



Site Universal Access Statement

Boherboy Residential Development Boherboy, Saggart, Co. Dublin.

Prepared for:
Kelland Homes Ltd. and Evara Developments Limited

27 November 2025

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SITE UNIVERSAL ACCESS STATEMENT (Revision No. 1)

Prepared for:
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1 Project Description

The proposed development is for a Large-scale Residential Development (LRD) on a site located at Boherboy, Saggart, County Dublin. To the immediate north of the site is the Carrigmore residential estate, to the west are agricultural lands and a single dwelling, to the east is the Corbally residential estate and Carrigmore Park, while to the south is the Boherboy Road.

The proposed development consists of 611 no. dwellings, comprised of 306 no. 2, 3, 4 & 4-5 bed, 2 & 3 storey, detached, semi-detached & terraced houses, 133 no. 1, 2 & 3 bed duplex units in 12 no. 2-3 storey blocks, and 172 no. 1, 2 & 3 bed apartments in 5 no. buildings ranging in height from 4-5 & 5 storeys. The proposed development also includes a 2-storey crèche (c.630m²).

Access to the development will be via one no. new vehicular access point from the Boherboy Road, along with new vehicular connections to adjoining developments at Corbally Heath to the east and Carrigmore Green to the north. Ten no. houses in the south-east part of the site will be accessed from Corbally Glade to the east. The proposed development includes for pedestrian and cyclist connections throughout the proposed development and accesses into adjoining lands at Carrigmore Park, Corbally Heath and Corbally Glade to the east and Carrigmore Green to the north. Private amenity space for the residential units is provided in the form of rear gardens for houses and ground floor terraces / upper floor balconies for apartments and duplex units. The proposed development provides for a total of c. 2.3Ha of public open space, and c. 4,750sq.m of communal open space associated with proposed development.

The proposed development provides for (i) all associated site development works above and below ground, including surface water attenuation & an underground foul sewerage pumping station at the northern end of the site, (ii) public open spaces (c. 2.3Ha), (iii) communal open spaces (c. 4,750sq.m), (iv) hard & soft landscaping and boundary treatments, (v) surface car parking, (vi) bicycle parking, (vii) bin & bicycle storage, (viii) diversion of all existing overhead ESB lines underground, (ix) public lighting, and (x), plant / PV panels (M&E), utility services & 8 no. ESB sub-stations, all on an overall application site area of c.18.7Hha. In accordance with the South Dublin County Development Plan (2022-2028), an area of c.1.03Ha within the site is reserved as a future school site.

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

The proposed development must meet the requirements of the Building Control Amendment Regulations 2009, Part M of the Second Schedule to the Building Regulations, as amended (i.e. the requirements of Part M 2022, M1-M5, refer to Figure 1 below).

Part M 2022 came into operation on the 1st of January 2024, and the requirements must be followed subject to certain transitional arrangements. The requirements of Part M 2022 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.
Sanitary Facilities	M2	Adequate provision shall be made for people to approach and access an extension to a building.
Changing Places Toilet	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.
Non-Application of Part M	M4	Where sanitary facilities are provided in a building, or in a building that is to be extended, adequate provision shall be made for people to access and use a changing places toilet, having regard to the use and size of the building.
	M5	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 2022.

TGD M 2022 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 2022 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”.

3 Accessibility provisions incorporated into the design intent of the external routes & landscaped areas of the site

O'Herlihy Access Consultancy have been liaising with the design team during the planning stages of this project and are satisfied that the proposed site works will meet the requirements of Part M of the Second Schedule of the Building Regulations and consider a Universal Design Approach looking towards best practice as far as practicable. For example:

