

Universal Access Statement

Alterations to Shoreline GA01 Lands at Baldoye, Baldoye, Dublin 13

UNIVERSAL ACCESS STATEMENT

Prepared for:
The Shoreline Partnership

3 June 2021



Universal Access Statement for the Alterations to Shoreline GA01 Lands at Baldoyle, Baldoyle, Dublin 13

UNIVERSAL ACCESS STATEMENT (Revision No.1)

Prepared for:
The Shoreline Partnership

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Ref No. 190141

1 Project Description

The proposed development is located at the Shoreline Partnership Lands, Baldoyle, Dublin 13.

The development will consist of alterations to the permitted development, as permitted under FCC Reg. Ref. 16A/0412, ABP Reg. Ref. ABP-248970 (as amended by F20A/0258 and F21A/0046) of 544 no. residential units (385 no. apartments and 159 no. houses), retail and a crèche, to the development of 882 no. new residential dwellings (747 no. apartments, 135 no. houses), residential tenant amenity, retail, crèche, parking, and public realm, over a total site area of c. 9.1 ha, and site development area of c. 8.89 ha. Landscaping will include extensive communal amenity areas, and significant public open space provision.

2 Application of Part M of the Second Schedule of the Building Regulations for the Proposed Works

The proposed development scheme must meet the requirements of Part M of the Building Regulations. Part M 2010 came into operation on the 1st January 2012 and the requirements of Part M 2010 must be followed subject to certain transitional arrangements. The requirements of Part M 2010 are as follows:

Access and Use	M1	Adequate provision shall be made for people to access and use a building, its facilities and its environs.
Application of the Part	M2	Adequate provision shall be made for people to approach and access an extension to a building.
	M3	If sanitary facilities are provided in a building that is to be extended, adequate sanitary facilities shall be provided for people within the extension.
	M4	Part M does not apply to works in connection with extensions to and material alterations of existing dwellings, provided that such works do not create a new dwelling.

Figure 1 – The requirements of Part M (2010) of the Building Regulations

The Design Team recognises that since the introduction of the Disability Act in 2005, Irish Building Regulations (See Figure 1 above) have been revised with Universal Design in mind and a more comprehensive technical guidance document is now in place. This document is known as the Building Regulations 2010 Technical Guidance Document M – Access and Use, or alternatively TGD M 2010.

TGD M 2010 provides guidance in relation to meeting the requirements of Part M of the Second Schedule to the Building Regulations and focuses on Access and Use. It is important to note that the introduction of TGD M 2010 states:

“The materials, methods of construction, standards and other specifications (including technical specifications) which are referred to in this document are those

which are likely to be suitable for the purposes of the Regulations. Where works are carried out in accordance with the guidance in this document, this will, prima facie, indicate compliance with Part M of the Second Schedule to the Building Regulations (as amended). However, the adoption of an approach other than that outlined in the guidance is not precluded provided that the relevant requirements of the Regulations are complied with. Those involved in the design and construction of a building may be required by the relevant building control authority to provide such evidence as is necessary to establish that the requirements of the Building Regulations are being complied with”.

O'Herlihy Access Consultancy have been liaising with the design team during the planning stages of this project and are satisfied that the proposed works will meet the requirements of Part M of the Second Schedule of the Building Regulations. For example:

- Public Realm: Various accessible landscaped areas are provided throughout the site and are designed to meet the guidance in Section 1.1 of TGD M 2010. For example, steps and lifts are provided within the main square to provide access to the different levels of the site;
- Public Realm: A number of passenger lifts and Part M compliant stepped access routes will be provided in the main Stapolin Square to access the station. A lift management strategy to maximise accessibility and usability has been considered as part of the proposed development. Refer to Appendix 1 below.
- A minimum 1% of the total amount of car parking spaces provided will be accessible car parking spaces, provided in line with Chapter 12.10 of FCC Development Plan 2017-2023 requirements. These bays are designed to meet the guidance in Section 1.1.5 of TGD M 2010;



