

Building Lifecycle Report
Former Chivers Factory,
at Coolock Drive,
Dublin 17
D17 WP28

Platinum Land Ltd.
April 2019

Introduction

Planning Policy Context

The newly adopted Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (March 2018) provide unprecedented policy guidance on the operation and management of apartment developments with the stated aim of introducing certainty regarding their long-term management and maintenance structures. This certainty is to be provided via robust legal and financial arrangements supported by effective and appropriately resourced maintenance and operational regimes.

The Guidelines state that consideration of the long-term running costs and the eventual manner of compliance of the proposal with the Multi- Unit Developments Act, 2011 are matters which should now be considered as part of any assessment of a proposed apartment development to achieve this policy objective, planning applications for apartment developments now need to include a Building Lifecycle Report which, in turn, includes an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.

Section 6.13 of the Apartment Guidelines 2018 requires that apartment applications shall: *“include a building lifecycle report which in turn includes an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.”*

This Building Lifecycle Report document sets out to address the stated requirements of Section 6.13 as above.

Subject Site

The total site area (i.e. the land included in the planning application red line boundary) is located at Coolock Drive, Coolock, Dublin as shown in Figure 1 and comprises c. 3.86 hectares. The application site is split into two parts, namely the Former Chivers Factory site and land beyond this within the ownership of Dublin City Council.

The part of the site (i.e. 3.61 hectares) which is proposed for the residential development and support amenities is located within a predominantly residential area, with two storey housing to the west and north. The closest housing to the site is located on the opposite side of Coolock Drive to the west, c.28m from the site boundary.



Figure 1 - Site Location

To the south is a golf course, as well as an Aldi food store, which lies within a mixed-use retail site. To the east is a range of industrial units which form part of the Cadburys factory site. To the north east lies predominantly industrial buildings.

The existing context provides for a single access point along Coolock drive and numerous pedestrian access points on all boundaries. The site is centrally located with easy access to Dublin City Centre via public transport.

The site is located in close proximity to a range of existing amenities and public transport, which provides links to Dublin City Centre and other key locations. An overview of the proximity of

the amenities is shown below, and more detail is contained in the Social Infrastructure Audit (SIA) and Traffic and Transport Assessment (TTA) which accompany this SHD planning application.

Having considered the above, the subject site is considered to be opportunely located in the context of Dublin City with easy access to Dublin airport, the docklands and the greater Dublin Area. It is our view that this infill site is considered a key development site that has the potential to deliver on much sought after rental properties for the City of Dublin. The development also has the upside that it creates a new linear park along the Santry River.

Proposed Development

Platinum Land Ltd. intend to apply for permission for a strategic housing development at the Former Chivers Factory Site, Coolock Drive, Dublin 17. The current proposal seeks to provide the construction of a residential development comprising 495 build-to-let units.

This level of development is one which, based on a review of strategic planning policy and following extensive consultation with Dublin City Council, is appropriate for the subject site. We understand that there is a focus on the need to increase densities on brownfield sites and a number of measures need to be balanced in the context of the surrounding built context and residential properties. A review of these sometimes competing factors is provided in the attached planning report and statement of consistency.

An extract of the layout of the proposal is provided in the figure below for the convenience of the Planning Authority.



The proposal generally provides for the following:

The development will consist of the following phases of development:

- a) Phase 1 includes the demolition of all existing buildings, existing boundary fences, removal of existing trees, breaking up and crushing the existing hard standing area, excavation and all associated site works;
- b) Phase 2 includes the development of a basement, measuring c. 11,707 square metres to accommodate 181 car parking, 634 bicycle spaces and 16 motorbike spaces, plant rooms, bin storage, attenuation tanks and circulation;

