

BAM CONSTRUCT

# **Plot 4a Dunsbury Park**

**BREEAM 2014 New Construction**

**BAM Sustainability department**

**August 2020**

## 1.0 Introduction

This brief note has been prepared to supplement the BREEAM Pre-assessment summary submitted with application **APP/18/00XXX**, adding further information and justification for the proposed BREEAM target score for Plot 4a at Dunsbury Park, taking into consideration comments from the HBC Planning Policy team and the fact this is a shell & core assessment has no occupier is currently identified for the unit. A revised pre-assessment summary has also been submitted incorporating some of the information within this note.

Condition B5 (d) of hybrid permission **APP/15/00XXX** details that each reserved matters scheme should, unless otherwise agreed in writing by the Local Planning Authority, attain BREEAM '**Excellent**' standard.

The original submitted pre-assessment targeted a score of **57.4%**, which is in the '**Very Good**' Bracket (see Appendix A and B). The first three developments at Dunsbury Park on Plot 2 for Fat Face, Plot 3a for VW Breeze, and 3b were approved with a targeted 'Very Good' BREEAM score following a similar justification exercise.

As noted by Planning Policy officers in response to Plot 3a and 3b, whilst the Condition dating from 2014 is 'excellent', under CS14, the site would have only had to be certified as 'very good'. This Plot, as with Plots 2, 3a and 3b, falls into the 'Very Good' rating category.

## 2.0 HBC Planning Policy comments

In response to the reserved matters application, the planning policy team at HBC considered the development 'acceptable in principle' however requested further clarification on the BREEAM pre-assessment.

As with the previous response on Plots 2, 3a and 3b, this note will focus on a number of credits that originally weren't targeted as part of the scheme. The design team have considered the original pre-assessment summary in light of these comments and provided additional information on each which is detailed below in Section 3 and the submitted pre-assessment summary.

Section 4 of this paper then considers the ongoing future development on Dunsbury Park and ability for further plots to meet the BREEAM 'Excellent' rating.

The pre-assessment summary is based on credits that we are certain we can achieve. As with Plot 3a and 3b we have identified others in this note that we 'may' be able to achieve however this would be subject to further investigation and are uncertain at this stage, primarily as this is a shell & core assessment so the occupier and specification of final fit out remains unknown.

## 3.0 Specific credit responses

### MAN credits

MAN01: There are 10 minimum consultation requirements that need to be met (8 of which are applicable) and need to include designated 3rd party stakeholder consultation. We have reviewed the documents used for the outline consultation with key stakeholders and DCF. Comparing the extensive evidence within this against the BREEAM criteria, it does not drill down into enough detail about the actual building. As this is a reserved matters application submitted against the hybrid permission, the additional pre-app stakeholder consultation that was undertaken at outline stage has not taken place. To achieve this credit for future plots, additional building specific consultation would have to be undertaken that meets the specific BREEAM consultation requirements.

**Potential additions: 0.61% Running target total: 58.01%**

### HEA credits

HEA02 Ventilation credit: The car park and road are pollution sources and are less than 20m from the air inlet of the building. Intake and exhausts are separated more than 10m apart in line with best

practice and BREEAM requirements, however the locality of the road and car park prevent the project from attaining the credit.

Potential for natural ventilation credit: The mechanical engineer has reviewed this credit against the compliance requirements, and unfortunately due to the workshop nature of the facility and unsuitability for natural ventilation the credit is not achievable.

Hea 04 Adaptability for a projected climate change scenario credit: Using future weather files re-run the thermal model. This was not within the current modelling scope but could be reviewed to increase the score.

**Potential additions: 1.05% Running target total: 59.06%**

#### ENE credits

ENE01: These credits are based on several factors such as the air-tightness of the building, all energy consuming items such as lighting, heating, operation of plant, etc. and how much electricity the site can generate from renewable sources. Many of these factors are part of the final fit-out of the building, which is beyond this assessment which is at shell and core stage and in the hands of the occupier. We are therefore limited in our capacity to ensure further credits can be achieved here.

ENE 02: Sub-metering of high energy load and tenancy areas. Additional accessible energy monitoring and management system or separate accessible energy sub-meters with pulsed or other open protocol communication outputs to enable future connection to an energy monitoring and management system could be provided, covering relevant function areas or departments within the building/unit. However, as the occupier is not known it makes it difficult to assume what the significant areas would be.