- A minimum 5% of the total amount of car parking spaces will be provided accessible car parking spaces are provided in line with TGD M 2022 requirements. These bays are designed to meet the guidance in Section 1.1.5 of TGD M 2010;
- The accessible car parking bays are also designed to meet the requirements of Part L 2022, in so far as it relates to the accessible electric parking bays. In this respect, the following design elements have also been incorporated on site:
 - 5% of the total recharging point provisions will be provided as an accessible car parking bay.
 - Additional 1,200mm access zones will be provided to the top of a perpendicular parking bay, or to the kerbside of a parallel parking bay.
 - The parking bays will be clearly marked with text indicating EV Charging which is visually contrasting with the surface of the bay.
 - Accessible recharging points will be provided with clear manoeuvring space of 1,850mm by 2,100mm in front of the charger.
- The various landscaped areas provided throughout the site are designed to meet the guidance in Section 1.1 of TGD M 2022 as far as practicable or exceed it where possible;
- All level access routes throughout the site are design to be no less than 1.5m wide with most areas achieving at least 2m in width;
- Due to the nature of the site, there is a large variation in height from one side of the site to the other. At least 1 No. designated route will be provided through the site that aligns with the requirements of Part M / TGD M 2022 in relation to level, sloped and ramped access to ensure that all users will be able to traverse and access as much of the development as possible;
- As far as practicable level routes have been provided across the site, however, there are a number of sloped areas which have been designed to be as shallow as possible. Gently sloped routes are provided to achieve a gradient of less than 1:20, while still achieving a large width;
- Where gently sloped routes cannot be achieved due to site specific conditions ramps have been provided with a max gradient of 1:12 over a short 2m distance. Where ramps are provided, they will be as shallow as possible and consideration for handrails will be incorporated into the design where it is practicable to do so.
- Stepped access routes are provided through the development in conjunction with level, sloped and ramped access routes. The stairs have been designed to meet the requirements of TGD M 2022 with consideration for:
 - Minimum clear widths of the stairs, risers between 150mm and 180mm, while goings of 300mm;

- Landings of 1.2m deep will be provided at the top and bottom of flights with intermediate landings where flights would exceed 1.5m in height;
- Tactile hazard warnings will be incorporated at top and bottom landings to aid in identification of the steps;
- Steps nosings will incorporate a contrasting strip on the nosing to indicate the extent of a step;
- Continuous handrails will be provided on both sides of a stairs, no more than 2m apart;
- Pedestrian crossings have been designed in accordance with latest best practice guidelines and will take note of "Good Practice Guidelines on Accessibility of Streetscapes" in the provision of tactile paving.
- Accessible access to all of the unique facilities has been considered and incorporated into the landscape design as far as practicable, for instance: access to playground facilities has been ensured, access to feature walks through landscaped areas, and other recreational facilities will be achieved.
- Adequate access routes are provided from all car parking facilities to the main entrances of the buildings & dwellings on site, with 1.8m by 1.8m level landings provided at all accessible building entrances and 1.2m by 1,2m level landings at all dwellings.

The Design Team notes that TGD M 2022 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 across the site as far as practicable within the specific site conditions and constraints.

It is noted that many of the above elements will need to be detailed further during the detailed design and construction phases of the project to ensure that they are appropriately integrated into all aspects of the external and landscape designs. The above outlines the accessible strategy and approach to the overall site development.

4 References

1. DEHLG (2000) Building Regulation, 2000 Technical Guidance Document M. Access for people with disabilities. Department of Environment, Heritage and Local Government, Dublin.
2. DEHLG (2010) Building Regulation, 2022 Technical Guidance Document M. Access and Use. Department of Environment, Heritage and Local Government, Dublin.
3. Access – improving the accessibility of Historic Buildings and Places published by the Department of Arts, Heritage and Gaeltacht.
4. Architectural Heritage Protection - Guidelines for Planning Authorities (2004) – Chapter 18 – Improving Access;
5. BSI (2018), BS8300-1: Design of an accessible and inclusive built environment, Part 1: External environment – Code of practice.
6. BSI (2018), BS8300-2: Design of an accessible and inclusive built environment, Part 2: Buildings – Code of practice.
7. NDA (2002), Building for Everyone. The National Disability Authority, Dublin.