

Appendix A – Climate Change Statement

Climate Change Statement for Planning Applications

Part 1: Applicant details

Name of applicant/agent	Network Rail
Site Address	The Site is located to the southwest of Bradley northeast of the existing Bradley Junction Industrial Estate. Located approximately 4.2km northeast of Huddersfield town centre. The Site is located whole within the administrative authority of Kirklees Borough Council. The Site is bounded to the northwest by the A62 and the northeast and south by Station Road
Description of Development	Provision of a temporary compound including five thirty two foot cabins in the lower end of the site, toilet tanks, tanks, generators and solar panels, twenty five parking spaces, two additional accessible parking spaces and storage areas. Associated access, footways, utilities/drainage works

Part 2: Climate Change Mitigation measures

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)
Mitigation measures proposed re energy demand are limited given the nature and scale of development. These will include: <ul style="list-style-type: none">• Fixed site plant and temporary offices will be powered by solar power wherever practicably possible, reducing reliance diesel and associated emissions;• Machinery and vehicles which are not in use will be shut down rather than being allowed to idle;
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)
Measures proposed re carbon consumption are limited given the nature and scale of development. These will include: <ul style="list-style-type: none">• Targets will be set for waste recovery and recycling (e.g. a minimum of 90% non-hazardous waste to be reused or recycled by 2023/24 in line with Network Rail Key Performance Indicators (KPIs), and these will be communicated to those working on the Scheme;• Surplus wastes will be disposed of to a suitably licenced facility; and• Wastes will be disposed of locally.
Q3: What measures have been/will be taken to utilise renewable or low carbon

energy sources? (See section 4)
The proposed development is a small area of temporary compound. Solar power will be used to power the welfare facility.
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 Building Regulations ? (See section 5)
The area is primarily an area for storage and bridge deck assembly with associated staff welfare facilities in the form of portakabin type buildings. The design has been prepared with buildability in mind, to allow efficient construction processes and reduced construction emissions.
Q5: What measures have been/will be taken to reduce potential impacts of flooding associated with your proposed development? (See section 6)
No impacts on flood risk and therefore no specific measures are required
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 area is primarily an area for storage and bridge deck assembly with associated staff welfare facilities. No specific measures required
Q7: What measures have been/will be taken to provide biodiversity net gains? (See section 8)
The proposed development is a temporary construction compound to serve the wider TRU programme. Following completion of the works the site will be returned to Kirklees Council as landowner. BNG offsetting can be achieved on site and a detailed landscape plan could be developed to deliver on this requirement. However the applicant recognises that the site is allocated as employment land and it is assumed that future development will be brought forward post December 2027. The applicant does not intend that the delivery of BNG offsetting should prejudice future development at the site and therefore the applicant will explore, in collaboration with Kirklees council
Q8: What measures have been/will be taken to reduce air pollution associated with your proposed development? (See section 9)
Measures proposed are limited given the nature and scale of development. These will include: <ul style="list-style-type: none"> • Energy efficiency of vehicles will be maximised, by full loading and efficient routing; and • Use of local labour will be reflected within the main works contracts, to reduce emissions from worker travel. • Management of potential dust nuisance through implementation of best practice means <p>The works are required to support the TRU scheme which will increase capacity and improve journey time and performance reliability of rail services on the Transpennine route. The Scheme will also provide sustainability benefits because this section of the railway will be electrified. The Scheme therefore has the potential to be Net Zero Carbon by 2050 in line with government targets.</p>

