OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

A609: SANDFORD ROAD

ENERGY & SUSTAINABILITY REPORT

For

Sandford Living Ltd.

10 December 2025

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client, Sandford Living Ltd.. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No: A609	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	A609	OCSC	XX	XX	RP	YS	0002	S4	P04

Rev.	Status	Authors	Checked	Authorised	Issue Date
P01	For Comment	EH	AN	PMcV	28/11/2025
P02	For Comment	EH	AN	PMcV	1/12/2025
P03	For Submission	EH	AN	PMcV	4/12/2025
P04	For Submission	EH	AN	PMcV	10/12/2025

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 EXECUTIVE SUMMARY

This document provides an overview of how the project intends to integrate sustainability as a key strategy into the development's design. The report focuses on the performance targets required by the Building Regulations Part L – Conservation of Fuel and Energy and what energy measures are needed to ensure compliance. Furthermore, a Building Energy Rating (BER) of A2/A3 has been targeted throughout.

The following document sets out the energy design approach that requires the design to initially focus on an energy demand reduction. This will primarily be through passive strategies such as an energy efficient envelope, which in turn reduces the demands relating to items such as HVAC and renewable energy systems. This initial approach in reducing the energy demand significantly aids the project in obtaining the desired energy goals while reducing running costs. Performance criteria relating to the development's building envelope are set out within this document.

The energy systems design must also focus on specifying energy efficient equipment to ensure the day to day running of the energy systems are optimised to further enhance energy savings and related energy cost. Specifications relating to efficient heating, cooling, lighting and auxiliary equipment are also set out in this document.

This report confirms that if the energy and sustainability strategy is successfully implemented, the proposed Sandford Road development will achieve all energy and sustainability targets.

2 INTRODUCTION

The purpose of this report is to identify the energy efficiency measures associated with the design, construction, ongoing management, and maintenance of the proposed Sandford Road development located at Milltown Park, Sandford Road, Dublin 6.

The proposed residential aspects of the development will comply with Part L 2022 (Dwellings), and Part L 2022 (Buildings Other Than Dwellings) for non-residential areas. As part of the development's efforts to further reduce energy consumption, the project is targeting a minimum A3 BER (Building Energy Rating) across the development.

Extensive work has been carried out to develop a balanced design approach to achieve these onerous targets with a number of sustainable features being incorporated into the design from the early stages.

Table 1: Energy Performance Targets

Standard / Rating	Mandatory	Target
Part L Residential	Yes	2022 (Dwellings)
Part L Non-residential	Yes	2022 (Buildings Other Than Dwellings)
BER Residential	Yes	A3
BER Non-residential	Yes	A3 minimum

The following sections identify a range of energy efficient measures that have been considered for the proposed Sandford Road development.

3 PROPOSED DEVELOPMENT

Sandford Living Limited intend to apply for permission for a Large-Scale Residential Development at a c. 4.26 hectare site at Milltown Park, Sandford Road, Dublin 6, D06 V9K7. Works are also proposed on Milltown Road and Sandford Road to facilitate access to the development including improvements to pedestrian facilities on an area of c. 0.16 hectares. The development's surface water drainage network shall discharge from the site via a proposed 300mm diameter pipe along Milltown Road through the junction of Milltown Road / Sandford Road prior to outfalling to the existing drainage network on Eglinton Road (approximately 200 metres from the Sandford Road / Eglinton Road junction), with these works incorporating an area of c. 0.32 hectares. The development site area, road works and drainage works areas will provide a total application site area of c. 4.74 hectares.

The development will principally consist of: the demolition of c. 4,847.5 sq m of existing structures on site including Milltown Park House (880 sq m), Milltown Park House Rear Extension (2,031 sq m), the Finlay Wing (622 sq m), the Archive (1,240 sq m) and the Link Building between Tabor House and Milltown Park House Rear Extension to the front of the Chapel (74.5 sq m); the refurbishment and reuse of Tabor House (1,575 sq m) and the Chapel (768 sq m) and the provision of a single storey glass entrance lobby to the front and side of the Chapel (52 sq m); and the provision of 562 No. residential units comprising 6 No. three-bed courtyard houses and 556 No. apartment units (70 No. studios, 176 No. one-bed units, 267 No. two-bed units and 43 No. three-bed units).

Block A1 will range in height from 5 No. storeys to 8 No. storeys and will comprise 81 No. apartment units; Block A2 will range in height from 6 No. storeys to 8 No. storeys and will comprise 139 No. apartment units; Block B will range in height from 3 No. to 7 No. storeys and will comprise 74 No. apartment units; Block C will range in height from 4 No. storeys to 7 No. storeys and will comprise 151 No. apartment units; Block D will range in height from 3 No. storeys to 5 No. storeys and will comprise 30 No. apartment units; Block E will be 2 No. storeys in height and will comprise 6 No. courtyard type houses; and Block F will range in height from 5 No. storeys to 7 No. storeys and will comprise 81 No. apartment units.

The development also includes the provision of: cultural/community space within Tabor House (4 No. storeys including lower ground floor level) and the Chapel (2 No. storeys including lower ground floor level and mezzanine level) (1,698 sq m) with associated outdoor space (248 sq m); a café/restaurant (179 sq m) and a creche (375 sq m) within Block F with associated outdoor creche play area; ancillary residents' amenities and

facilities (324 sq m) within Blocks B & C; and a single storey bin store and substation adjacent to Block F (101 sq m).

The development also provides a new access from Milltown Road (which will be the principal vehicular entrance to the site) in addition to utilising and upgrading the existing access from Sandford Road as a secondary access principally for deliveries, emergencies and taxis; new pedestrian access points; pedestrian/bicycle connections through the site; 319 No. car parking spaces (288 No. at basement level and 31 No. at surface level); set down area for deliveries; bicycle parking; 22 No. motorcycle spaces; bin storage; boundary treatments; private balconies and terraces facing all directions; hard and soft landscaping including public open space and communal open space; green/blue roofs; PV panels; substations; lighting; plant; lift cores and overruns; and all other associated site works above and below ground.

The proposed development has a gross floor space of c.50,196 sq m above ground level over a partial basement (under part of Blocks A1 and A2 and under Blocks B and C) measuring c. 10,550 sq m, which includes parking spaces, bin storage, bike storage and plant.

Figure 1: Proposed Site Plan

4 DUBLIN CITY DEVELOPMENT PLAN 2022-2028

The Dublin City Development Plan 2022 – 2028 adopted on 2nd November 2022 and came into effect on 5th December 2022. The Plan sets out how the city will develop to meet the needs of all residents, workers and visitors, not only for the six-year life of the plan, but for the long term.

'The plan guides future growth and development, and provides the overall strategy to achieve proper planning and sustainable development, through a range of policies and objectives.'

This report aims to address how the proposed Sandford Road will support the target of reducing energy-related GHG emissions by 51% by 2030, as set out in the Climate Action Plan 2025, the Dublin City Council Climate Action Plan, and the climate action principles outlined in the National Planning Framework (NPF) 1st Revision (2025) and the Regional Spatial and Economic Strategy (RSES).

The proposed Sandford Road will comply with the following stipulations outlined in the Dublin City Development Plan 2022-2028.

4.1.1 POLICY CA1 - NATIONAL CLIMATE ACTION POLICY

'To support the implementation of national objectives on climate change including the 'Climate Action Plan 2021: Securing Our Future' (including any subsequent updates to or replacement thereof), the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation'

Due to its publication date, this policy does not reference the most up-to-date Climate Action Plan and National Adaptation Framework. However, clarifications on how the development has considered the most recent documents have been provided where necessary.

4.1.2 POLICY CA2 - MITIGATION AND ADAPTATION

'To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'

A list of mitigation and adaption measures will be implemented as per this policy. The mitigation measures include ensuring a minimum A3 BER rating, high-performance insulation, utilising passive design techniques, maximising natural ventilation strategies and increasing renewable energy generation. The adaptation measures will include the use of Sustainable Drainage Systems (SuDS), as well as exploring green and blue roof and rainwater harvesting.

4.1.3 POLICY CA3 – CLIMATE RESILIENT SETTLEMENT PATTERNS, URBAN FORMS AND MOBILITY

'To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019

Even though, the above policy outlined in Chapter 3: Climate Action does not reference the updated National Planning Framework 1st Revision (2025), this policy is aligned with it, and the goal of enabling a national transition to a competitive low carbon, climate resilient and environmentally sustainable economy by 2050.

