Statement of Compliance with Universal Design
in respect of
Proposed Residential Development at Knockboy, Waterford

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On behalf of:
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1.0 Introduction

Fewer Harrington & Partners (FHP) have been appointed by Jackie Green Construction LTD. to produce this Statement of Compliance with Universal Design to accompany a Strategic Housing Development (SHD) planning application to An Bord Pleanála for the construction of 361 no. residential units and all associated infrastructural and site development works at Knockboy, Waterford.

The design of the proposed development has followed the applicable policies and legislations relating to Universal Access Design in Ireland. The designers have referred to the technical guidance document - Part M (Access and Use) to comply with the requirements of the Building Regulations in order to ensure that the universal access and use will be provided throughout the development.

In addition to this, design standards set out in the technical guidance Building for Everyone: A Universal Design Approach and the Universal Design Guidelines for Homes in Ireland have been followed as a design tool. These referenced design elements and documents will later form part of the necessary information that will be part of an application for a Disabilities Access Certificate (DAC) in accordance with the requirements of the Building Control Regulations (SI 351, 2009) as amended.
1.0 Design Consideration

Principle 1: Equitable Use

Universal access to the proposed buildings has been carefully considered through the design of the development. The end users will be able to approach their dwellings in a safe and convenient way as all house units will have a ground floor level access, in accordance with Part M. Also, adjacent, levelled access, parking spaces will be provided to each dwelling in order to omit long travel distances. All entrances will be clearly visible and prominent by providing a feature reconst stone surround and weather protection through the addition of design elements like recessed doorways and canopies. Apartments units located at first floor level will be accessed through a staircase which design will be compliant with the requirements of Part M and Part K, consisting of appropriate risers, goings and implementation of landings where required.

Figure 1 above demonstrates the design strategy implemented to ensure level access to dwellings with parking for users located in front of their specific dwellings and rear gardens with a useable area sloped to a maximum ration of 1:10.

Due to the site's particular conditions and levels, in some cases, private open spaces and gardens will have a gentle slope of not more than 1:10 providing a usable area for all individuals.

If necessary, the levels of certain gardens will be split in terraces with a height of not more than 600m in order to provide a safe transition without the need of guards and handrails, in accordance with Part K as this could imply a potential risk.

Privacy is an important element that has been considered through the design of each dwelling. This is provided by ensuring adequate separation between gables and implementing boundary treatments that will contribute with the residential quality of the development.
Principle 2: Flexibility in Use

The proposed development consists of a wide variety of houses and elevation treatments in order to provide an appropriate mix of uses for the various types of users, in accordance with the guidance set out in the Development Plan. The proposed development contains a mix of detached, semi-detached, apartments and terraces that include 4, 3, 2 and 1 bedroom units.

The proposed dwellings will also have the option of converting an attic space, visible in figure .1 on the previous page, to an additional bedroom unit if their needs demand, enabling the possibility of future adaptation.

Principle 3: Simple & Intuitive Use

All parking spaces will be adjacent to their dwelling and the access route to the main entrance of the house will be clear and accessible as described. These entrances will be clearly identifiable by the use of materials, physical elements and overhead details. The parking areas for apartment units will be strategically located at the rear of the building to ensure proper control and added safety. The access route from these parking areas to the apartment units, will be through landscaped open spaces with pleasant greenery.

The houses will be designed based on a traditional layout, having all the aggregate living areas at ground floor level, making sure that an accessible w.c. is provided and intimate and private areas like bedrooms will be located at first floor level for added privacy.

FIG. 2 - EXTRACT OF APARTMENT BLOCK W GROUND FLOOR PLAN, ARCHITECTURAL DRAWING NO. PP-2.27
Figure 2 on the previous page demonstrates the access of the staircore & liftcore in the apartments at ground floor level as well as the design of accessible WC’s within these apartments.

All apartments on floors will be accessible by a suitable lift core and staircase to be compliant with Part M. There has been a careful approach to street design to provide acceptable walking distances from any point in the development to main roads containing bus stops. Existing bus services serve the Ballygunner Road/St. Mary’s Place Road where the site is located, and the bus routes that go along the Williamstown Road are in close proximity to the proposed development.

**Principle 4: Perceptible Information**

Contrasting materials are used throughout the footpaths and roads to give pedestrians priority over vehicles for their safety. Adequate pedestrian crossings have been provided throughout the development that are a contrasting material to the road to identify road crossings and other hazards.

Figure 3 above demonstrates the design of footpaths, roads and open spaces. It shows the contrasting of materials to highlight pedestrian areas and the locations for crossing roads as well as the pedestrian permeability through open spaces and clusters of dwellings linking all areas of the site.

Wayfinding is simplified by clustering units around central open spaces that are permeable with accessible connectivity links within the scheme and to adjacent developments. These open spaces act as an immediate indicator in which a group of units are localised around an inner sense of community.
Principle 5: Tolerance for Error

As noted adjacently, contrasting materials will be used to warn users of road crossings and other hazards. Long streets have been reduced to ensure cars do not speed within the development as drivers are more likely to maintain lower speeds over shorter distances. Raised pedestrian crossings have been provided to reduce speed. Furthermore, adequate and standard signage will be erected to further increase safety and road markings will be provided.

As mentioned before, the design has also catered for the ease of movement through the site by designing a permeable pedestrian connectivity network. Where a gabion retaining wall is located to the west side of the site adequate safety barriers will be provided in compliance with Part M to ensure safety.

Figure 4.4 highlights pedestrian connectivity through the site as well as proximity to local public transport infrastructure.

The entrance to the site will work as a traffic calming tool. Material changes are used at the entrance and the gateway is visible from a long distance along St. Mary’s Place.

Furthermore, the transition zone helps to reduce traffic upon entrance. The proposal has emphasised the transition zone by the strategic placement of trees and material changes. By the provision of the elements described above, a low speed traffic environment has been created through careful design consideration.
Principle 6: Low Physical Effort

As aforementioned, necessary gradients and changes in levels are kept as low as possible without majorly altering the topography of the site. Car parking is provided adjacent to all dwellings through universal access routes and front entrances and there has been a careful approach to street design in order to provide acceptable walking distances from any point in the development to and from the main roads containing bus stops.

Principle 7: Size & Space for Approach & Use

All size and space requirements for the design of the proposed dwellings and apartment units have been strictly considered and implemented through the ‘prima facie’ compliance with Part M of the technical guidance documents. All proportions of spaces and circulation areas will be compliant with Part M.