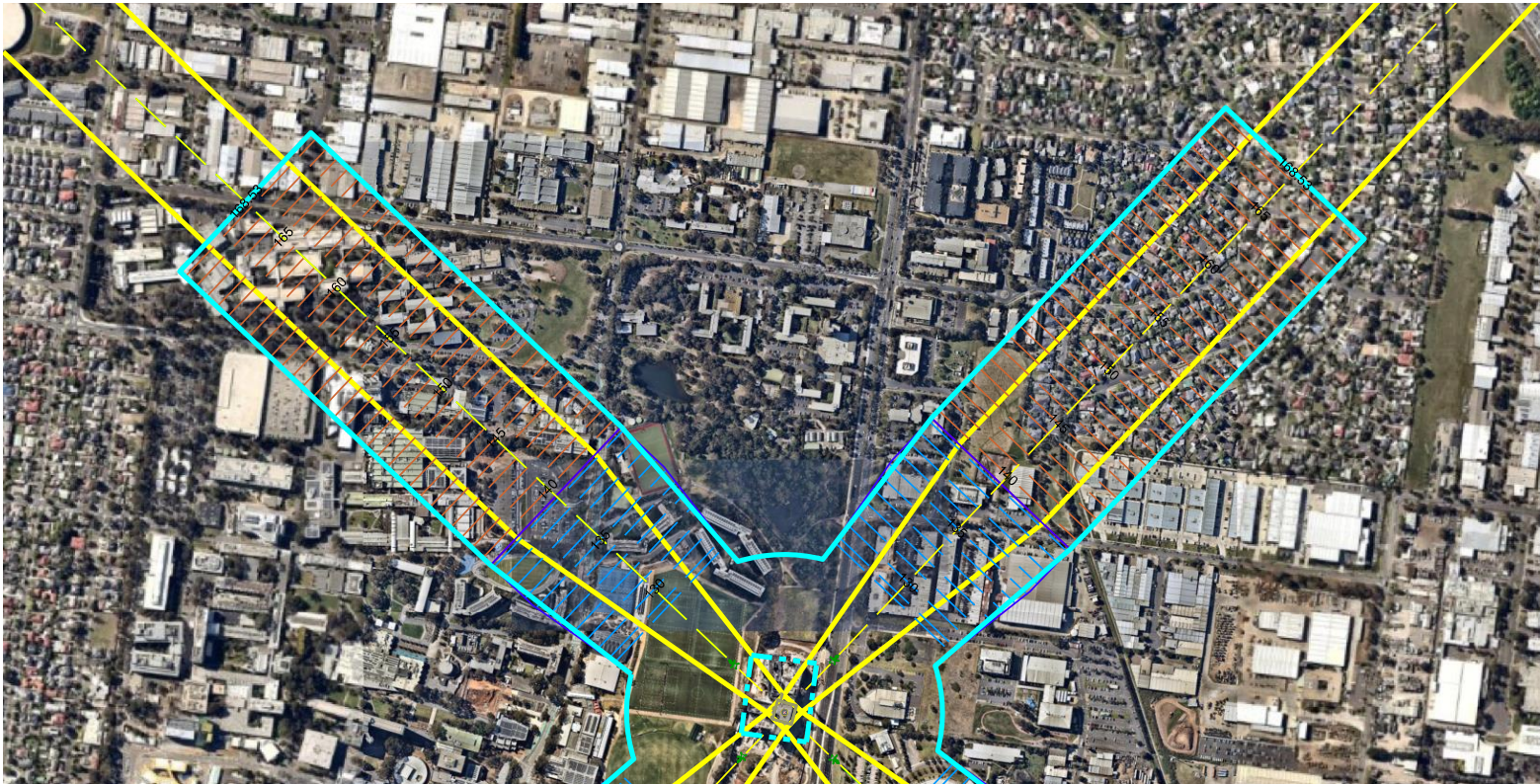
Indicative DDO boundary

Ground level VHH: 80 AHD

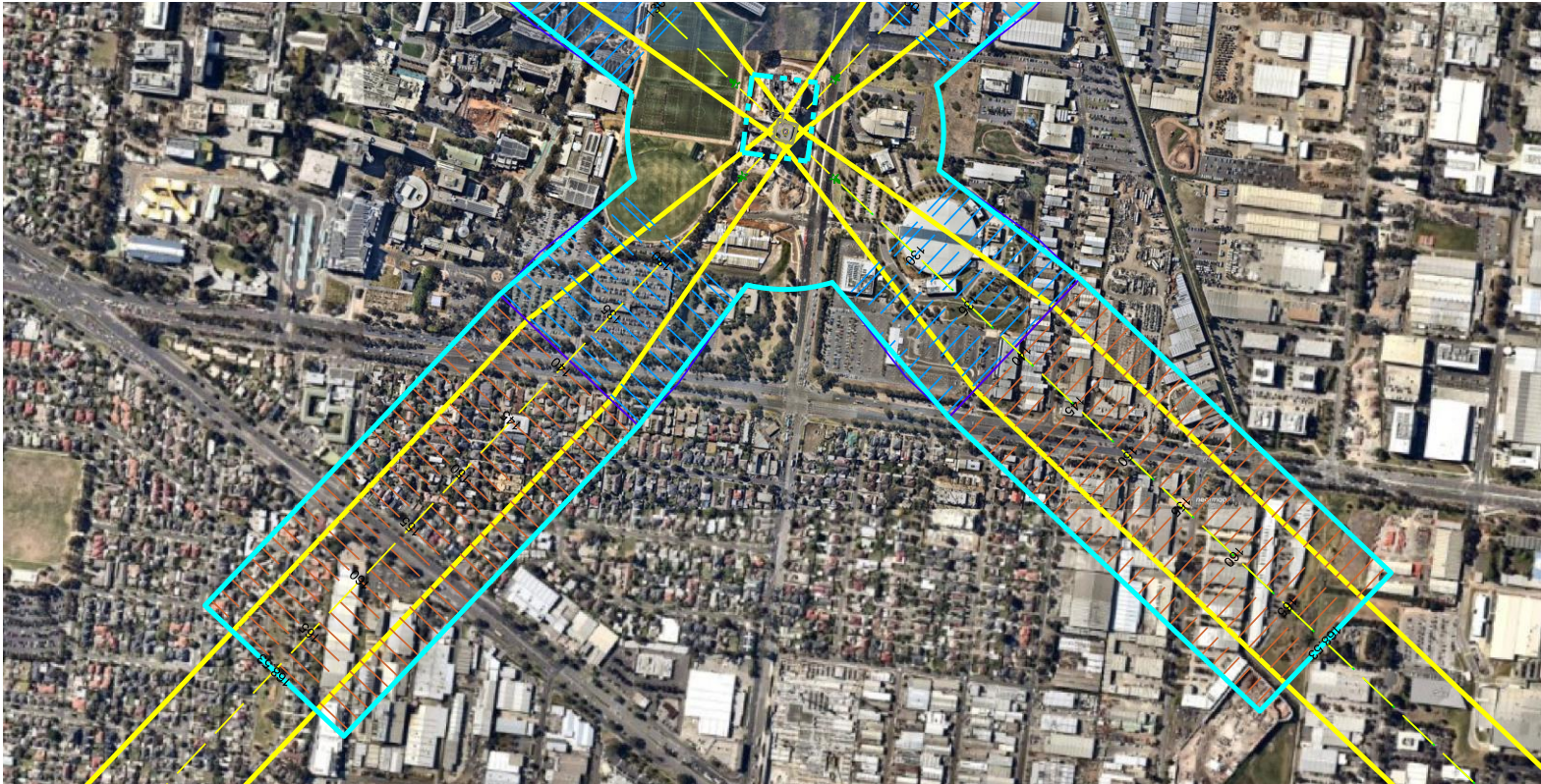
Height of Helipad: 128 AHD



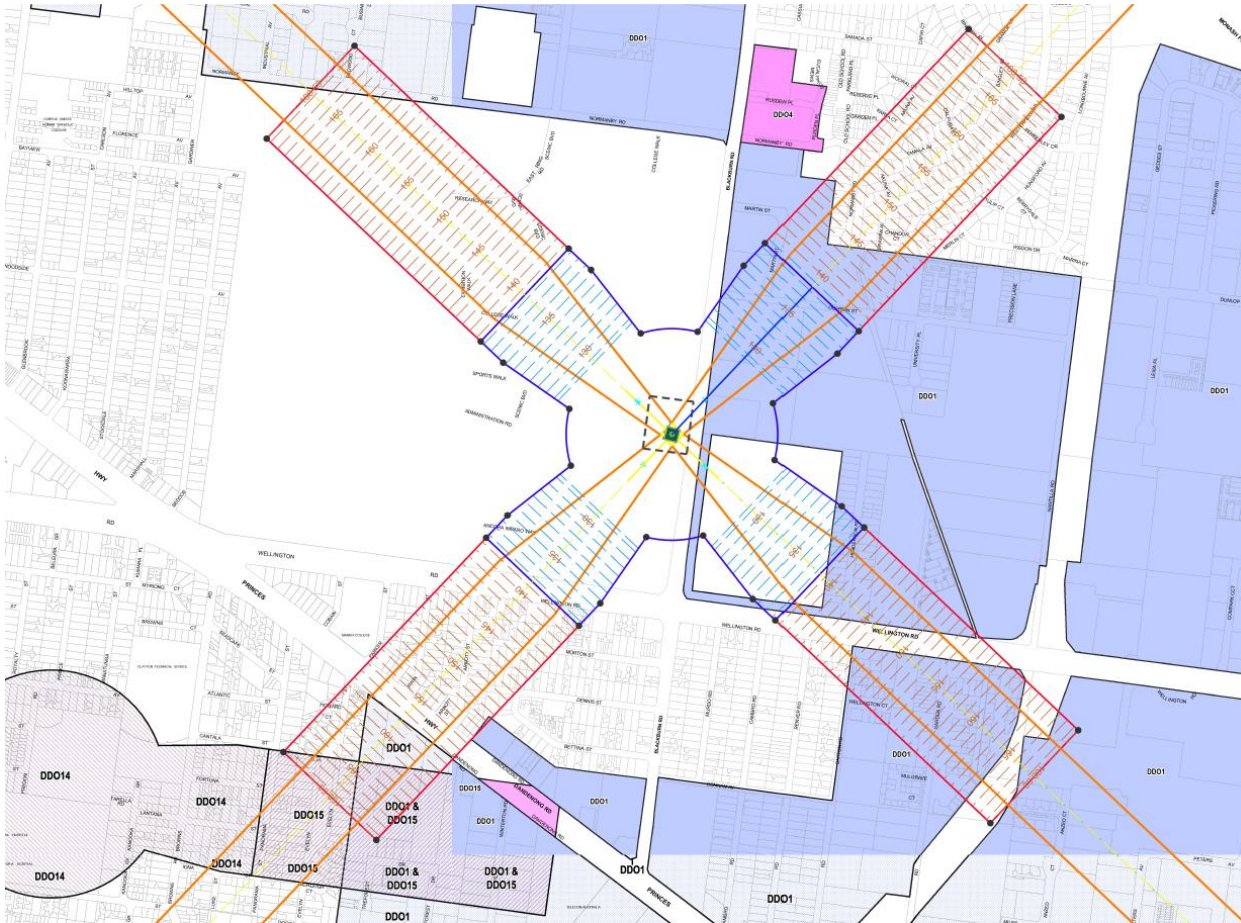
Indicative DDO boundary – North



Indicative DDO boundary – South



Intersection with Monash Hospital DDO



Have your say

Make a written submission

If you would like to provide feedback on the proposed amendment, you can make a written submission to VHBA by:

Email:

vhba.psafedback@health.vic.gov.au include subject line 'Amendment C170mona'.

Post:

Executive Director High Value High Risk
Victorian Health Building Authority
Level 9 35 Collins Street
Melbourne, Victoria 3000

Submissions close on Monday 15 August 2022.

Next steps

What happens next:

- Receive and consider submissions from community and stakeholders.
- VHBA lodge request for the Minister for Planning to intervene under 20(4) of the Planning and Environment Act.
- Final decision by Minister for Planning.

Questions