The proposed development has been designed with a focus on compact urban growth, encouraging mixed-use development and avoiding urban sprawl. The design emphasises the reduction of energy consumption and carbon emissions through efficient land use, passive design principles, Part L compliance, renewable energy generation through PV, and the inclusion of green/blue roof elements, where feasible. Furthermore, the development supports sustainable mobility by enhancing public transport accessibility and improving cycling and walking infrastructure, while also accommodating electric vehicle infrastructure.

4.1.4 POLICY CA6 – RETROFITTING AND REUSE OF EXISTING BUILDINGS

'To promote and support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction, where possible.'

The retrofitting and reuse of Tabor House and the Chapel will be prioritised as part of the development's commitment to minimising waste and reducing emissions that contribute to climate change. Where retention has not been feasible, a demolition justification report has been provided to demonstrate the necessity and to ensure compliance with sustainable development principles.

4.1.5 POLICY CA7 – ENERGY EFFICIENY IN EXISTING BUILDINGS

'To support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro-fitting of appropriate energy efficiency measures in the existing building stock, and to actively retrofit Dublin Council housing stock to a B2 Building Energy Rating (BER) in line with the Government's Housing for All Plan retrofit targets for 2030.'

The proposed development will incorporate low carbon energy and heating solutions for existing structures, aiming to achieve the lowest energy consumption that is technically, environmentally, and economically feasible. Please refer to Section 9.2 below for more information.

4.1.6 POLICY CA8 CLIMATE MITIGATION ACTIONS IN THE BUILT ENVIRONMENT

'Promote low carbon development within the County which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation. New development should generally demonstrate/provide for:

(a) Building layout and design which maximises daylight, natural ventilation, active transport and public transport use;
(b) Sustainable building/services/site design to maximise energy efficiency;
(c) Sensitive energy efficiency improvements to existing buildings;
(d) Energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments;
(e) On-site renewable energy infrastructure and renewable energy;
(f) Minimising the generation of site and construction waste and maximising reuse or recycling;
(g) The use of construction materials that have low to zero embodied energy and CO_2 emissions; and'
(h) Connection to (existing and planned) decentralised energy networks including the Dublin District Heating System where feasible.

As outlined in Section 9, high-efficiency façade elements and systems will be incorporated into the proposed development, with these systems designed to significantly reduce energy demand and operational carbon emissions, achieving a minimum A3 BER for new buildings.

In addition to reducing energy consumption, the development will also contribute to renewable energy generation **through PV panels** on the rooftops of selected buildings, further reducing the overall carbon footprint of the development.

For further details on how the proposed development will maximise daylight, natural ventilation, and support sustainable travel modes such as walking and cycling, please refer to the **Daylight and Overheating Report and the Mobility Management Plan**.

4.1.7 POLICY CA9 CLIMATE ADAPTATION ACTIONS IN THE BUILT ENVIRONMENT

'Development proposals should demonstrate sustainable design principles for new buildings/ services/ site. The Council will promote and support development which is resilient to climate change. This would include:

(a) Measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;
(b) Ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings;
(c) Minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);
(d) Reducing flood risk, damage to property from extreme events– residential, public and commercial;
(e) Reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;
(f) Promoting, developing and protecting biodiversity and green infrastructure.

The proposed development will incorporate a range of climate resilience and sustainability measures to address risks associated with climate change and to support a healthy urban environment, these measures

include: Green/ blue roof, natural resources, orientation, passive solar, water efficient fixtures, SuDS and permeable paving.

Further details regarding the implementation of green and blue roofs, rainwater harvesting systems, SuDS, and flood risk minimisation measures are provided in the **Landscape Design Statement and SuDS Report, Flood Risk Assessment & Engineering Services Report**.

4.1.8 POLICY CA10 CLIMATE ACTION ENERGY STATEMENTS

'All new developments involving 30 residential units and/or more than 1,000sq.m. of commercial floor space, or as otherwise required by the Planning Authority, will be required to submit a Climate Action Energy Statement as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.'

This Climate Action Energy Statement will be submitted for the proposed development. This statement demonstrates how an energy hierarchy plan (see section 9) will be implemented and low carbon energy and heating solutions such as **Air Source Heat Pumps (ASHP) and Exhaust Air Heat Pump (EAHP)** will be integrated into the proposed design for the development.

4.1.9 POLICY CA11 ENERGY FROM RENEWABLE SOURCES

'To support, encourage and facilitate the production of energy from renewable sources, such as from solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating/cooling systems, and any other renewable energy sources, subject to normal planning and environmental considerations.'

The proposed development will support, encourage, and facilitate the generation of renewable energy by incorporating heat pump technologies, as well as utilising solar power as part of the development design strategy.

4.1.10 POLICY SC13 GREEN INFRASTRUCTURE

'To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.'

The landscape design will be developed to create spaces that promote human well-being, while also integrating pedestrian and cycle routes, reinforcing the development's commitment to sustainability. For further details, please refer to the **Landscape Design Statement**.

4.1.11 POLICY CA22 DUBLIN REGION ENERGY MASTERPLAN

'To support, encourage and facilitate the preparation of the Dublin Region Energy Masterplan by Codema and to support its implementation in conjunction with neighbouring Dublin local authorities, Dublin Metropolitan CARO and other relevant stakeholders.'

The proposed development is aligned with the Dublin Region Energy Masterplan, as it maximises on-site solar energy and improves energy efficiency by targeting an A3 BER for new buildings.

4.1.12 POLICY CA23 – THE CIRCULAR ECONOMY

'To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National using-less/ Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023.'

The proposed development will contribute to Ireland's transition to a circular economy by prioritising sustainable construction practices. This includes the careful selection of low-impact materials (refer to section 10), minimising waste generation through the adaptive reuse and retrofit of existing buildings where feasible, and promoting the reuse, recycling, and correct segregation of materials to avoid landfill disposal. These measures will support a closed-loop resource system and enhance the proposed development's environmental performance.

4.1.13 POLICY CA24 – WASTE MANAGEMENT PLANS FOR CONSTRUCTION AND DEMOLITION PROJECTS

'To have regard to existing Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects as well as any future updates to these guidelines in order to ensure the consistent application of planning requirements.'

The proposed development will implement a Resource Waste Management Plan & Operational Waste Management Plan.

4.1.14 POLICY BHA21 – RETROFITTING SUSTAINABILITY MEASURES

'To have regard to the Department of Environment, Heritage and Local Government's publication on Energy Efficiency in Traditional Buildings (2010) and the Irish Standard IS EN 16883:2017 Conservation of Cultural Heritage- Guidelines for Improving the Energy Performance of Historic Buildings (2017) and any future updates or advisory documents in assessing proposed works on heritage buildings.'

The proposed development aims to enhance the energy efficiency of the existing structures while preserving their historical, architectural, and cultural significance. All upgrades will be carried out with sensitivity to the original fabric and character of the buildings, ensuring that the highest possible energy performance is achieved in a manner that is technically, environmentally, and economically feasible.

4.1.15 POLICY BHA24 – REUSE AND REFURBISHMENT OF HISTORIC BUILDINGS

'Dublin City Council will positively encourage and facilitate the careful refurbishment of the historic built environment for sustainable and economically viable uses and support the implementation of the National Policy on Architecture as it relates to historic buildings, streetscapes, towns and villages, by ensuring the

delivery of high quality architecture and quality place-making, and by demonstrating best practice in the care and maintenance of historic properties in public ownership.'

The proposed development will promote the careful refurbishment of the existing structures for residential, community, and cultural uses. This approach prioritises the conservation of streetscapes and urban fabric, adheres to best practices in the care and maintenance of heritage assets, and ensures that architectural integrity and cultural value are preserved for future generations.

4.1.16 POLICY CA25 - ELECTRIC VEHICLES

'To ensure that sufficient charging points and rapid charging infrastructure are provided on existing streets and in new developments subject to appropriate design, siting and built heritage considerations and having regard to the Planning and Development Regulations (2001) as amended, which have been updated to include EV vehicle charging point installation.'

The proposed development will comply with Part L (2022) requirements regarding electric vehicle charging and will provide functional EV charging infrastructure for a minimum of 50% of all car parking spaces, as outlined in Section 10.7 of this report.