- c) Phase 3 includes the redevelopment of the site to include:
- i. 495 no. build to rent residential units (comprising 61 no. studio, 150 no. 1 bedroom, 178 no. 2-bedroom, and 106 no. 3 bedroom apartments), residential support facilities, amenities and services in 4 no. blocks which comprise:
 - (i) Phase 3a – Block A1 – includes 98 build to rent units (comprising 16 no. studio, 33 no. 1 bedroom, 39 no. 2 bedroom, and 10 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including function room, with heights proposed as 6 no. storeys (19.175m above ground level), 9 no. storeys (27.8m above ground level) and 10 no. storeys (30.745m above ground level);
 - (ii) Phase 3b – Block A1 – includes 98 build to rent units (comprising 16 no. studio, 33 no. 1 bedroom, 39 no. 2 bedroom, and 10 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including function room, with heights proposed as 6 no. storeys (19.175m above ground level), 9 no. storeys (27.8m above ground level) and 10 no. storeys (30.745m above ground level);
 - (iii) Phase 3c) – Block B – includes 173 build to rent units (comprising 18 no. studio, 38 no. 1 bedroom, 54 no. 2-bedroom, and 63 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including Games Room, Dining Area, Study Hub, with heights proposed as 3 no. storeys (10.4m above ground level), 4 no. storeys (13.175m above ground level), 5 no. storeys (16.1m above ground level), 6 no. storeys (19.175m above ground level) and 7 no. storeys (21.95m above ground level);
 - (iv) Phase 3d– Block C – includes 126 build to rent units (comprising 11 no. studio, 46 no. 1 bedroom, 46 no. 2-bedroom, and 23 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including Homework Club, Communal Work Area with heights proposed as 3 no. storeys (10.4m above ground level), 4 no. storeys (13.175m above ground level), 5 no. storeys (16.1m above ground level), 6 no. storeys (19.175m above ground level) and 7 no. storeys (21.95m above ground level);
 - ii. Ground floor car parking (215 spaces) and bicycle parking (16 spaces);
 - iii. Service building including 1 no. creche, café and gym;
 - iv. All associated ancillary development works including drainage, 4 no. electricity substations, access and roads within the site, pavements, new boundary walls, fencing, public open space, communal amenity space, tree planting, vehicle and pedestrian access and all associated site works.
- d) Phase 4 - Highway and pedestrian improvements including:

- i. Upgrading of the site and signals at the junction of Coolock Drive and Oscar Traynor Road;*
- ii. Provision of a signalised pedestrian crossing to the south of the site entrance on Coolock Drive; and*
- iii. Provision of a signalised pedestrian crossing at the proposed pedestrian entrance to the park off Greencastle Road.*

The development will include the following residential amenities:

- Private Balconies
- Shared outdoor facilities
- Gym and outside exercise area
- Playground
- Dining rooms
- Kitchen facilities
- Large Function Room
- Small Function Rooms

We refer the Board to enclosed drawings and Architectural design Statement prepared by Plus Architecture for further details on this scheme.

Assessment of Long Term Running and Maintenance Costs

The applicants have considered the long term running and maintenance costs for future residents from the outset of the design process with a view to managing and minimising unreasonable expenditure on a per residential unit basis. This exercise was informed by previous residential projects together with a consideration of the changes in standards arising from the new apartment guidelines.

It is worth noting that this proposal is a 'build-to-let' scheme with all the units including the Part V Social Housing units being rented. With the build-to-let principle in place, it is intended that property and management costs will be absorbed into the rental value of each of the properties and an annual maintenance/management fee will not directly apply. This is acknowledged in Section 6.15 of the Design Standards for New Apartments, which states:

"Build-To-Rent and Shared Accommodation schemes, where there is a commercial entity owning, or operating and maintaining the development, may by their nature have different arrangements and obligations. Planning authorities should provide planning conditions for such developments which ensure the provision of appropriate management and maintenance structures including for the scenario where the BTR nature of a development is altered following specified period under SPPR 7(a) above."