Figure 2 Step and lift proposal in Stapolin Square

- Adequate access routes are provided from all designated car parking facilities to the main entrance of the commercial amenity areas, residential amenity areas, and the vertical circulation cores of each apartment block, designed in accordance with Section 1.1. of TGD M 2010, with 1,800mm by 1,800mm level landings provided at all accessible entrances;
- All entrances to the apartment blocks, residential amenities and commercial amenities are designed in accordance with the guidance in Section 1.2 and Table 2 of TGD M 2010;
- Internal corridors, floor finishes and doors within communal areas within apartment blocks, residential amenity areas and commercial amenity areas are designed in accordance with Section 1.3 of TGD M 2010 with 1,800mm turning areas provided throughout each building's common area;
- At least 1 No. passenger lift and 1 No stairs suitable for ambulant disabled people is provided in a vertical circulation core of each apartment block serving all floors within the building. The lifts are designed in accordance with the guidance in Section 1.3.4.2 of TGD M 2010 and stairs in accordance with Section 1.3.4.3 of TGD M 2010;
- Wheelchair accessible unisex WCs, where provided within the commercial amenity areas, including the creche, medical centre, pharmacy, café and gym, and residential amenity areas will be fitted out in accordance with Section 1.4.5 of TGD M 2010;
- Other sanitary facilities (e.g. cubicles for ambulant disabled people, enlarged cubicles, etc.) are also adequately provisioned within the commercial and residential amenity areas in accordance with Section 1.4 of TGD M 2010;
- All communal facilities within or surrounding apartment blocks are provisioned as accessible to meet the needs of all users in accordance with the guidance in TGD M 2010;
- Apartments and houses are designed to meet the guidance in Section 3 of TGD M 2010 (e.g. 1,200mm by 1,200mm level landing at apartment entrances and 800mm wide doors at entrances to the apartments);
- An accessible WC, suitable for visitors, is provided at entry level within each apartment unit and dwelling house. Each has been designed in accordance with Section 3.4 of TGD M 2010, providing adequate space for sideways transfer from a wheelchair.

The Design Team notes that TGD M 2010 is the minimum guidance to show compliance with the requirements of the Part M of the Building Regulations. The Design Team is also firmly committed to achieving universal access in the building and are committed to ensuring that:

Independently accessible means of approach to the accessible entrances and circulation around the proposed development will be provided in accordance with Section 1.1 of TGD M 2010. (e.g. level access routes, gently sloped access routes, ramped access routes, stepped access routes, lifts, pedestrian crossings, car parking, set down areas etc.)

Entrances to the proposed buildings will be independently accessible and avoid segregation based on a person's level of ability in accordance with Section 1.2 of TGD M 2010. (e.g. accessible entrance doors - glazed, manual, power-operated - entrance lobbies, etc.)

People will be able to travel horizontally and vertically, within apartment blocks and commercial amenity areas, including the creche, medical centre, pharmacy, cafe and gym, conveniently and without discomfort in order to make use of all relevant facilities in accordance with Section 1.3 of TGD M 2010. (e.g. Reception areas, internal doors, corridors, internal lobbies, passenger lifts, stairs, etc.)

Independently accessible sanitary facilities, where provisioned, that meet the needs of people with a wide range of abilities, will be provided within the proposed works in accordance with Section 1.4 of TGD M 2010. (e.g. wheelchair accessible unisex WCs, etc.)

Other facilities within the proposed within the common areas of apartment blocks, residential amenity and commercial amenity areas will be accessible and usable, designed and constructed to facilitate active participation where appropriate in accordance with Section 1.5 of TGD M 2010. (e.g. refreshment facilities, switches, outlets and controls, etc.)

Adequate aids to communication will be provided within the common areas of apartment blocks, residential amenity and commercial amenity areas to ensure people can independently access and use the buildings and their facilities in accordance with Section 1.6 of TGD M 2010. (e.g. signage, visual contrast, lighting, audible aids, etc.)

Apartments and houses within the development will be designed in accordance with Section 3 of TGD M 2010, ensuring that they provide adequate access for visitors, including; accessible entrances with clear level landings, adequate circulation within the entrance storey, accessible WCs suitable for visitors, etc.

Figure 3 – Universal Access Strategy

3 References

1. DEHLG (2010) Building Regulation, 2010 Technical Guidance Document M. Access and Use. Department of Environment, Heritage and Local Government, Dublin.
2. Access – improving the accessibility of Historic Buildings and Places published by the Department of Arts, Heritage and Gaeltacht.
3. Architectural Heritage Protection - Guidelines for Planning Authorities (2004) – Chapter 18 – Improving Access;
4. BSI (2018), BS8300-1: Design of an accessible and inclusive built environment, Part 1: External environment – Code of practice.
5. BSI (2018), BS8300-2: Design of an accessible and inclusive built environment, Part 2: Buildings – Code of practice.
6. NDA (2002), Building for Everyone. The National Disability Authority, Dublin.

4 Appendix 1 – OHAC File Note Lifts & Lift Strategy information

Project: 190141 – Baldoye – GA01 – Lift access
Date: 10th October 2020
Prepared by: Eoin O'Herlihy

1 Background - Overview

The proposed development is located at the Shoreline Partnership Lands, Baldoye, Dublin 13. The proposed development scheme must meet the requirements of Part M of the Building Regulations. Part M 2010 came into operation on the 1st January 2012 and the requirements of Part M 2010 must be followed subject to certain transitional arrangements. The requirements of Part M 2010 are as follows:

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Regulations are complied with. Those involved in the design and construction of a building may be required by the relevant building control authority to provide such evidence as is necessary to establish that the requirements of the Building Regulations are being complied with”.

O'Herlihy Access Consultancy have been liaising with the design team during the planning stages of this project and are satisfied that the proposed works will meet the requirements of Part M of the Second Schedule of the Building Regulations

2 Lift Access within Stapolin Square – The Heart of the Development

OHAC have been advising the Design Team on Universal Design and accessibility throughout the planning stage of this project. It is noted that there is a 9m change of level within the Square to access the station level and the main square level.