4.1.17 POLICY CA28 – SUSTAINABLE WASTE MANAGEMENT

'To prevent and minimise waste generation and disposal, and to prioritise prevention, recycling, preparation for reuse and recovery in order to develop Dublin as a circular city and safeguard against environmental pollution'

The proposed development will prioritise waste prevention trough the refurbishment of existing structures where feasible. By implementing the Resource Waste Management Plan & Operational Waste Management Plan, the project will minimise waste generation and promote reuse and recycling at every stage. These measures will help safeguard against environmental pollution and support the transition to a more sustainable built environment.

5 PART L CONSERVATION OF FUEL AND ENERGY - DWELLINGS

5.1 PART L 2022 (DWELLINGS)

Part L 2022 (Dwellings) of the Technical Guidance Document has been issued by the Minister for Housing, Local Government and Heritage. This document is the new standard for dwellings constructed after 25th October 2022.

The Part L 2022 (Dwellings) regulations set energy performance requirements to achieve Nearly Zero Energy Buildings performance as required by Article 4 (1) of the Directive for new buildings.

The definition of Nearly Zero Energy Buildings is defined as:

> *"'Nearly zero-energy building' means a building that has a very high energy performance, as defined in Annex 1. The nearly zero or very low amount of energy required should be covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced on-site or nearby".*

In line with the requirements detailed within the Technical Guidance Document, renewable energy technologies are defined as technologies that derive their energy directly from a renewable energy source, such as:

- Solar Photo-Voltaic Systems;
- Solar Thermal System;
- CHP Units (Combined Heat & Power);
- Heat Pumps (Minimum COP of 2.5).

6 PART L CONSERVATION OF FUEL AND ENERGY - BUILDINGS OTHER THAN DWELLINGS

6.1 LOCATION OF NON-RESIDENTIAL ASPECTS OF THE DEVELOPMENT

The non-residential aspects of the development will consist of cultural/community space within Tabor House (4 No. storeys including lower ground floor level) and the Chapel (2 No. storeys including lower ground floor level and mezzanine level) (1,698 sq m) with associated outdoor space (248 sq m); a café/restaurant (154 sq m) and a creche (350 sq m) within Block F with associated outdoor creche play area; ancillary residents' amenities and facilities within Blocks B & C; and a single storey bin store and substation adjacent to Block F (101 sq m).

6.2 PART L 2022 (BUILDINGS OTHER THAN DWELLINGS)

The Part L 2022 (Buildings Other Than Dwellings) Building Regulations is the new standard for all buildings other than dwellings constructed after 25th October 2022. The Part L 2022 (Buildings Other Than Dwellings) regulations set energy performance requirements to achieve Nearly Zero Energy Buildings performance as required by Article 4 (1) of the Directive for new buildings.

For new buildings other than dwellings, the Part L 2022 (NZEB) 'L1' requirements shall be met by:

a) providing that the energy performance of the building is such as to limit the calculated primary energy consumption and related Carbon Dioxide (CO_2) emissions to a Nearly Zero Energy Building level insofar as is reasonably practicable, when both energy consumption and Carbon Dioxide emissions are calculated using the Non-domestic Energy Assessment Procedure (NEAP) published by Sustainable Energy Authority of Ireland (1.0 for EPC and 1.15 for CPC);

b) providing that, the nearly zero or very low amount of energy required is covered to a very significant extent by energy from renewable sources produced on-site or nearby;

c) limiting the heat loss and, where appropriate, availing of the heat gains through the fabric of the building;

d) providing and commissioning energy efficient space heating and cooling systems, heating and cooling equipment, water heating systems, and ventilation systems, with effective controls;

e) ensuring that the building is appropriately designed to limit need for cooling and, where air-conditioning or mechanical ventilation is installed, that installed systems are energy efficient, appropriately sized and adequately controlled;

f) limiting the heat loss from pipes, ducts and vessels used for the transport or storage of heated water or air;

g) limiting the heat gains by chilled water and refrigerant vessels, and by pipes and ducts that serve air conditioning systems;

h) providing energy efficient artificial lighting systems and adequate control of these systems;

i) providing to the building owner or occupants sufficient information about the building, the fixed building services, controls and their maintenance requirements so that the building can be operated in such a manner as to use no more fuel and energy than is reasonable.

However, Part L (2022) – Buildings Other Than Dwellings now has additional requirements relating to self-regulating devices and electric vehicle charging. For both new and existing buildings other than dwellings, the Part L 2022 (NZEB) 'Regulation 5' requirements shall be met by:

a) a new building shall, where technically and economically feasible, be equipped with self-regulating devices for the separate regulation of the temperature in each room or, where justified, in a designated heated zone of the building unit;

b) Where a heat generator is being replaced in an existing building, where technically and economically feasible, self-regulating devices shall also be installed;

c) A building which has more than 10 car parking spaces, that is:

   i. New, or

   ii. Subject to subparagraph (g), undergoing major renovation, shall have installed at least one recharging point and ducting infrastructure (consisting of conduits for electric cables) for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles.

d) The requirements of subparagraph (e) shall apply to a building undergoing major renovation where:

   i. In a case where the car park is located inside the building, the renovation concerned include the car park or the electrical infrastructure of the building; or

   ii. In a case where the car park is physically adjacent to the building, the renovations concerned include the car park or the electrical infrastructure of the car park.

6.3 RENEWABLE ENERGY RATIO (RER)

One of the most significant changes made in the newer version of the new Part L 2022 document regulations for non-residential buildings is the addition of a renewable energy contribution target for all non-residential new builds. Some of the main performance requirements are as follows:

- The new regulations will require a significant level of energy provision be provided onsite or nearby by renewable energy technologies, e.g. solar energy (thermal and photovoltaic), air and exhaust air source heat pumps, combined heat and power, biomass boiler, etc.;
- This level of renewable source contributions can also be fulfilled through efficient district heating and cooling using a significant share of renewable energy and waste heat and cold;

- The current NZEB definition does not allow the renewable requirement to be met though the purchase of off-site green electricity;
- There are two routes in achieving compliance with the renewable target:
    i. Route 1 = If the Part L compliance is achieved with no tolerance (0% margin), 20% of the building's energy use must be provided by onsite / near site renewable technologies;
    ii. Route 2 = If the Part L compliance is achieved with a minimum of 10% margin, then 10% of the building's energy use must be provided by onsite / near site renewable technologies. To achieve the 10% margin, the building envelope, lighting and M&E specification will likely have to be improved above minimum requirements.

Following section to be used where there are existing buildings

For existing buildings other than dwellings, the Part L 2022 (Buildings Other Than Dwellings) requirements shall be met by:

a) limiting the heat loss and, where appropriate, availing of the heat gains through the fabric of the building;

b) providing energy efficient space heating and cooling systems, heating and cooling equipment, water heating systems, and ventilation systems, with effective controls;

c) ensuring that the building is appropriately designed to limit need for cooling and, where air-conditioning or mechanical ventilation is installed, that installed systems are energy efficient, appropriately sized and adequately controlled;

d) limiting the heat loss from pipes, ducts and vessels used for the transport or storage of heated water or air;

e) limiting the heat gains by chilled water and refrigerant vessels, and by pipes and ducts that serve air conditioning systems;

f) providing energy efficient artificial lighting systems and adequate control of these systems;

g) providing to the building owner or occupants sufficient information about the building fabric, the fixed building services, controls and their maintenance requirements when replaced so that the building can be operated in such a manner as to use no more fuel and energy than is reasonable;

h) when a building undergoes major renovation, the minimum energy performance requirement of the building or the renovated part thereof is upgraded in order to meet the cost optimal level of energy performance in so far as this is technically, functionally and economically feasible.

However, Part L (2022) – Buildings Other Than Dwellings now has additional requirements relating to self-regulating devices and electric vehicle charging. For new and existing buildings other than dwellings, the Part L 2022 (Buildings Other Than Dwellings) 'Regulation 5' requirements shall be met by:

a) a new building shall, where technically and economically feasible, be equipped with self-regulating devices for the separate regulation of the temperature in each room or, where justified, in a designated heated zone of the building unit;

b) Where a heat generator is being replaced in an existing building, where technically and economically feasible, self-regulating devices shall also be installed;

c) A building which has more than 10 car parking spaces, that is:

   i. New, or

   ii. Subject to subparagraph (g), undergoing major renovation, shall have installed at least one recharging point and ducting infrastructure (consisting of conduits for electric cables) for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles.

e) The requirements of subparagraph (e) shall apply to a building undergoing major renovation where:

   i. In a case where the car park is located inside the building, the renovation concerned include the car park or the electrical infrastructure of the building; or

   ii. In a case where the car park is physically adjacent to the building, the renovations concerned include the car park or the electrical infrastructure of the car park.

