

Chapel Street Transformation – Stage 1

DDA / Universal Design Principles

Project No: 4863

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Revision: A

The Chapel Street Precinct will be undergoing a transformation and Morris Goding Access Consultants have been engaged to provide advice in relation to the application of Universal Design of the precinct to ensure that when completed the Chapel Street precinct will not only cater for people with disabilities, but rather a wider range of users within the community, such as the aged, parents with strollers and bike users.

This report aims to highlight key areas of the Chapel Street Precinct Transformation to ensure that Universal Design is applied.

Key forms of accessibility within the landscape of this project should include:

- Footpaths provided at a minimum width of 1.5m and where practical at a width of 1.8m and are free from obstructions to provide access to the precinct for people of all abilities.
- Footpaths that are maintained and provided with a smooth transition over ground surfaces/abutment of different paving materials to reduce the risk of tripping.
- Provision of clear building shorelines free of obstructions such as sandwich boards, planters and café seating/tables.
- Lighting which provides illumination and improved visibility of the precinct for all users of the community during the day and night.
- Compliant seating should be provided at an interval suitable for the environment, not greater than 60 m intervals and is at a varied height range between 450-520 mm with the provision of backrests and armrest arrangement between 220-300 mm above seat height to one side or centred to cater for use by the wider community. The location of seating should give consideration of shade and provide a clear path for other users of the precinct.
- Street furniture/waste and recycling bins with the provision of side access.
- Drinking fountains that are wheelchair accessible and provide for water bottle refill and dog bowl provision.
- Wayfinding signage through-out the precinct as per Wayfinding Victoria V2.0, 2020.
- Bicycle parking hoops installed at regular intervals 100 -150 metres to encourage cyclists to the precinct, with hoops installed to footpaths either parallel or on a 45-degree angle to provide for enhanced pedestrian circulation space.
- Pedestrian Traffic Management with clearly defined line markings with colour contrast to highlight any hazards/change of level, provision of directional and warning Tactile Ground Surface Indicators (TGSIs) at pedestrian crossings/at grade walkways, bus and tram stops.
- Consideration for the provision of accessible street parking bays within the precinct.

- Consideration for the provision of external function/play spaces within the precinct that can be used by the wider community with the inclusion of covered/shaded spaces.
- Landscaping design, materials, plants etc, should contribute to pedestrian safety. Avoid planting of species adjacent to pathways & car parking areas that develop overhanging foliage, &/or leaves/seeds that fall, as they can create difficulties for users.
- Overflow of mulch, sap droppings, seed pods, berries, leaf, bark litter can create hazards for all users, particularly for people with low vision or mobility impairments, especially in wet weather. Adequate overhead clearance shall be maintained above paved or occupied areas.
- Consideration should be given to plants that can assist users with wayfinding through an area. Plantings that provide orientation or directional cues for people with low vision, by incorporating distinctive scents, appearance or texture can be useful.
- Tree planting that will provide adequate shade and shelter for elemental protection and maintenance of trees, consideration of trees selection should give consideration to species that would minimise risk to users that does not drop fruit/nuts/pods etc to prevent the risk of pedestrians slipping.

Morris Goding Access Consulting can confirm that upon implementation of the above points, a satisfactory level of universal design should be achieved. Should you require further information or clarification, please do not hesitate to contact me at your convenience.

REVIEW PROVIDED BY:



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UNIVERSAL DESIGN

The following highlights the key considerations of Universal Design. Universal Design allows everyone, to the greatest extent possible, and regardless of age or disability, to use buildings, transport, products and services without the need for specialised or adapted features. It helps to provide more inclusive facilities than relying on minimum standards prescribed in building codes.

While this strategic document primarily focuses on physical accessibility to the built environment it is important to also consider other dimensions of accessibility such as the social, communication and information systems within the built environment.

When applied successfully, the key beneficiaries include:

- Families who use strollers or have young children
- The aging population
- People with temporary injuries, fatigue easily or those with recurring illnesses
- Artists, performers, speakers or participants with diverse community members
- Cyclists (including recumbent and hand cyclist), skateboarders (ensuring they use the designated areas)
- Non-English speaking
- Service and Emergency services personnel
- Mass movement of people



UNIVERSAL DESIGN PRINCIPLES

Equitable Use	<ul style="list-style-type: none"> The design encapsulates the needs of the whole community without disadvantaging or stigmatising any one individual or group e.g. encompasses diversity and inclusion
Flexibility in Use	<ul style="list-style-type: none"> The design accommodates a wide range of individual preferences and abilities e.g. different event modes
Simple and Intuitive Use	<ul style="list-style-type: none"> Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level e.g. seamless and predictable movement
Perceptible Information	<ul style="list-style-type: none"> The design communicates necessary information effectively to the user, regardless of the ambient conditions or the user's sensory abilities e.g. new wayfinding technologies such as "Blind Square"
Tolerance for error	<ul style="list-style-type: none"> The design minimises hazards and the adverse consequences do accidental or unintended actions e.g. the primary pathway is the accessible pathway for all
Low physical effort	<ul style="list-style-type: none"> The design can be used efficiently and comfortably with a minimum of fatigue e.g. large vertical rises have lifts and / or rest hubs along extensive pathways
Size and Space for approach and use	<ul style="list-style-type: none"> Appropriate size and space is provided for approach, reach, manipulation and use regardless of the user's body size, posture, or mobility. It also recognises