Notwithstanding the above circumstances, whereby it is most likely that a single commercial entity will own and operate the development, we have set out a number of measures below to reduce overall costs for the ongoing maintenance of the development. It is the business plan that the management of the units will be paid and undertaken by the owner of the entire development and will not be passed on separately to the tenants but rather included in the rent.

Lease Structure

The applicants plan is to offer the units on leases of 1, 2, 5 and 10 years. This is felt will allow people to manage their lives and live in rented accommodation without the fear of having to move regularly. This is hoped would allow a better sense of community and less transient tenants.

Property Management Company and Owners Management Company

A Property Management Company will be engaged at an early stage of the development to ensure that all property management functions are dealt with for the development and that the maintenance and running costs of the development's common areas are kept within agreed budgets. The Property Management Company will enter into a contract directly with the Owner's Management Company for the ongoing management of the completed development (it is intended that this contract will be annually reviewed in the form prescribed by the PSRA).

The Property Management Company will also have the following responsibilities for the apartment development once completed:

- On site management and security
- Timely remediation of any issues or maintenance issues
- Preparation of annual service charge budget for the development's common areas;
- Apportioning of the Annual operational charges in line with the Multi Unit Development (MUD) Act (equitable division);
- Engagement of independent legal representation on behalf of the OMC in keeping with the MUD Act - including completion of Developer OMC Agreement and transfer of the common areas;
- Estate Management / Third Party Contractors Procurement and Management;
- OMC Reporting / Accounting Services /Corporate Services /Insurance Management;
- After Hours Services and Staff Administration.

Budget

The Property Management Company will have a number of key responsibilities most notably, the compiling of the service charge budget for the development for agreement with the Owners Management Company.

In accordance with the Multi Unit Developments Act 2011 ("MUD" Act), the service charge budget typically covers items such as cleaning, landscaping, refuse management, utility bills, insurance, maintenance of mechanical/electrical lifts/ life safety systems, security, property management fee, within the development common areas.

This service charge budget also includes an allowance for a Sinking Fund and this allowance is determined following the review of the Building Investment Fund (BIF) report prepared by for the OMC.

The BIF report once adopted by the Owners Management Company, determines an adequate estimated annual cost provision requirement based on the needs of the development over a - year cycle period. The BIF report will identify those works which are necessary to maintain, repair, and enhance the premises over the 30 year life cycle period, as required by the Multi Unit Development Act 2011. In line with the requirements of the MUD Act, the members of the OMC will determine and agree each year at a General Meeting of the members, the contribution to be made to the Sinking Fund, having regard to the BIF report produced.

Notwithstanding the above, it should be noted that the detail associated with each element heading in the BIF report, can only be determined after detailed design and the procurement and construction of the development.

Cost Management and Reduction Measures

The on site management and staff will ensure best practice and the development is run in an efficient manner, with standards maintained. The cost of running the development and maintaining both facilities and services will be paid by the management company and it is not expected these costs will be passed on to residents. Thus it is in the businesses interests to maintain the development to ensure a low vacancy level and to ensure rental levels are maintained.

To reduce and manage costs the following measures will be taken:

- On site management
- On site maintenance staff
- Preventative maintenance
- Constant programme of refurbishment and repair
- Low maintenance gardens and shrubs
- Economic rental of facilities to outside bodies
- Efficient heating and electrical fittings
- Environmentally friendly practices to utilise renewable and efficient energy use

The above measures will allow for a building that is sustainable and efficient in its use and maintenance.

Building Treatments, Materials and Finishes

The practical implementation of the Design and Material principles has informed design of building facades, internal layouts and detailing of the proposed apartment buildings. Therefore, the apartment guidelines' cognisance of long term maintenance and running costs for future residents is very welcome – i.e. materials that require less maintenance and are easier to repair are not always considered acceptable to planning authorities – e.g. the use of PVC windows versus hard wood windows.

