

## **Appendix A – Climate Change Statement**

### **Climate Change Statement for Planning Applications**

#### **Part 1: Applicant details**

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| Name of applicant/agent    | Rahma Dwimunali   |
| Site Address               | Ravensthorpe Service Station. Shell Petrol Station, 791-811, Huddersfield Road, Dewsbury, WF13 3LR  |
| Description of Development | The demolition of car wash and the creation of charging zone, erection of EV chargers, erection of canopy, two jet wash bays, sub-station enclosure and associated forecourt works. |

#### **Part 2: Climate Change Mitigation measures**

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| Please respond to the following questions considering the measures set out in the Climate Change Guidance note:   |
| Q1: What measures have been/will be taken to reduce the energy demand associated with your proposed development beyond the minimum required in Building Regulations? (See section 2)  |
| The proposal will not affect the energy demand for the existing building at the application site. The energy demand of the proposed electrical vehicle chargers will be dictated by the capacity of the individual electric vehicle batteries and the needs of the user.    |
| Q2: What measures have been/will be taken to limit the carbon consumed through the implementation and construction processes, e.g. by reusing existing on-site materials or sourcing materials locally? (See section 3)   |
| The majority of the proposed development comprises bespoke elements constructed off site (i.e. the individual EV chargers, the sub station, screens/canopies etc.) and accordingly it is not possible to 'manufacture' these elements on site by reusing on-site materials. |
| Q3: What measures have been/will be taken to utilise renewable or low carbon energy sources? (See section 4)  |
| The need to supply a steady phase of electricity to the electric vehicle means it is not possible to utilise on site renewable energy sources.  |
| Q4: What measures have been/will be taken to ensure the building design and layout has been optimised to energy efficiency beyond the minimum requirements in Part L of the   |

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| Building Regulations ? (See section 5)  |
| N/a. The proposal will not affect the existing building design and layout of the forecourt and no new buildings (from a Part L perspective) are proposed. Building design and layout considerations are not applicable.   |
| Q5: What measures have been/will be taken to reduce potential impacts of flooding associated with your proposed development? (See section 6)  |
| The proposed substation will be raised on a plinth. Please see the submitted Flood Risk Assessment (Water Environment, ref: 22174-FRA-TN-01, 2023) for more details.  |
| Q6: What measures have been/will be taken to reduce water stress associated with your proposed development? (e.g. Water retention and minimisation measures) (See sections 7 and 8)   |
| The proposals seek to replace an out of date car wash with two modern jet washes. The car wash uses c.42 ltrs/min. The proposed two jet wash bays would use 12 ltrs/min each giving a combined total of 24 ltrs/min if both were in operation. Accordingly, the water usage at the site would decrease.   |
| Q7: What measures have been/will be taken to provide biodiversity net gains? (See section 8)  |
| The site comprises a hard paved filling station forecourt. The Council's validation document confirms that "For minor applications, BNG will be considered during the lifetime of an application". The applicant is willing to discuss this matter with the LPA as part of the application's determination. Measures could include bird or bat boxes on site. |
| Q8: What measures have been/will be taken to reduce air pollution associated with your proposed development? (See section 9)  |
| 6no. electrical vehicle charging bays are being proposed in order to assist in the transition from combustion engine vehicles to electric vehicles, to the significant benefit of air quality.  |