

Appendix A – Climate Change Statement

Climate Change Statement for Planning Applications

Part 1: Applicant details

Name of applicant/agent	Cars2 Limited c/o Alex Cowling ASC Planning Consultants Ltd
Site Address	Cars2 Limited, Leeds Road, Bradley, Huddersfield, HD5 0RP
Description of Development	Erection of an ancillary car showroom building

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)
The proposed showroom will adopt a fabric-first approach to reducing operational energy demand. The building envelope will incorporate high levels of insulation and energy-efficient glazing, with thermal performance designed to meet the applicable Building Regulations and, where technically practicable, improve upon the minimum limiting standards. The glazed frontage will maximise the use of natural daylight within the showroom, reducing reliance on artificial lighting during daylight hours. Low-energy LED lighting will be installed throughout, together with appropriate occupancy, daylight and zoned controls so that lighting and building services are only used when required. Heating, cooling and ventilation systems will be appropriately sized for the building and incorporate efficient, user-friendly time and temperature controls. The detailed building-services specification will seek to avoid unnecessary energy consumption and overheating.
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 proposal makes efficient use of previously developed land within an established commercial site. It will replace an existing external vehicle-display area and share the dealership's existing access, parking, workshop and supporting facilities. This avoids the additional land-take, infrastructure and associated embodied carbon that would arise from developing a separate site.

The building footprint has been kept to that necessary to meet the applicant's operational requirements. Durable, low-maintenance and recyclable materials, including profiled metal roofing, metal cladding and aluminium-framed glazing, will be used where appropriate. Materials will be sourced locally where reasonably practicable to reduce transportation emissions. The waste hierarchy will be followed, with materials reused or recycled where practicable and residual waste removed by appropriately licensed contractors. Any material arising from the removal of the existing hardstanding will be assessed for reuse or recycling before disposal is considered.

Q3: What measures have been/will be taken to utilise renewable or low carbon energy sources? (See section 4)

The scale of the proposal and its relationship with the existing dealership mean that a standalone combined heat and power system or district heating network would not be proportionate. The detailed building-services design will nevertheless consider the use of efficient electrically powered heating and cooling.

Four existing electric-vehicle charging points within the dealership will be retained and will continue to support the transition towards lower-emission vehicles.

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 showroom has been designed as a compact, single-storey building adjoining the existing dealership, thereby limiting its external envelope and avoiding the duplication of access, parking, workshop and supporting facilities.

The extensive glazed frontage will provide high levels of natural daylight and reduce the daytime requirement for artificial lighting. The glazing will be specified to achieve appropriate thermal and solar-control performance, limiting unwanted heat loss in winter and excessive solar gain during warmer periods. Natural ventilation will be used where practicable, supplemented by appropriately sized, energy-efficient mechanical systems where operational requirements make this necessary.

The building will incorporate an appropriately insulated roof, walls and floor, energy-efficient glazing, low-energy LED lighting and zoned building-service controls. The detailed design will also consider measures to prevent overheating while maintaining the active glazed frontage required for the showroom use.

Q5: What measures have been/will be taken to reduce potential impacts of flooding associated with your proposed development? (See section 6)

The site lies within Flood Zone 2 and the proposed car showroom is classified as a less vulnerable use. The finished floor level of the showroom will be set at no lower than 50.00 metres AOD. This is 300 mm above the estimated 1-in-100-year river flood level of 49.70 metres AOD.

Flood-resilient materials and construction details will be used at lower levels where practicable. Electrical sockets, sensitive equipment and vulnerable building services will be located above the estimated flood level wherever reasonably possible. Occupiers will also be able to receive and respond to Environment Agency flood warnings.

The building will be constructed over existing impermeable tarmac hardstanding and will therefore not materially increase the overall extent of impermeable surfacing. Roof water will be collected and discharged through an appropriately designed and controlled drainage arrangement, following the drainage hierarchy where practicable. The proposal will not involve material land raising or obstruct established overland-flow routes and will not increase flood risk elsewhere.

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)

Water demand will be limited through the installation of water-efficient sanitary fittings within the proposed WC and associated accommodation. These will include dual-flush or low-flush sanitaryware and low-flow taps, together with appropriate controls to prevent unnecessary water use.

The development does not include water-intensive landscaping, showers or additional vehicle-washing facilities. Roof-water runoff will be collected and managed through the proposed drainage system in accordance with the drainage hierarchy. The feasibility of simple rainwater collection for appropriate non-potable purposes will be considered as part of the detailed drainage and building-services design.

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

The red-line application site measures approximately 0.0295 hectares and is below the applicable 0.2-hectare statutory Biodiversity Net Gain threshold. The building will also be constructed wholly over sealed tarmac hardstanding of negligible habitat value. No trees, hedgerows, vegetation, watercourses or other habitats will be removed or directly affected. Construction lighting will be directed away from retained trees and the canal corridor, while excavations left open overnight will be covered or provided with a suitable means of escape for wildlife.

As a proportionate ecological enhancement, at least one integrated bird box and one integrated bat box can be incorporated into suitable parts of the building, positioned away from the principal glazed frontage and sources of artificial illumination

Q8: What measures have been/will be taken to reduce air pollution associated with your proposed development? (See section 9)

The proposed showroom will not give rise to industrial process emissions. Heating, cooling and ventilation equipment will be selected to minimise energy use and associated emissions, and no biomass or solid-fuel heating is proposed.

The development will reuse the dealership's existing access, parking and servicing infrastructure. Four existing electric-vehicle charging points will be retained. The site is also accessible by walking and cycling, cycle storage can be provided within the existing building for employees, and bus stops with regular services are approximately 100 metres from the site.

During construction, deliveries will be coordinated where practicable, locally sourced materials will be used where reasonably available, and appropriate measures will be implemented to control dust, debris and vehicle emissions.