The applicant has reviewed the building materials proposed for use on the block elevations and in the public realm and based on our experience of comparative schemes, the proposed materials achieve a durable standard of quality that will not need regular fabric replacement or maintenance outside general day to day care. The choice of high quality and long-lasting materials such as the hardscape in the public realm that is proposed will contribute to lower maintenance costs for future residents and occupiers.

It is envisaged that there will also be a sinking fund allowance to account for any major works that may be required into the future. The level of this sinking fund will be guided by the 10 year PPM strategy.

Buildings The proposed apartment buildings are designed in accordance with the Building Regulations, in particular Part D 'Materials and Workmanship', which includes all elements of the construction. The Design Principles and Specification are	Benefit to Residents Future residents will benefit from sufficient space, within both public and communal areas
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applied to both the apartment units and the common parts of the building and specific measures taken include:	
Proposed Measure	
Direct sunlight to public open space	Avoids artificial lighting requirements
Natural ventilation to circulation areas	Avoids need for mechanical ventilation systems and associated maintenance costs
Natural Ventilation of part underground car park	Reduces costly mechanical ventilation systems and associated maintenance costs More efficient and cost effective
Central Heating system	
External paved and landscaped areas Low maintenance facilities and amenities	Low Maintenance Costs Allows for the facilities to remain in good condition, their use to be viable
Roof construction includes green roofs	Minimises ongoing maintenance costs and aids with SUDS provisions on site
On site management and security	Allows the site to be managed and the quality to be maintained

Construction Methodology

The structural scheme for the proposed building consists of concrete frame construction with brick outer leaf, finished in brick/ zinc/ concrete cladding panels. Cantilevered supported balcony systems with glass balustrade. Sedum/ green roof system are proposed on a tapered insulation designed to falls on the concrete slab. Naturally ventilated basement car park extends to approximately 30% of the site area, and is accessed from within the site.

Material Specification

Consideration is given to the requirements of Building Regulations in relation to durability and design life. The common parts of the building blocks are designed to incorporate the guidance, best practice principles to ensure that the long term durability and maintenance of materials is an integral part of the design and specifications of the proposed development.

The use of brickwork with stone detailing is proposed on the external of the buildings. These will require no on-going maintenance or associated costs. A sample of the type of brickwork is in the design and access statement.

The use of factory finished windows and doors and glass balustrade balconies will also reduce ongoing maintenance costs.

Landscaping

The proposed development features courtyard spaces of varying character and function and a large linear park to the north of the site along the Santry River. The amenity spaces are largely accessible to everyone though are purposely not general thoroughfares.

Over 30 percent of the site is dedicated open space with uses including parkland, riverside amenity, playground, café, exercise and recreation.

Overall the site layout and design are put together to provide generous and high quality mature landscaping, with hard and soft landscaping proposed at ground floor level to provide for pedestrian priority at this level. The natural attenuation provided by the proposed landscaping is the preferable maintenance arrangement for the development and is a positive enhancement for the river.

Green roofs are provided throughout will aid in the SUDS strategy for the site and resulting in fewer elements that would require ongoing maintenance and/or repair.

Use of robust high quality paving materials such as exposed aggregate concrete is intended to provide materials that reduce the need for ongoing maintenance costs. Other materials such as for play, seating, fencing etc. are sustainable and robust material types that are designed to reduce the frequency and need for maintenance.

Please refer to the attached landscape plan by Ait Landscape Architects for full details in relation to the proposed landscape treatments at the subject site.

A number of private waste management contractors operate in the area and currently provide a comprehensive waste recycling and disposal service including a multi bin collection system including the collection of recyclable and non-recyclable waste. The typical Building Standards treatment of waste hierarchy will be adopted in the proposed scheme.

Storage of non-recyclable waste and recyclable household waste will form part of a domestic waste management strategy. This will include a distinction between grey, brown and green bins and a competitive tender for waste management collection that will help to reduce potential waste management charges. A detailed waste management plan will be agreed between the final operator of this build to let scheme and the Local authority. This can be done by way of planning condition as part of any grant of permission.