7 PART F VENTILATION

This report is primarily focused around achieving compliance with Part L of the Building Regulations, but in doing so, the ventilation systems proposed must also comply with Part F (Ventilation) of the Technical Guidance Documents (TGD).

The TGD Part F (2019) document revolves around two requirements as outlined below:

Means of ventilation.

- F1 – Adequate and effective means of ventilation shall be provided for people in buildings. This shall be achieved by:

(g) Limiting the moisture content of the air within the building so that it does not contribute to condensation and mould growth, and

(h) Limiting the concentration of harmful pollutants in the air within the building.

Condensation in roofs.

- F2 - Adequate provision shall be made to prevent excessive condensation in the floor or in a roof void above an insulated ceiling.

The proposed development will be designed to achieve compliance with Part F of the Building Regulations.

8 BUILDING ENERGY RATING (BER)

As of 1st July 2009, all newly built domestic and non-domestic buildings and existing buildings that are for sale or rent require a Building Energy Rating (BER) certificate.

The actual building energy rating is based on the primary energy used for one year and is classified on a scale of A1 to G with A1 being the most energy efficient. It also provides the anticipated carbon emissions for a year of occupation based on the type of fuel that the building systems use. The following determines the extent of primary energy consumption within the building:

- Building type (residential, office, retail, etc.);
- Building orientation;
- Thermal envelope (insulation levels of the façade, roofs, ground floor etc);
- Air permeability (how much air infiltrates into the building through the façade);
- Heating systems (what type of plant is used and how efficient it is);
- Cooling systems (what type of plant is used and how efficient it is);
- Ventilation (what form of ventilation is used - natural ventilation, mixed mode mechanical ventilation);
- Fan and pump efficiency (how efficient are the pumps and fans);
- Domestic hot water generation (what type of plant is used and how efficient it is); and
- Lighting systems (how efficient is the lighting).

The areas identified above will be described within this report and categorised under three main headings through “The Energy Hierarchy Plan”. i.e. Be Mean, Be Lean, Be Green.

9 THE ENERGY HIERARCHY PLAN

Through the specification of an energy efficient façade and HVAC systems, the energy consumption of a building will be reduced compared to a set baseline. This ensures the environmental and economic impact of the operation of the building is reduced.

The key steps in the Energy Hierarchy Plan are outlined as follows:

2. The key philosophy of this plan is to first reduce energy demand by improving the building's thermal envelope, increasing air tightness, improving thermal transmittance and applying passive design techniques.
3. The second step is to utilise energy in the most efficient way through the selection and installation of energy efficient plant and equipment.
4. The final step is to introduce energy from renewable sources to reduce the burden on fossil fuels.

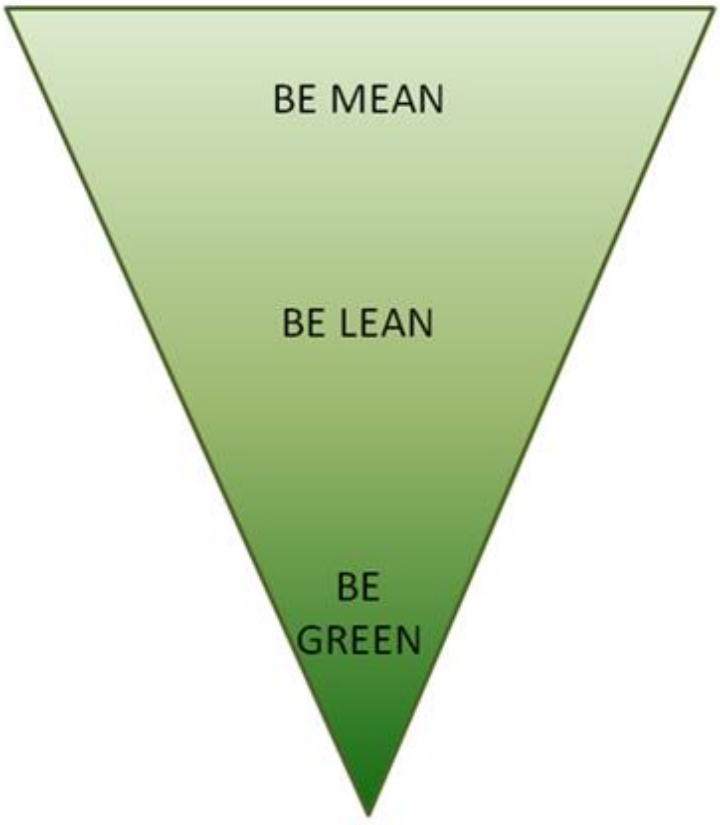

Figure 2: Energy Hierarchy Plan

9.1 STEP 1 (BE MEAN) - USE LESS RESOURCES

The following measures will be implemented to reduce the energy consumption of the proposed development:

- High performance U-values;
- Improved air tightness; and
- Improved thermal transmittance and thermal bridging design.

9.1.1 HIGH PERFORMANCE U-VALUES

To limit the heat loss through the façade, careful consideration must be shown when designing the external façade. The specification of the insulation utilised, and the continuity of insulation are crucial. Insulation slows the rate at which heat is lost to the outdoors. Heat flows in three ways: by conduction, convection and radiation.

The targeted maximum average elemental U-Values for both the residential and non-residential aspects of the proposed development are outlined in Table 2 and Table 3 below.

Table 2: Residential Building Envelope Thermal Performance Targets

Fabric Element	Sandford Road Maximum Average Elemental U-value (W/m².K)
External Walls	0.18
Flat Roof	0.18
Pitched Roof	0.16
Ground Contact & Exposed Floor	0.18 (0.15 if underfloor heating installed)
External Windows, Roof-lights & Doors	1.40

Table 3: Non-Residential Building Envelope Thermal Performance Targets

Fabric Element	Sandford Road Maximum Average Elemental U-value (W/m².K)
External Walls	0.21
Flat Roof	0.20
Pitched Roof	0.16
Ground Contact & Exposed Floor	0.21 (0.15 if underfloor heating installed)
External Windows, Roof-lights & Doors	1.40

9.1.2 AIR TIGHTNESS

One major contributing factor to unnecessary heat loss is infiltration. Infiltration is the air leakage of external air into a building due to the pressure difference associated with internal and external temperatures.

It is intended that the residential and non-residential aspects of the development will both target an air permeability rate of ≤ 3 m³/hr/m² @50 Pa.

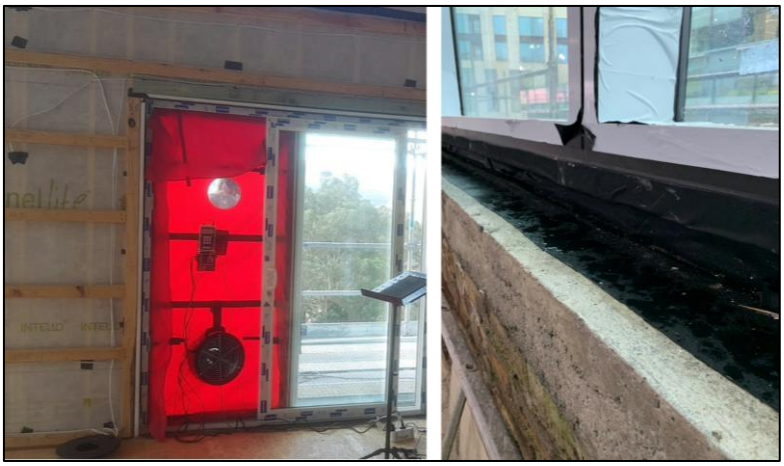

Figure 3: Air Tightness Testing Examples

9.1.3 THERMAL TRANSMITTANCE

Thermal bridges occur where the insulation layer is penetrated by a material with a relatively high thermal conductivity and at interfaces between building elements where there is a discontinuity in the insulation. The residential and non-residential aspects of the development will be designed to achieve low thermal bridging values throughout.