**Potential additions: 0.71% Running target total: 59.77%**

ENE04 Free Cooling credit: This is not currently achievable as it is not known if any of the following technologies will be employed:

- Night time cooling – It would be of limited benefit due to the light weight construction of the building
- Ground coupled air cooling – there is insufficient space underground to include a labyrinth of air ducts.
- Displacement ventilation is not appropriate for the building use
- Ground water cooling – no local sources of ground water without drilling deep bore holes.
- Surface water cooling – no local sources of surface water available
- Evaporative cooling is possible but as the building is Shell and Core this would put undue risk and responsibility on prospective tenants due to high frequency of maintenance and water treatment regimes
- Desiccant dehum – No waste heat available locally.
- Absorption cooling - No waste heat available locally.
- Active cooling is a requirement of the Specification for the building. Note that we have specified high efficiency heat pumps for the cooling systems.

#### TRA credits

TRA01: At this stage it is too early to give any clear indication of the likely frequency or route of bus services. This information would be borne out of commercial discussions between Hampshire CC and the bus operator (Stagecoach in all probability) once the site is up and running. Stagecoach routes 20, 23, 37 & 39 all run in the vicinity of Dunsbury Park connecting Waterlooville, Leigh Park, Havant and Portsmouth. For the purposes of calculating an 'accessibility index' it would seem logical for us to assume that one or more of these routes would be revised to include Dunsbury, as both HCC and HBC share the desire for the site to be served by local bus routes. We do not yet have these details so cannot assign the credit; this position may change when we undertake the later assessments. The nearest railway stations at Havant and Rowlands Castle are too far away from the development to be considered in the calculation.

For TRA02, there are currently none of the core amenities in the wider site to serve this development. Whilst 3 of the 4 core amenities (access to food, cash & outdoor open space) required for the credit will be in existence as the site develops, and within 500m, we are not in a position yet to confirm the precise location and nature of these to target and achieve the credit. Clearly as the wider Dunsbury Park site develops; these facilities will be in place allowing future schemes to achieve this credit.

#### WAT credits

WAT01 - Further credits would probably involve greywater/rainwater harvesting to deliver at least 25% of WC/urinal flushing demand. This will be costly to implement, and inefficient as greywater harvesting is better suited to highly populated developments, where a higher supply of greywater for WC flushing is normally available, so as to make this a viable option.

#### MAT credits

MAT03 - The responsible sourcing element in 2014 is considerably harder to achieve with that new tier ratings that have been set. Also there is a limited number of suppliers who have BES 6001 certification (carrying a tier rating of 5 out of 10) and many of those who have ISO 14001 are 'Key Process' which carries a tier rating of 1 out of 10. Those which have ISO 14001 with 'Supply Chain' as well only provide 2 out of 10 so the scope to score well is very limited until the BRE create new responsible sourcing protocols which looks very unlikely in the short term over the duration of this scheme.

#### LE credits

LE02 - the ecologist has considered the potential credit targets and as with Plot 2 the land has a 'high' ecological value so only the credit around protecting existing ecological features during construction is available.

LE03 - due to the removal of existing species (albeit a mixture of grasses) and proposed replanting scheme, one credit is not achievable as the eventual reduction in number of species across the site post development is outside the parameters necessary to score both credits.

LE04 - the credit for preparing and following the Ecologist's report and recommendations is targeted; however as with LE02 the high existing ecological value of the site means required increases to the ecological value cannot be achieved for further credits.

## 4.0 Summary

Following the review of credits above, the additional scores combine to total **2.37%**, potentially increasing the target score to **59.77%**, which is 4.77% above the 'Very Good' threshold classification of 55%.

## Conclusion

Following a consideration of the issues raised by the HBC policy team, there may be the potential for additional credits to be targeted as part of the assessment that would increase the score to a position higher 'Very Good'.

Due to the limited number of credits made available to an Industrial shell and core building, as such, we respectfully request a deviation from the condition attached to the hybrid planning application.

