Appendix A – Climate Change Statement

Climate Change Statement for Planning Applications

Part 1: Applicant details

Name of applicant/agent	Network Rail
Site Address	Land off Flint Street, Huddersfield. The Site is bounded by Flint Street to the south, Alder Street to the east and an unnamed cobbled street to the west that provides private access to the rear of a row of private properties and businesses fronting onto Bradford Road. To the north, is the former Midlands railway line which is now an area of green open space with an adopted cycle path running through, the Birkby Bradley Greenway.
Description of Development	The proposed Development will comprise the installation of a single storey office /induction building, the provision of parking for approximately 200 cars, EV charging stations and associated lighting and utilities. The proposed office unit will provide 80 desk spaces and a briefing room with a capacity of 150 people. This unit will be modular in nature and take the form of a 'U' shape with the main entrance on the north elevation.

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: • Fixed site plant and temporary offices will be powered by mains electrical sources 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: • 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 car parking for residents affected by construction of the wider TRU Scheme. No specific measures re renewable or low carbon energy sources are appropriate given the nature and scale of development.

With the building units, there is up to 40 % saved time due to shorter construction time, faster installation and no fabrication on site. Easy to build and install, Integrum modular units can be assembled and dissembled several times allowing them to be used on many consecutive projects over a long-time period.

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 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)

No specific measures considered necessary.

Q7: What measures have been/will be taken to provide biodiversity net gains? (See section 8)

The proposed development is exempt from BNG as it does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat

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:

- The design has been prepared with buildability in mind, to allow efficient construction processes and reduced construction emissions.
- 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.

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.