Residential:

A Y value of ≤ 0.08 W/m^2.K is being targeted for the residential side of the development, in accordance with Part L (2022) – Dwellings requirements. The risks relating to mould growth/ condensation risks will also be assessed, in accordance with Part L (2022) – Dwellings.

Non-residential:

There are no Psi value targets required for the non-domestic elements of the development. However, the risks relating to mould growth/condensation risks will still have to be assessed, in accordance with Part L (2022) – Buildings Other Than Dwellings.

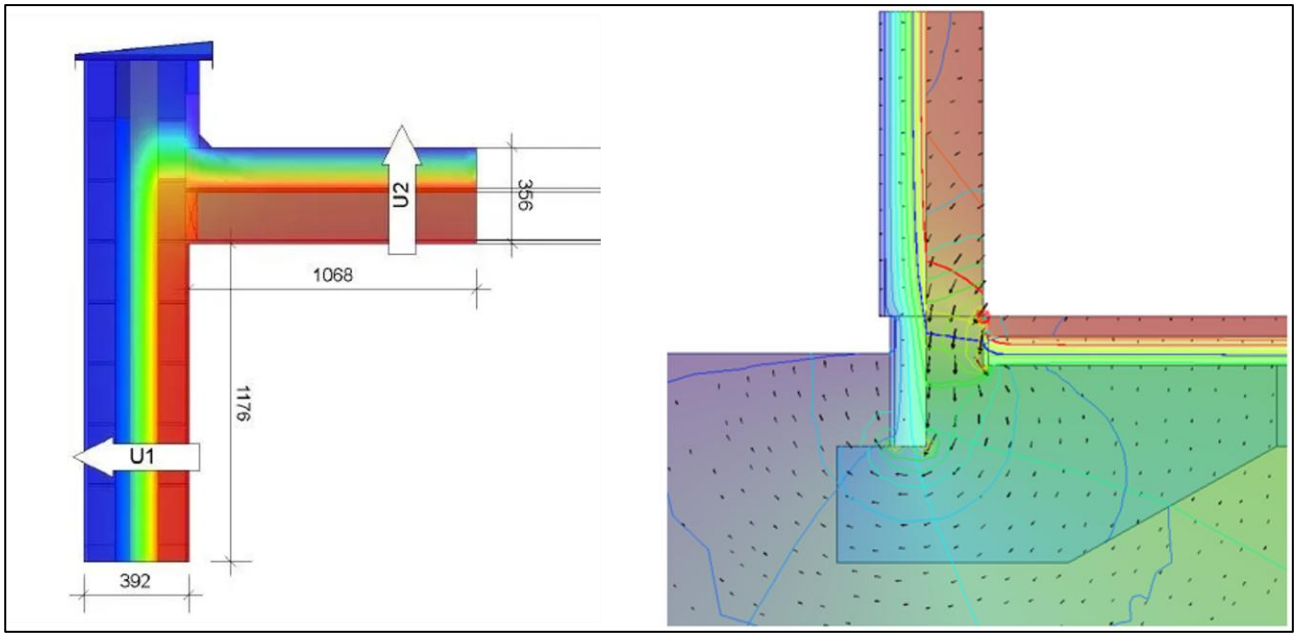

Figure 4: Thermal Bridge Assessment Examples

9.1.4 OVERHEATING ANALYSIS

Due to factors such as climate change, population increase and construction of high-rise buildings there has been an increase in high internal temperatures. Overheating of buildings can be extremely uncomfortable for the occupant and can ultimately lead to costly mitigation measures.

Residential:

The proposed Sandford Road residential development will be evaluated and analysed with respect to overheating as outlined in Part L 2022 (Dwellings) and CIBSE TM59 (Design Methodology for the Assessment of Overheating Risk in Homes).

Non-residential:

The non-residential aspects of the proposed Sandford Road development will be evaluated and analysed with respect to overheating as outlined in Part L 2022 (Buildings Other Than Dwellings) and CIBSE TM52 (Limits of Thermal Comfort: Avoiding Overheating in European Buildings).

9.1.5 PASSIVE DESIGN

The proposed Sandford Road development will be evaluated and analysed with respect to daylight, sunlight and overshadowing, in order to determine the following:

- The daylight levels within the living and bedroom areas, to give an indication of the expected daylight levels throughout the proposed development;
- The expected sunlight levels within the living areas and bedrooms within the proposed development;

- The quality of amenity space, being provided as part of the development, in relation to sunlight;
- Any potential daylight or sunlight impact the proposed development may have on properties adjacent to the site.

Calculations and methodology used are in accordance with BRE Guidelines for daylight and sunlight and based on the British Research Establishments "Site Layout Planning for Daylight and Sunlight: A Good Practice Guide" by PJ Littlefair, 2022 3rd Edition.

9.2 STEP 2 (BE LEAN) – USE RESOURCES EFFICIENTLY

To maximise the effectiveness of changes to the construction, it is important to use the energy sources within the development as efficiently as possible.

9.2.1 LOW ENERGY PLANT - RESIDENTIAL

To improve the overall energy efficiency of the residential aspect of the development, plant is to be selected based on performance and energy efficiency.

Space Heating: The plant options for space heating are:

- Electric Panel Heaters, or
- Air Source Heat Pumps (ASHP), or
- Exhaust Air Heat Pumps (EAHP),
- Community Heating via Combined Heat and Power Plant (CHP).

Domestic Hot Water: The plant options for domestic hot water are:

- Air Source Heat Pumps (ASHP), or
- Exhaust Air Heat Pumps (EAHP), or
- Community Heating via Combined Heat and Power Plant (CHP).

Ventilation: The plant options for ventilation are:

- Mechanical Ventilation and Heat Recovery (MVHR), or
- Mechanical Extract Ventilation (MEV) via the EAHP.

Variable Speed Drives (VSDs): Variable speed drive motors are to be fitted to all fans and pumps servicing all HVAC systems. Standard fans and pumps operate at a constant speed to meet maximum demand even though only half the building may be occupied. VSDs have the ability to ramp up or down depending on the load requirements, making this the most efficient auxiliary system to install.

9.2.2 LOW ENERGY PLANT - NON-RESIDENTIAL

To improve the overall energy efficiency of the non-residential aspect of the development, plant is to be selected based on performance and energy efficiency.

Space Heating: The plant options for space heating are:

- Air Source Heat Pumps (ASHP), or

- Variable Refrigerant Flow (VRF) Heat Pumps.

Domestic Hot Water: The plant options for domestic hot water are:

- Air Source Heat Pumps (ASHP), or
- Instantaneous 'Under-sink' Water Heaters.

Space Cooling: The plant options for space cooling are:

- Natural Ventilation where possible, and/or
- Air Source Heat Pumps (ASHP), or
- Variable Refrigerant Flow (VRF) Heat Pumps, or
- Air-cooled Chillers.

Ventilation: The proposed ventilation strategy for the non-residential areas will be natural ventilation where possible and/or mechanical ventilation. The mechanical ventilation system will be a high efficiency, variable speed drive system that also incorporates heat recovery and CO_2 control.

Variable Speed Drives (VSDs): Variable speed drive motors are to be fitted to all fans and pumps serving all HVAC systems. Standard fans and pumps operate at a constant speed to meet maximum demand even though only half the building may be occupied. VSDs have the ability to ramp up or down depending on the load requirements, making this the most efficient auxiliary system to install.

9.2.3 LIGHTING

The design intent for internal lighting design is to introduce artificial lighting in all applicable areas. Energy efficient light fittings will be installed throughout. The design of the developments façades also allows high levels of natural daylight to enter into occupied zones.

9.2.4 ONGOING MONITORING

A BEMS (Building Energy Management System) system is to be installed to monitor the use of all major systems in the building. The BEMS system is a graphical interface that allows the facilities/building manager to monitor and control all systems throughout the building.

9.3 STEP 3 (BE GREEN) - USE OF RENEWABLE TECHNOLOGIES

The following renewable technologies are being considered for implementation in the Sandford Road development:

9.3.1 AIR SOURCE HEAT PUMP - RESIDENTIAL

Air source heat pumps convert energy from the air to provide heat and hot water for buildings. They are powered by electricity and are highly efficient. The air source heat pump is located outside in the open air and it uses a fan to draw air across it. This air then flows over a heat exchanger, which contains a refrigerant liquid. An evaporator uses the heat from the air to heat the refrigerant sufficiently until it boils and turns to a gas. This gas is then compressed which causes a significant rise in temperature. An additional heat exchanger removes the heat from the refrigerant which can then be used as useful heat within a building.

