GENERAL SPECIFICATION AND REQUIREMENTS:

Ramped Access Routes

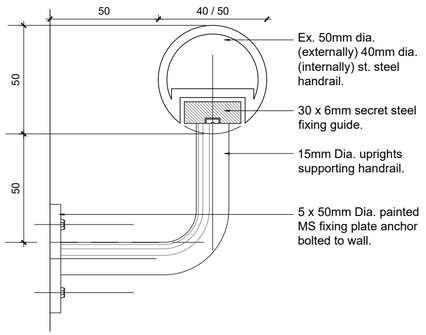
Ramp access used at the rear entrance to have the following minimum requirements:

(a) The minimum clear width between walls, upstands and kerbs is to be 1500mm
(b) Level landings to be provided between ramp flights in accordance with Table 1 and diag. 3 of TGD Part M 2010 and wherever a change in direction occurs.
(c) A level landing to be provided at the top and the bottom of each ramp and to be at least 1800 x 1800mm and clear of any door swings or other obstructions.
(d) The Intermediate landing of the ramp to be at least 1500mm long and clear of any obstructions as it is possible for wheelchair users to see from one end of the ramp to the other and the ramp is less than 3 flights long.
(e) the minimum unobstructed width between handrails is not to be less than 1200mm. Handrails, in accordance with 1.1.3.6 to be provided on both sides for people with restricted mobility that may be weaker on one side.
(f) edge protection is to be provided in the form of a 100mm high (minimum) upstand on the open side of the ramp and landing which visually contrasts with the surface of the ramp and landing as per 1.6.4 of TGD Part M 2010.
(g) the ramped access is to be clearly identifiable and not part of a wider ramped area.
(h) A stepped access route is to be provided to the existing rear entrance of the existing main building.
(i) No alternative means of access or platform lifts are required.

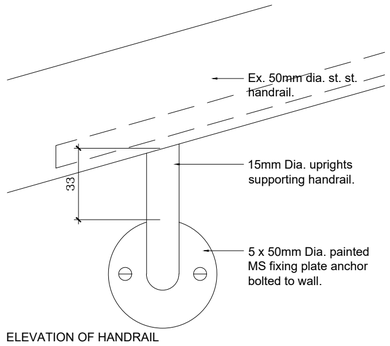
Handrails

The following guidance applies only to handrails on accessible access routes.
Where handrails are provided on ramps and stepped access routes (this does not apply to the existing steps at the existing main entrance which cannot be altered due to the architectural and historical significance of the steps):

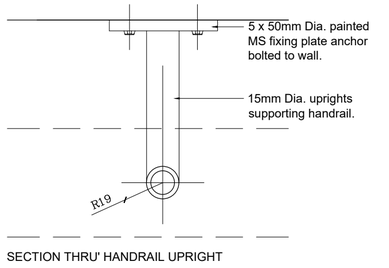
(a) The vertical height to the top of the upper handrail from the pitch line of the surface of a flight to be between 900mm and 1000mm, and from the surface of the landing to be between 900mm & 1100mm.
(b) Where there are two or more flights separated by a landing the handrails are to be continuous across flights and landings.
(c) The handrail to extend at least 300mm beyond the top and bottom of a ramped and stepped approach and terminate in a closed end which does not project into a route of travel. Handrails to be terminated in such a way that reduces the risk of clothing being caught.
(d) The background against which the handrails are seen to contrast visually without being highly reflective as per 1.6.4 of TGD Part M 2010.
(e) The profile of the handrail to be circular with diameter of between 40mm to 50mm.
(f) The handrail is not to protrude more than 100mm into the surface width of the access route.
(g) There is to be a clearance of at least 50mm between the handrail and the adjacent wall surface.
(h) There is to be a clearance of at least 50mm between a cranked support and the underside of the handrail. The handrail support to meet the handrail centrally on its underside.
(i) The handrails inner face to be located no more than 50mm beyond the surface width of the access route.
(j) Handrail fixings to be designed to meet the loading recommendations of I.S. EN 1991-1-1:2002.