A number of studies and designs were prepared, reviewed and analysed as part of the works (e.g. provision of ramped access routes, provision of lift access).

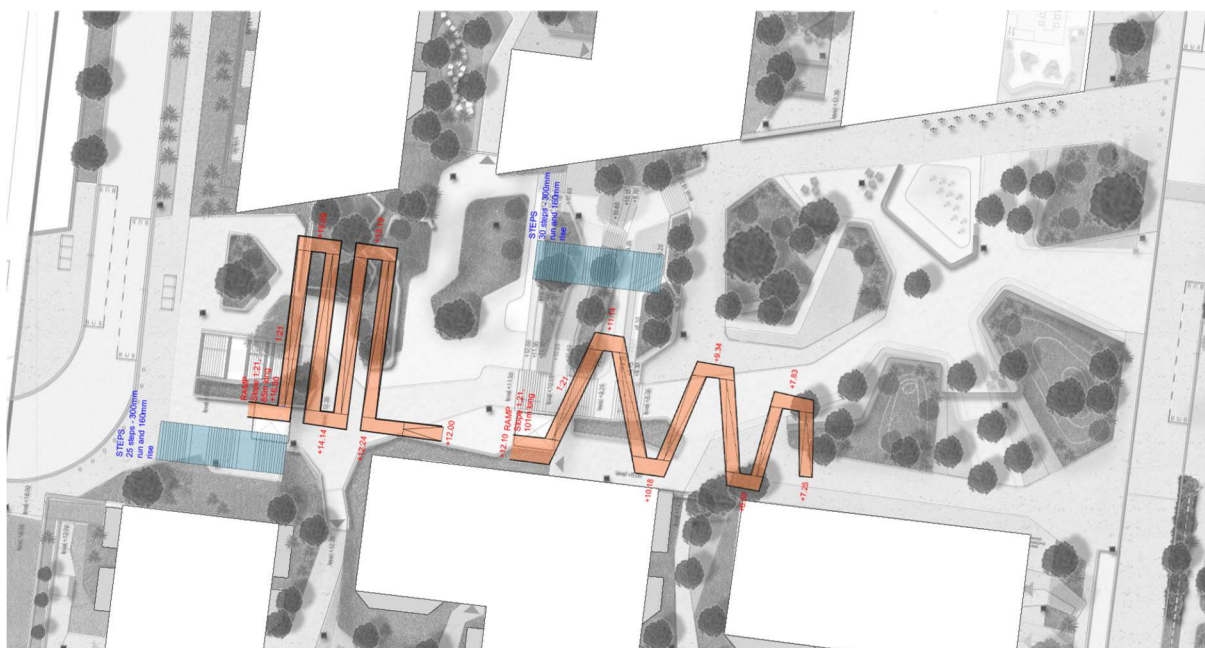


Figure 2 - Ramp option



Figure 3 - Step and lift option

A number of discussions took place on whether the best approach would be the provision of ramped & gently sloped access routes across the site or if lifts should be installed.

The key factors that need to be considered in order to determine the outcome include:

1. Implications of both designs on overall scheme.
2. Travel distances required to get to the station when using a ramp.
3. Usability of ramps to overcome a change of level of 9m.
4. Meeting the requirements of Part M using sloped access routes and rest areas along the routes.
5. Creating usable spaces.
6. Travel distances for people using sloped access routes and changes of level.
7. Lifts – Maintaining 24-hour access to the lifts. For further details on maintaining same see section 2.1 below.

2.1 Lift Management Strategy to maximise accessibility and usability

As part of the planning application process a Public Lifts Management Strategy was prepared for Stapolin Square by Aramark. This strategy identifies how the property management team at the site will ensure the lifts are fully operational at all times where practicable. It also outlines how a quick turn around of lift repairs will take place if the lifts fail. Recommendations in this report include:

- Real time monitoring. This will allow any fault or failure to be immediately notified to a central station which can then notify the local Stapolin Square Management Office, which will in turn set in motion the requirement for repair.
- 24 hour manned local management office on site.
- The provision of an alternative route around the square to get to the station. In order to communicate with users of the lift when there is a breakdown a comprehensive wayfinding signage package (including electronic signage) will be provided. The electronic signage can be easily updated by the management team in the local site office.

3 Conclusion

Having discussed the options available and reviewing the key factors above it was determined by the design team that the most suitable option was to provide 2 No. passenger lifts which would allow access to the station and also access to the podium level of the square. One of the main benefits of providing lifts will be improved usability and accessibility for people with reduced mobility¹ (e.g. parents with buggies, people carrying shopping, wheelchair users, people with visual impairments etc).

¹ People with reduced mobility (PRM), comprise about one third of the European population and face many barriers using public space, public services and on public transport. These include: People with permanent disabilities or temporary impairments (reduced movement, vision, hearing, and cognitive functions); People with communication difficulties; Older people (65+, 75+, 90+); People walking with small children or prams, people carrying heavy luggage etc. www.isemoa.eu