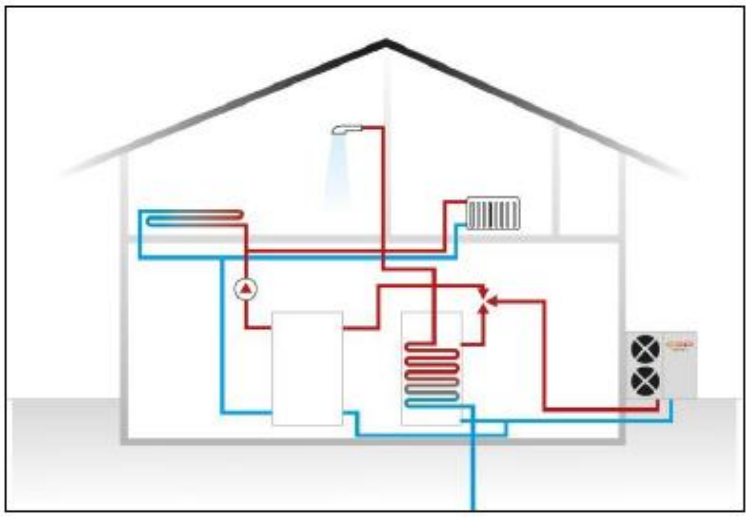

Figure 5: Air-Source Heat Pump Diagram (Example)

Or

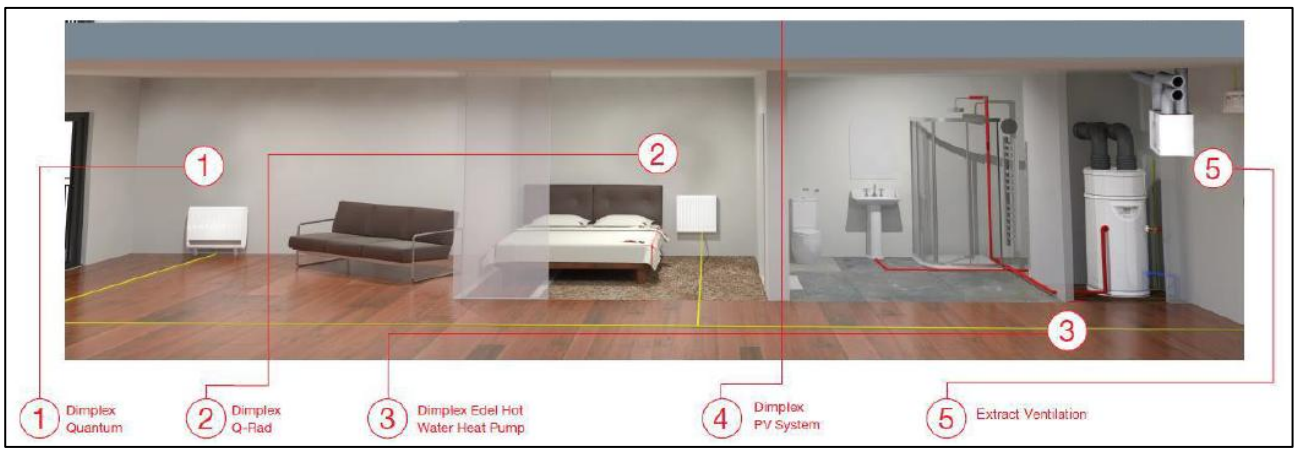

Figure 6: Glen Dimplex System Heat Pump Diagram (Example)

9.3.2 EXHAUST AIR HEAT PUMP

Exhaust air heat pumps collect warm air as it leaves a building via the ventilation system and then reuse the heat that would otherwise be lost to the outside to heat fresh air coming into the building or to heat water. Exhaust air heat pumps operate on a similar basis to other heat pumps such as air source heat pumps and ground source heat pumps and are suitable for providing hot water and heating for buildings such as houses, apartments or flats.

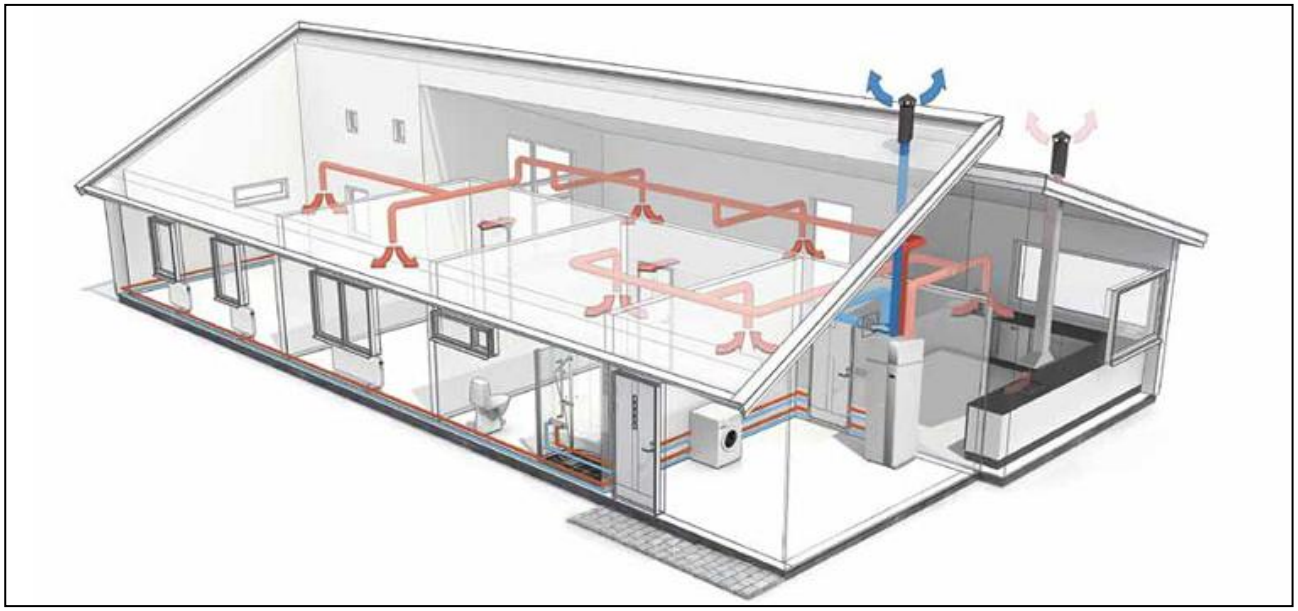

Figure 7: Example Diagram of Typical Exhaust Air Heat Pump Layout (Example)