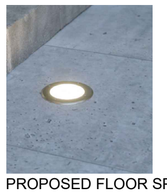
SECTION THRU' HANDRAIL



ELEVATION OF HANDRAIL



SECTION THRU' HANDRAIL UPRIGHT



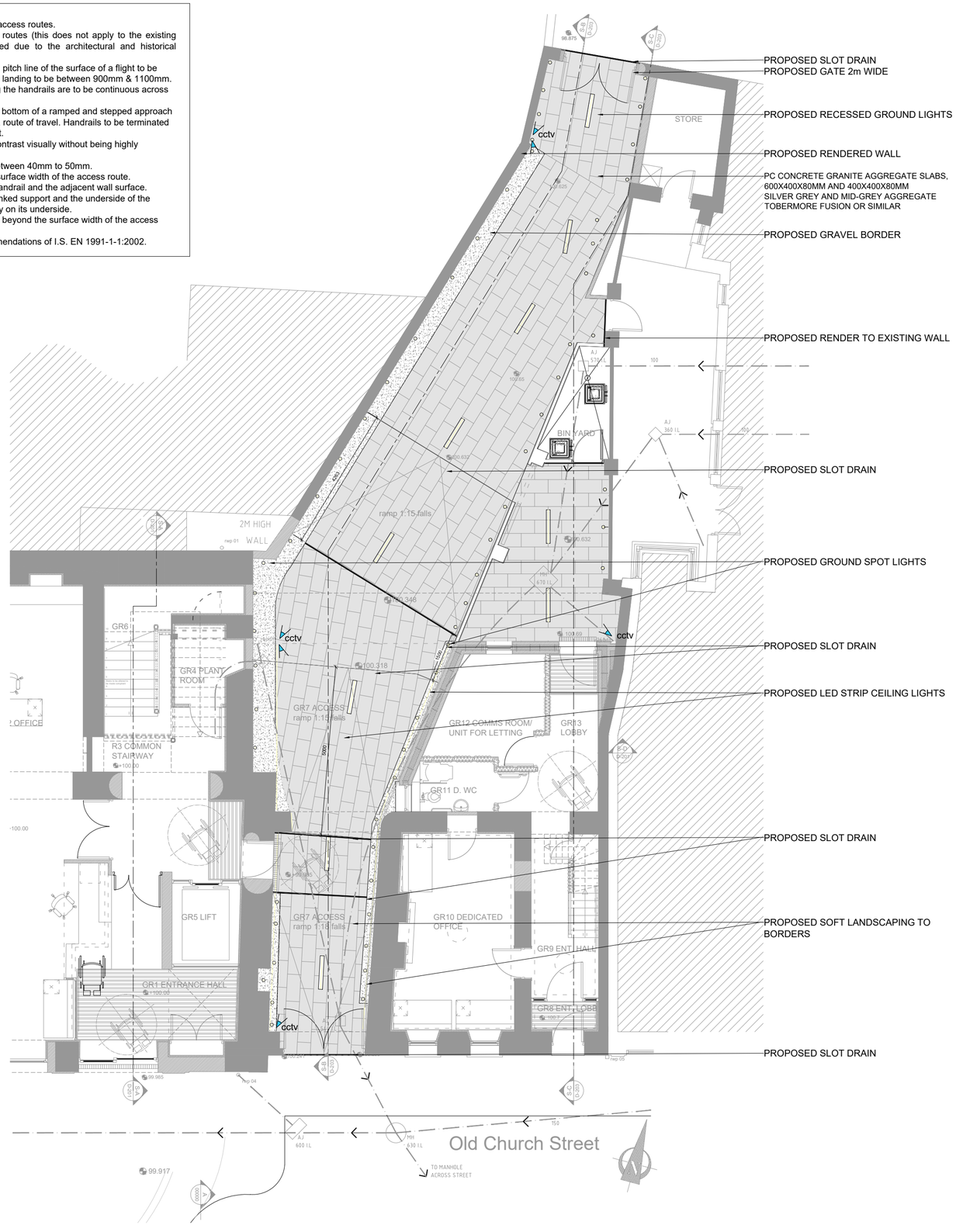
PROPOSED FLOOR SPOT LIGHTS

PROPOSED WALL UPLIGHTERS

PROPOSED CEILING STRIP LIGHTS

PROPOSED SLOT DRAIN
INTEGRATED WITHIN PAVING

PROPOSED FLOOR STRIP LIGHTS



1 LANDSCAPE PLAN
SCALE 1:100

NOTES

This drawing has been prepared for the following purpose only:

TENDER

It should not be used, nor information contained therein be relied upon, for any other purpose whatsoever.

All drawings to be read in conjunction with all other related documents and other consultants drawings and documentation. Architects to be informed immediately of any discrepancies before work proceeds.

DIMENSIONS

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Specification:

Revisions:

No:	Revision:	Date:

Drawing Title:

PROPOSED LANDSCAPE PLAN

Project:

CAHIR MARKET HOUSE
BUSINESS CENTRE
THE SQUARE,
CAHIR, CO. TIPPERARY

Client:

TIPPERARY CO. COUNCIL

Scale:	Drawing No.:	Rev:
1:100	1829-T-104	A
Drawn by:	**Checked by:**	**Date:**
SAG	ML	Nov 2021

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