## Appendix A

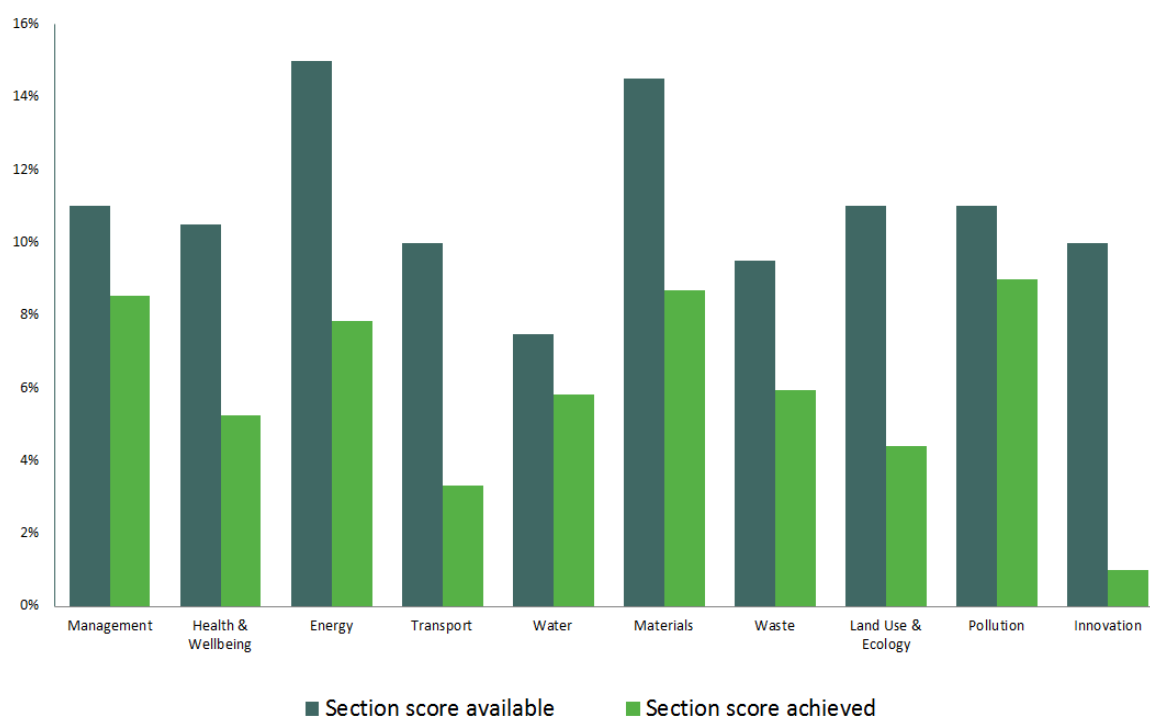
### Pre-assessment review

A review of the initial BREEAM pre-assessment has resulted in additional credits being identified which could be targeted on Plot 4a.

### 1.2 BREEAM pre-assessment results

A BREEAM 2014 pre-assessment exercise was undertaken, and a basic score of 59.8% was agreed which achieves a 'Very Good' rating (the Very Good threshold is 55%). The output from the pre-assessment tool, including all of the credits targeted, are included below, but the table below shows a summary of the credits targeted in each section.

Building Performance by Environmental Section



| Environmental Section | No. credits available | No. credits Achieved | % credits achieved | Section Weighting | Section Score |
|-----------------------|-----------------------|----------------------|--------------------|-------------------|---------------|
| Management            | 18                    | 14                   | 77.78%             | 11.00%            | 8.56%         |
| Health & Wellbeing    | 10                    | 5                    | 50.00%             | 10.50%            | 5.25%         |
| Energy                | 21                    | 11                   | 52.38%             | 15.00%            | 7.86%         |
| Transport             | 9                     | 3                    | 33.33%             | 10.00%            | 3.33%         |
| Water                 | 9                     | 7                    | 77.78%             | 7.50%             | 5.83%         |
| Materials             | 10                    | 6                    | 60.00%             | 14.50%            | 8.70%         |
| Waste                 | 8                     | 5                    | 62.50%             | 9.50%             | 5.94%         |
| Land Use & Ecology    | 10                    | 4                    | 40.00%             | 11.00%            | 4.40%         |
| Pollution             | 11                    | 9                    | 81.82%             | 11.00%            | 9.00%         |
| Innovation            | 10                    | 1                    | 10.00%             | 10.00%            | 1.00%         |

# Appendix B – full BREEAM pre-assessment