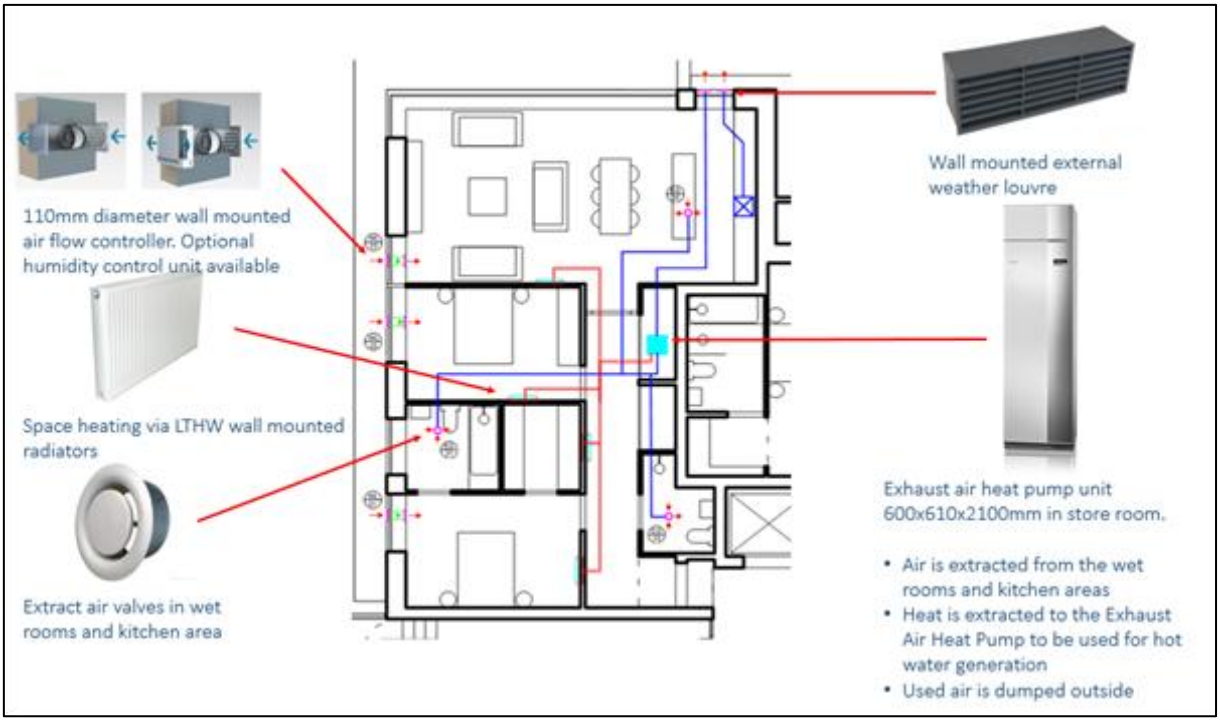

Figure 8: Example Diagram of Typical Exhaust Air Heat Pump Layout (Example)

9.3.3 SOLAR PHOTOVOLTAICS

Photovoltaic (PV) Panels convert the solar radiation into electricity, which can be connected to the mains supply of a building. The panels are placed on the roof and are most efficient with an incline angle of 30°. Panels are typically arranged in arrays on building roofs, with the produced electricity fed either directly into the dwelling, office or into the landlord's supply.

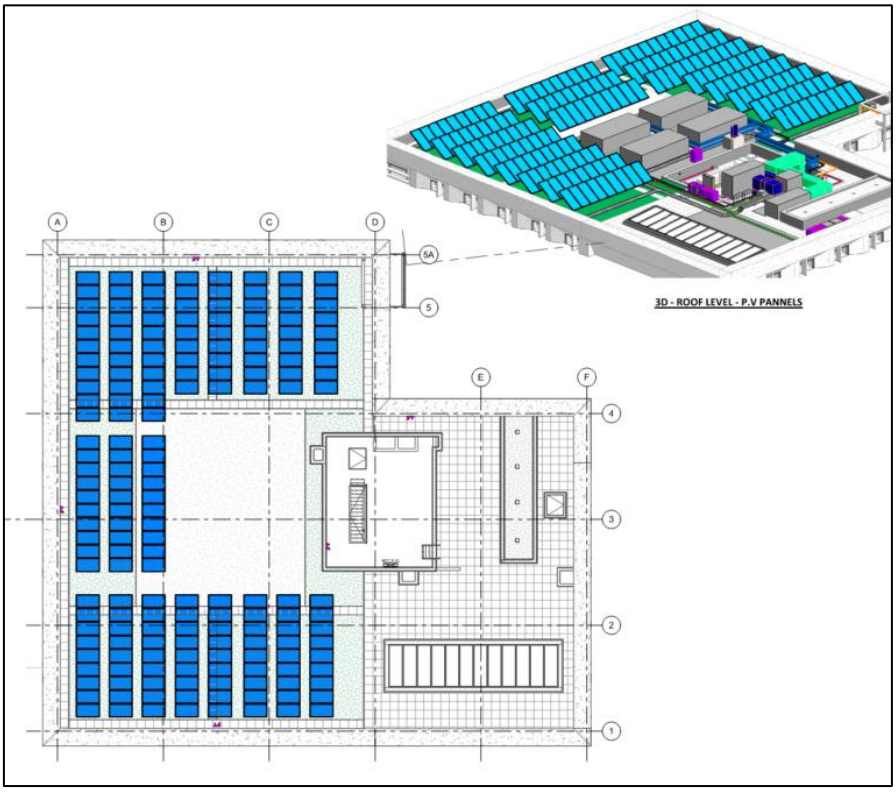

Figure 9: Solar PV Diagram (Example)

9.3.4 AIR SOURCE HEAT PUMP - NON-RESIDENTIAL

Air-Source Heat Pumps (ASHP) are deemed a renewable energy technology under Part L 2022 (Buildings Other Than dwellings). In heating mode, ASHPs are designed to extract heat from the ambient outside air and release it inside the building via heat emitters. In cooling mode, the cycle is reversed with heat being extracted from inside the building to the outside.

Figure 10: Air-Source Heat Pump (Example)

9.3.5 VRF HEAT PUMPS

Variable Refrigerant Flow systems utilise heat pumps in order to provide space heating as well as space cooling. These systems are capable of serving multiple zones with different heating and cooling requirements and they can modulate their output according to zone requirements, increasing system efficiencies and reducing the energy demand of these systems.

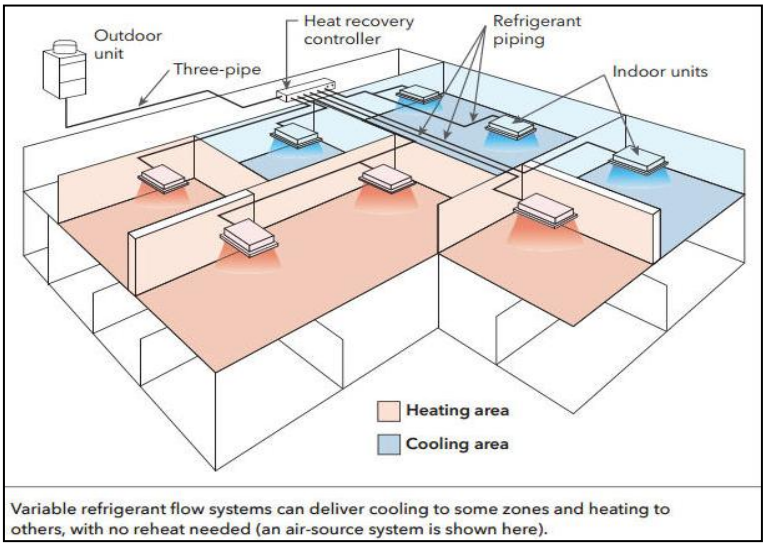

Figure 11: Typical VFR Schematic Diagram (Example)

10 KEY SUSTAINABLE FEATURES

The location of the Sandford Road development provides availability to alternative modes of transportation, use of water efficient fixtures, consideration for materials and resources and indoor environmental quality for the building occupants.

10.1 LOCATION AND TRANSPORTATION

The proposed development will offer occupants travelling to and from the development alternative modes of transport other than the need to rely on a car. Developing in an area that has strong public transport nodes offers users the opportunity to travel to and from the site using alternative modes of transport.

The following figures identify the local Luas stops, Dublin bus stops, bicycle lanes and local car sharing locations and their proximity to the proposed development.

Bus/Luas

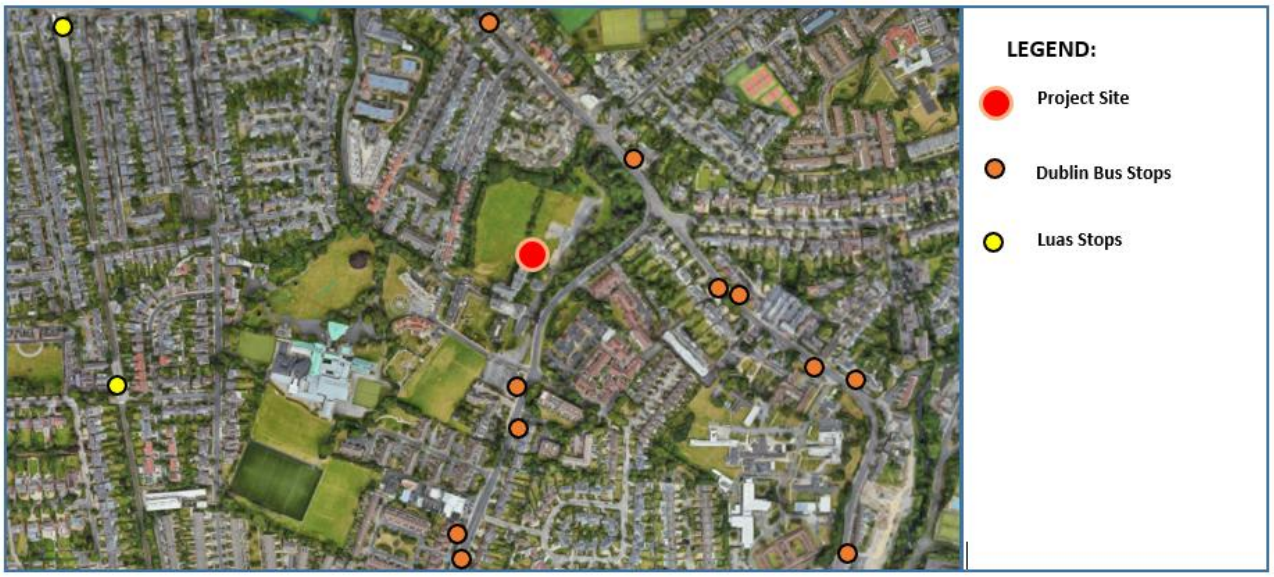

Figure 12: Local Dublin Bus, & Luas Stops

On Street Bike Lanes:

