

White Pines East – Proposed Residential Scheme: Accessibility Statement

1.0 Introduction

MSA have undertaken a high-level accessibility review of the proposed White Pines East residential scheme as illustrated in the John Flemings design development drawings dated March 2021.

In developing an accessibility strategy for approval under the Irish Building Regulations reference is made in first instance to the following guidance:

- Technical Guidance Document M 2010 (Access and Use) - Irish Building Regulations.

Additional guidance:

- Approved Document M 2016 (UK) and Approved Document K 2013 (UK).
- BS 8300-2:2018: Design of an accessible and inclusive built environment. Buildings. Code of practice.
- BS 8300-1:2018: Design of an accessible and inclusive built environment. External environment. Code of practice.

2.0 Key Findings and Design Issues

2.1 Approach routes & Site Permeability (Residential & Commercial)

The objective is to provide independently accessible means of approach to the accessible entrance(s) of a building and means of circulation around a building.

The accessible approach routes are identified as follows:

- The routes from the designated car-parking spaces for people with disabilities to the accessible entrances which are associated with those spaces.
- The routes from the setting-down areas to the accessible entrances.
- The routes from the adjacent public footpaths to the accessible building entrances.

Circulation routes within the site/ gardens and courtyard shall also be universally accessible as follows:

- The routes between the accessible entrances and any other subsidiary entrances, buildings and facilities where external circulation is required between them (ie. Residential amenities area, Commercial units, Play areas and Accessible Bin Stores, Bike Stores, and Accessible Residential Stores)
- The routes from the building exits to assembly points or to the boundary of the site.

2.2 External access routes (Residential & Commercial)

The objective is to provide entrances to buildings that are independently accessible and to avoid segregation based on a person's level of ability.

Universal access routes will be provided in the following hierarchy:

1. Level access routes accommodate the widest range of abilities and should be provided. (Max 1:50, 1800mm wide optimum)
2. Where it is not possible to provide a level access route, a gently sloped access route should be provided. The gradient of a gently sloped approach should be as shallow as possible. For the purpose of this guidance a gradient steeper than 1:50 (but less steep than 1:20) is considered to be gently sloped. Access routes of 1:20 or less steep are preferred. (No handrails are required on gently sloped routes)
3. Where it is not possible to provide a gently sloped access route, a ramped access route (1500mm minimum wide) should be provided. For the purpose of this guidance a gradient of 1:20 or steeper is considered to be a ramp. (Handrails are required to both sides of ramps). Large landings and passing places are required.
4. Where the ramp has a rise greater than 300 mm (equivalent to 2 x 150 mm steps), a stepped access route shall be provided in addition to the ramped access route.
5. A platform lift is required where the ramp is 1:20 or greater and the total rise of the ramp is greater than 2000 mm.

There is various change in levels regarding the access routes to Blocks A & B and MSA will include the proposal set out by the design team within the DAC application.

2.3 Car-park and Setting down area (Residential & Commercial)

Accessible car-parking shall be provided at a rate of 5% of the total car-parking space provision. These spaces require a 1200mm clear manoeuvring zone around a standard sized space. All accessible car parking spaces are to be located at Ground Floor therefore no issue for high-top vehicle access.

2.4 Residential and Commercial Amenities / Facilities

The objective is to ensure that all facilities within a building are accessible to and useable and that they are designed and constructed to facilitate active participation where appropriate.

The Residential Amenities area and Commercial areas shall be provided as universally accessible for both staff and residents. Typically, this involves the following:

- An accessible reception desk (where provided) shall include a standing user height area and a low level desk with knee recess.
- Tea/Coffee making facilities set at a height of 850mm (as opposed to 900mm standard counter heights) with accessible routes and turning spaces.
- Bar areas shall be provided with a lower counter which will be accessible to all users and accessible route/ turning space for wheelchair users.
- Fully accessible WC facilities suitable for all users including wheelchair users.
- Where special facilities are provided (eg. Gym/ Sauna/ Treatment rooms/ Meeting Rooms/ Showering facilities), they must be accessible to wheelchair users.
- Corridors and passageways shall be designed as wheelchair accessible.

2.5 Lift and Stair cores

The objective is for people to travel horizontally and vertically within a building conveniently and without discomfort in order to make use of all relevant facilities.

Each block / separated part shall be provided with 1 no. wheelchair accessible lift and 1 no. ambulant accessible stairs. These shall provide access from both the designated car-parking spaces and from the external entrances to all accessible levels.

- Ambulant accessible stairs are provided with handrails on both sides with a minimum clear width of 1200mm, with maximum flight heights of 1.8m per flight. (ie. 10 risers x 180mm)
- A case can be made for flights of 12 risers per flight with reference to UK regulations.
- Passenger lifts are required to be 1100mm wide x 1400mm deep. *(Note: A larger size lift car is required to any public facility: None noted in current design drawings)*

2.6 Common corridor and Passageways (Common/ Commercial areas only)

Each common corridor or passageway shall be wide enough to allow people to pass each other, taking into account common activities and mobility aids such as people pushing buggies, using a wheelchair or walking frame, carrying luggage or using crutches.

- A corridor that is 1800 mm wide will allow two wheelchair users to pass one another.
- A corridor that is 1500 mm wide will allow a wheelchair user and an ambulant person to pass one another.
- 1200mm is the minimum corridor width.
- Passing places shall be provided where the unobstructed width of the corridor is less than 1800 mm. Passing places should have a total unobstructed width of corridor of 1800 mm wide over an 1800 mm length. Passing places should be provided:
 - at reasonable intervals, not more than 20 m apart; (1800mm x 1800mm square)
 - at junctions; (1800mm diameter circle) and
 - at ends of corridors (1800mm x 1800mm square)

2.7 Apartment unit design

TGD(M)2010 only requires that the following objective is met: *The objective is to facilitate circulation of visitors within the entrance storey, or where there is no habitable room at this level, in the storey containing the main living room.*

Minimum compliance is generally achieved by designing:

- 900mm wide corridors and passageways.
- Doors with an effective clear width of 800mm.
- An accessible WC/ bathroom which allows for a 750mm x 1200mm rectangle with the WC and door positioned correctly to accommodate a visitor in a wheelchair.
- Note Building Control have insisted on level access (<15mm threshold) to all apartment balconies on a number of recent projects therefore MSA recommend this is accounted for in the design.

Where duplex apartments are provided, a visitable bathroom and habitable room should be located at the main access level into the apartment. On this basis the internal stairs do not have to comply with TGD-M:2010.

If no habitable room is provided at access level, the stairway therefore must comply with the following as outlined in TGD-M:2010;

- a) It shall have a minimum unobstructed width of not less than 900mm between handrails.
- b) The rise of a flight between landings should be not more than 1800mm.
- c) It shall have top and bottom landings and if necessary, intermediate landings, each of which should be at least 900mm long.
- d) The rise of each step should be uniform and not more than 175mm.

- e) The going of each step should be uniform and not less than 280mm.
- f) The use of tapered steps should be avoided in the design.
- g) There shall be a suitable continuous handrail, in accordance with 1.1.3.6. on each side of the flights and intermediate landings, where the flight comprises of three or more risers.