

1.0 Introduction

This brief note has been prepared to supplement the BREEAM Pre-assessment summary submitted with application APP/18/00224, adding further information and justification for the proposed BREEAM target score for Plot 3a at Dunsbury Park, taking into consideration comments from the HBC Planning Policy team.

A revised pre-assessment summary has also been provided incorporating some of the information within this note.

Condition B5 (d) of hybrid permission APP/15/00732 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 **59.30%**, which is in the '**Very Good**' bracket.

The first development at Dunsbury Park on Plot 2 for Fat Face, was approved with a targeted 'Very Good' BREEAM score following a similar justification exercise.

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 Plot 2, this note will focus on a number of credits that originally weren't targeted as part of the scheme, for example within MAN01, HEA02, ENE01, ENE04, TRA01, TRA02, WAT01, MAT03, WST05, LE02, LE03 and LE04.

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.

Section 4 of this paper then considers the ongoing future development on DHF 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, we have now identified others that we 'may' be able to achieve however this would be subject to further investigation and are uncertain at this stage.

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 past that undertaken at outline stage has not taken place. Timescales between agreeing a building with the occupier and having to submit the application to meet the construction programme did not allow this. To achieve this credit for future plots, additional building

specific consultation would have to be undertaken that meets the specific BREEAM consultation requirements.

MAN03 - there is the potential to target a further credit under MAN03 around the monitoring of delivery and waste transportation, this would add **0.61%** to the score (increase from 6 to 7 credits targeted). Considerate constructors-exemplary credit - we will endeavour to try and achieve this credit for 40/50 in the CCS but have not targeted as achievement of this depends on the CCS inspector and can be subjective. However, if we achieve this, as many BAM projects have, this would add **1.00%** to the score.

Potential additions: 1.61% Running target total: 60.91%

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 re-looking at 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.

HEA06 credits can be targeted as safe access for cyclists and pedestrians have been included with support from a design team including security expertise. This would add **1.76%** to the overall score.

Potential additions: 1.76% Running target total: 62.67%

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 and in the hands of the occupier. We are therefore limited in our capacity to ensure further credits can be achieved here. An assessment once fully fitted may of course see additional credits achieved.

ENE04 Free Cooling credit: This is not achievable as none of the following technologies can 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

MAT02 - an additional credit is achievable here due to the availability of locally sourced recycled sub-base. Material from the construction of the access link road and cut and fill exercise can be used. This would add **1.45%** to the score.

MAT03 - The BRE tier system at present makes it almost impossible to achieve the highest no. of credits, as the top 5 tiers that would score most points, are currently unpopulated. 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.

Potential additions: 1.45% Running target total: 64.12%

WST credits

WST05 Although this is a relatively new BREEAM 2014 credit our ME is looking into achieving this given the flood resilience built into the design of all development at Dunsbury Park. This would add **1.19%** to the score.

Potential additions: 1.19% Running target total: 65.31%

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 re-planting 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 **6.01%**, increasing the target score to **65.31%**, which is at the higher end of the 'Very Good' classification.

It should also be noted that, where possible, we are targeting all of the mandatory credits required to achieve an 'Excellent' rating (page 4 of the BAM pre-assessment summary).

Additional credits may be achievable for the completed building (initially flagged as 2 credits within MAN05 & 3 credits within ENE08) that had to be excluded from the shell and core assessment. Achieving these would add **1.96%** and take the targeted score up to **67.27%**, at the highest end of Very good.

There may be others that can be targeted once the building is fitted out to further increase the score and achieve either a score on the very cusp of or an 'Excellent' rating, for example additional Innovation credits would help increase the score close to **70.00%**.

Other potential areas that could deliver further credits are listed below:

- HEA02 - Indoor air quality - 3 credits available for air quality plan, relevant products with low VOCs, VOC testing at PC
- HEA04 - Thermal comfort - 1 credit for using thermal model to inform the thermal zoning and control strategy
- HEA05 - Acoustic performance - 2 further credits available

5.0 Future development plots at DHF

The development under consideration is only the second plot to come forward on Dunsbury Park. A number of site wide benefits will materialise over the initial years of development at Dunsbury Park meaning credits not attainable for this first couple of schemes will be achievable for future development.

For example, an additional 3 credits would be secured under MAN01, TRA01 and TRA02 which have been discussed in Section 3. Applying these to the potential fully fitted Plot 3a assessment would result in a targeted score in excess of **70.00%**, achieving the required 'Excellent' rating.

It is also worth noting that a BREEAM excellent rating is much harder to achieve on a speculative (as this shell and core assessment effectively is) industrial unit than, for example, office development.

There are several issues where Industrial buildings have credits excluded from the scope of the BREEAM assessment. This can result in projects needing to target extra credits in other areas to ensure the score is great enough to achieve the targeted rating. These credits include:

- HEA01 - Daylighting - 1 credit available for industrial building, other scheme have up to 2 credits
- HEA05 - Although 3 credits are available, unlike most schemes to achieve the 3rd credit in Industrial requires the acoustician to create bespoke set of performance criteria.
- TRA01 - 3 credits available in Industrial scheme, where as there are up to 5 credits available in other schemes
- MAT01 - Only 2 credits in the Industrial scheme, other schemes can achieve up to 6 credits
- POL02 - Only 2 credits under Industrial, up to 3 credits in other schemes

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 rating to a position at the upper end of 'Very Good'. This could increase further once a fully fitted assessment is carried out to near or within the 'Excellent' rating.

As such, we respectfully request a deviation from the condition attached to the hybrid planning application.