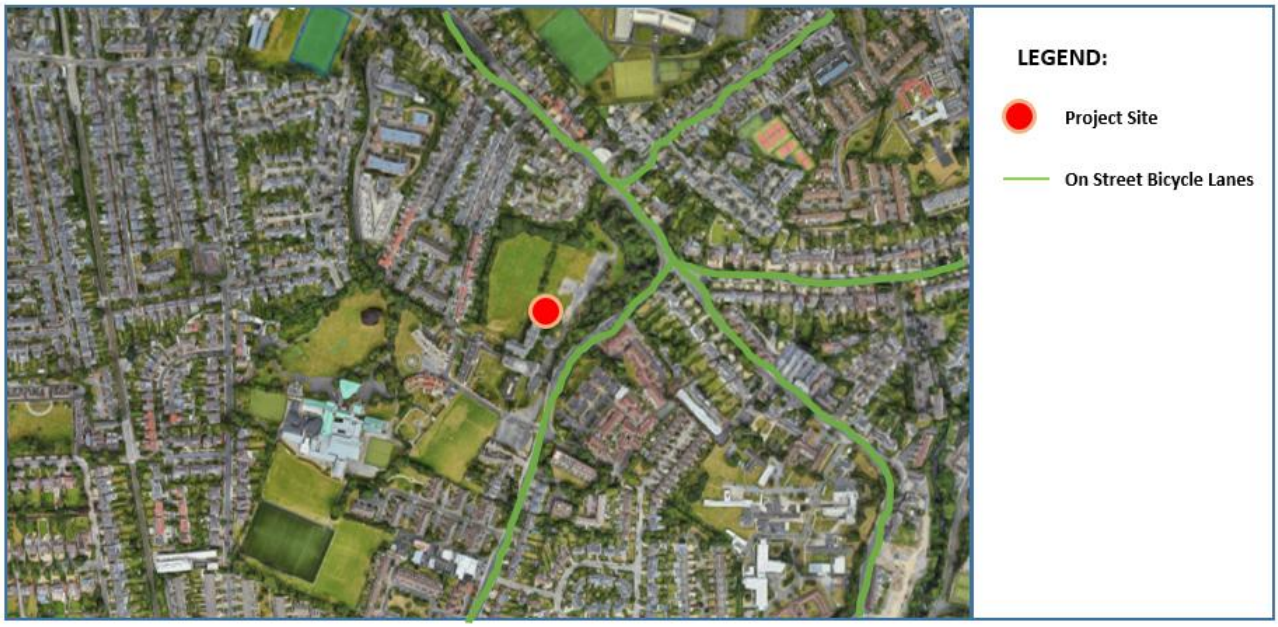

Figure 13: Local Bicycle Lanes and Dublin Bike Stations

Go-car and Yuko:

Figure 14: Local Car Sharing Locations

10.2 COMMISSIONING

To ensure efficient operation of the development, all systems will be commissioned. Commissioning of a developments systems ensures that the sustainable energy-design can be fully realised, with fewer operational issues during the building's lifetime. Building users' productivity improves and operational costs decrease also.

10.3 MATERIALS AND RESOURCES

The development will be designed and operated with the aim of a reduction in waste generation through construction and operation. Where possible waste streams will be separated on site and recycled or re-used. Where possible local materials will be specified, and in addition materials that contain recycled content will be considered as preferable.

10.4 WATER EFFICIENCY

With increasing costs associated with potable water use, the proposed development will incorporate measures to reduce water usage through the appropriate selection of low consumption sanitary fittings, leak detection systems and water monitoring facilities.

10.5 BICYCLE FACILITIES

Cycling offers a sustainable alternative to personal vehicle use, which reduces gas and particulate emissions, noise pollution and also congestion in busy urban areas. The proposed development will provide private bicycle spaces for tenants/occupants.

10.6 INDOOR ENVIRONMENTAL QUALITY

As part of the sustainable design strategy, consideration of occupants and staff will be an integral part of the design process. As the productivity and well-being of building users depends strongly on the quality of the indoor environment, the following aspects will be addressed:

- Adequate ventilation and filtration;
- Low-emitting materials; and
- Natural daylight and views to the external environment.

10.7 ELECTRIC VEHICLE CHARGING

As part of the sustainable design strategy, the development shall provide the following provisions relating to electric vehicle charging:

Residential Dwellings:

- Installation of 'infrastructure' for E.V charging for residential buildings with more than 10 car parking spaces, to allow for future installation of recharging points.

Non-residential Buildings:

- Where the development has more than 10 car parking spaces, to provide one car recharging point for E.V charging;
- Where the development has more than 10 car parking spaces, to provide at least one accessible recharging point (or 5% of total recharging points – whichever the greater), as also outlined within Part M;

- Where the development has more than 10 car parking spaces, to provide mandatory 'infrastructure' for E.V charging for at least one in every 5 parking bays to allow for future installation of recharging points.

11 CONCLUSION

A holistic sustainable approach been adopted by the design team for the proposed Sandford Road development located at Dublin 6 . Through detailed design, a number of sustainability and efficiency features have been considered throughout.

The proposed residential development will comply with residential Part L 2022 (Dwellings), as well as targeting an A2/A3 BER, while the proposed non-residential development will comply with non-residential Part L 2022 (Buildings other Than Dwellings), as well as targeting an A3 BER.

The optimised approach is based on the Energy Hierarchy Plan - Be Mean, Be Lean, Be Green.

Be Mean

- The façade performance specification has been optimised to limit heat loss, improve air tightness and thermal transmittance and to maximise natural daylight.

Be Lean

- High efficiency plant will be specified to take advantage of the optimised façade design measures that have been introduced;
- A low energy lighting design will be utilised to further reduce energy consumption and increase occupant thermal comfort.

Be Green

- Renewable energy technologies such as Air Source Heat Pumps (ASHP), Solar PV and VRF Heat Pumps will be considered for implementation.

A number of sustainable design features have been considered within the design to achieve the sustainability targets of the proposed development. These include:

- The proximity of the development to public transportation networks;
- Water efficiency measures such as low consumption sanitary fittings; and
- Improved indoor environmental quality.

This report confirms that if the energy and sustainability strategy is successfully implemented, the proposed Sandford Road will satisfy all Part L, BER requirements, relevant climate actions policies of Dublin City Council and CAP 25 strategy. The development will incorporate energy efficiency and carbon reduction measures, including high-performance insulation, passive design techniques, and natural ventilation, as well as the integration of renewable energy technologies such as solar PV and air source heat pumps.

Sustainable transport is promoted through the provision of substantial bicycle parking facilities and dedicated electric vehicle charging infrastructure. Adaptation to climate change is addressed through the inclusion of a high thermal performance façade to reduce unnecessary heat loss, the specification of high efficiency equipment, to reduce operating costs, as well as inclusion of other considerations such as an attenuation pond for sustainable surface water management. In addition, the development will feature landscaped green spaces and construction methods will prioritise the use of low-embodied carbon materials and the minimisation of construction waste where possible, consistent with national circular economy objectives.

12 VERIFICATION

Eoin Hegarty

BSc. Renewable & Electrical Energy Systems, P. Grad. Dip. Environmental Engineering

Energy Engineer

O'Connor Sutton Cronin & Associates

OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

Head Office

9 Prussia Street
Dublin 7
Ireland
D07KT57
T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Civil | Structural | Mechanical | Electrical | Sustainability | Environmental