Human Health and Wellbeing

The design, separation distances and layout of the apartment blocks are designed to optimize the ingress of natural daylight and sunlight to the proposed units reducing the reliance on artificial lighting and associated costs;

The scheme is designed to incorporate passive surveillance to reduce potential security management costs;

All units will comply with the accessibility requirements as included in the building regulations, which will reduce the costs associated with later adaptation, potentially necessitated by future residents' circumstances;

Good quality amenity space provided to promote health and wellbeing and provide opportunities to reduce health costs.

Residential Management

The management of the property will be ultimately be the responsibility of the owners and operators of this build to let scheme. Consideration has been given to ensuring tenants have a clear understanding of the property which they will rent and the following will be provided at a minimum to ensure homeowners have a clear understanding of their property. Tenant packs will be provided to new residents which will include a homeowners manual to provide information to purchasers in relation to their new property. This pack will typically include details of the property such as information in relation to connection with utilities and communication providers, contact details for all relevant suppliers and instructions for the use of any appliances and devices in the property.

A resident's pack prepared by the operational management company will also be provided and will include information on contact details for the managing agent, emergency contact details, transport links and a clear set of rules and regulations for tenants of the property. This will ensure residents are appropriately informed, so any issues can be addressed in a timely and efficient manner and ensure the successful operation of this build to let scheme.

Energy and Carbon Emissions

The following section provides an outline of the energy measures that are planned for the proposed units to assist in reducing costs for the occupants. The best practices have been adopted to reduce the carbon footprint but also to reduce the running costs. The standards we are proposing rely on increased insulation and exceeding all regulations.

The energy consumed by each apartment is measured and billed individually based on electronically collected data. A standing charge for management / maintenance of the system also applies. In the event a unit is not paying the bill a set of valves located in the riser can be shut to stop heat going to the unit.

Photovoltaic (PV) will be utilised to meet the remainder of the Part L requirements in accordance with nearly zero energy buildings. This will be roof mounted across the development and integrated to the roof designs. The central plant & landlord electrical load shall have the associated PV directly connected to its consumer board to reduce the running costs at source.

Internal Space Heating

Each unit shall have two heating zones, the first zone will be the main open plan kitchen / living room and the second zone will be the bedrooms.

Individual temperature control measures will aid with residents reducing costs associated with running the apartment.

Transport and Accessibility

The subject site is ideally located to maximise the use of public transport and sustainable transport modes and reduce the reliance on the private car. Car parking numbers have been reduced in line with strategic policy, which will assist in reducing carbon emissions and remove car operating costs for residents.

The site is adjacent to a bus stop and the more frequent bus service on the Malahide Rd is 5 minutes away. The availability, proximity and ease of access to high quality public transport services contributes to reducing the reliance on the private motor vehicle for all journey types. The proximity and frequency served by the local bus service enhance the accessibility levels of the proposed residential development in addition to providing a viable and practical sustainable alternative to journeys undertaken by the private car.

Bicycle parking spaces are provided within the scheme at both basement and courtyard level for residents and visitors alike. This is in line with new apartment design guidelines and promotes

Sustainable transport modes. This level of bike parking will promote the uptake of cycling and reduce the reliance on the private car with knock on reductions in carbon emissions and use of fossil fuels.

Car sharing parking spaces are proposed at basement level. This will be subject to further agreement with the operational management company. This will further reduce the need for individual private cars at the scheme and can be utilised for occasional use by residents.

Conclusion

We ask that the Planning Authority to consider the above points in relation to the building lifecycle.

The building is to be constructed with durable and sustainable building materials that will enhance the resilience of the proposed development and reduce maintenance costs for residents over time.

Having considered all of the above, we trust that the Planning Authority will take a positive view in relation to this lifecycle report in the context of section 6.13 of the 'Design Standards for New Apartments' and look forward to the decision of the Board in relation to this and associated reports submitted as part of this planning application.