

Appendix 4

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	Reduces emissions	n/a	The Statement highlights Government has set higher performance targets for non-domestic buildings (Future Building Standard), which will have to be 'zero carbon ready' by 2025. This involves uplifting minimum energy efficiency standards, uplifting minimum standards for new and replacement thermal elements (i.e. walls, floors, roofs) and controlled fittings (e.g. windows, roof-lights and doors).	Local planning authorities will seek to encourage higher standards than the Building Regulations in force at the time of the development, where practicable and economically viable to do so. Local planning authorities will work towards seeking whole life carbon assessments (covering both operational and embodied carbon) where appropriate.	n/a
Emissions from transport?	Reduces emissions	n/a	The Statement acknowledges carbon emissions are predominantly driven by medium and long distance transport, both passenger and freight, and so development and transport impacts may not be fully accounted for in an individual area's territorial emissions. Transport, and in particular road transport, is a major driver of carbon emissions – accounting for 39% of territorial emissions in the Region in	Ensure cross-boundary impacts of development and transport interventions are fully considered and mitigated for. In South Yorkshire, the development and adoption of new implementation plans to reflect the new Local Transport Plan, covering bus, rail, tram, walking, cycling and private traffic	Air quality monitored via the Local Plan Annual Monitoring Report.

			<p>2019. Road transport was responsible for 97% of these emissions. Initial baselining work reveals, within the Region:</p> <ul style="list-style-type: none"> • 50% of transport emissions come from cars, 23% from heavy goods vehicles, and 16% from vans; • 78% of car emissions result from trips exceeding 10 km (6 miles) length, despite only accounting for 45% of trips; • 55% of car emissions, and 65% of road transport emissions, result from trips to or from destinations outside of the region. 26% of car emissions, and 32% of road transport emissions, have no origin or destination in the region at all i.e. are simply passing through. (There will be a similar effect for other regions, where trips to or from our region pass through others without stopping). • Only 22% of car emissions, and only 16% of road transport emissions, relate to trips where both origin and destination lie within the same district. 	(including freight and shift to zero emission vehicles) in an holistic and co-ordinated manner.	
Emissions from waste, or the quantity of waste itself?	Reduce Emissions	n/a	The Waste Planning Authorities of South Yorkshire produce just under 3 million tonnes per annum (Mtpa) of various types of waste. Forecasts indicate that waste arisings could increase to just over 3.5 Mtpa by 2041. Of total waste arising	South Yorkshire authorities will work collaboratively to produce a Joint South Yorkshire Waste Local Plan (JWLP) and prepare a joint/individual Local Development Scheme(s) (LDS) to reflect agreed	<p>SYMCA will monitor cross boundary waste planning information.</p> <p>Waste quantity monitored via the Local Plan Annual Monitoring Report.</p>

			<p>attributed to South Yorkshire, around a third was exported to other Waste Planning Authorities. The majority of which was received at facilities for treatment and recovery, disposal (mainly non-hazardous (including stable non-reactive hazardous waste landfill), and processing in preparation for reuse and recycling (including composting and inert recycling). South Yorkshire is making good progress towards achieving net self-sufficiency for waste management.</p>	<p>timescales in individual authority LDS updates.</p> <p>LPAs will seek to achieve the maximum degree of self-sufficiency possible in net waste movements to reduce transport and strengthen the reuse and recycling facilities.</p>	
<p>Emissions from housing and domestic buildings?</p>	<p>Reduce Emissions</p>	<p>n/a</p>	<p>The Statement acknowledges the Future Homes Standard, which from 2025 will require co2 emissions produced by new homes to be 75-80% lower than homes that are built to the 2023 Building Regulations standards. Homes will need to be zero carbon ready with no retrofit work required to benefit from the decarbonisation of the electricity grid and the electrification of heating. The intention is to future proof new homes for low carbon heating systems and meet higher standards of energy efficiency.</p>	<p>Utilises the plan making system to maximise delivery of sustainable housing development.</p> <p>Local planning authorities will seek to encourage higher standards than the Building Regulations in force at the time of the development, where practicable and economically viable to do so.</p> <p>Local planning authorities will work towards seeking whole life carbon assessments (covering both operational and embodied carbon) where appropriate.</p>	<p>CO₂ emissions per capita monitored via the Local Plan Annual Monitoring Report.</p>

<p>Emissions from construction and/or development?</p>	<p>Reduce Emissions</p>	<p>n/a</p>	<p>Whole life carbon emissions relate to the carbon emissions associated with a building over its entire lifetime arising from materials, its construction and its use. Traditionally it has mainly been operational emissions that have been assessed.</p>	<p>Local planning authorities will work towards seeking whole life carbon assessments (covering both operational and embodied carbon) for major development where appropriate.</p> <p>Local planning authorities will collaborate where appropriate to accelerate progress towards a carbon neutral Region, reflecting in local plans or supplementary planning documents such as the SYMCA energy strategy and renewal plan.</p>	<p>CO₂ emissions per capita monitored via the Local Plan Annual Monitoring Report.</p>
<p>Carbon capture (e.g. through trees)?</p>	<p>Reduce Emissions</p>	<p>n/a</p>	<p>The SYMCA will be the responsible body to prepare a Local Nature Recovery Strategy. The aim of the LNRS is to expand, improve and connect wildlife rich areas across our towns, cities and countryside, to help deal with the challenges of biodiversity loss, climate change and wellbeing.</p>	<p>The evidence from the natural capital assessment will be used to help inform the development of the Local Nature Recovery Strategy for South Yorkshire. It can also be used to inform many other cross cutting policy areas within the planning service, including issues such as open space provision, enhancing health and wellbeing, improving air quality, delivering flood alleviation, improving water quality and reduction of greenhouse gas emissions.</p>	<p>CO₂ emissions per capita monitored via the Local Plan Annual Monitoring Report.</p>

Identify any emission impacts associated with this decision that have not been covered by the above fields:

The Joint Regional Statement of Common Ground acknowledges, as an overarching imperative, the role of the planning system in responding to the challenges of the climate change crisis and the need to reduce carbon emissions in order to meet national, regional and local net zero carbon targets. It recognises that tackling the climate emergency, supporting sustainable development and transport solutions and delivering environmental improvements and a net gain in biodiversity are cross-cutting and cross-boundary in nature.

Please provide a summary of all impacts and mitigation/monitoring measures:

A number of the topics covered in the Joint Region Statement of Common Ground are instrumental in reducing and mitigating the effects of climate change, in particular biodiversity and natural environment and transport. This includes influencing where new housing, employment and other development is located which in turn affects the need to travel and access to more sustainable travel modes. The Statement comprises of some agreed actions which will contribute to climate change mitigation and adaptation.

The Heads of Planning Group (SYMCA local authorities) will ensure that the Statement is consistent with local planning practice and is reviewed on an annual basis and updated as necessary in order to reflect any changes to local practice or arrangements at the regional scale. Progress and oversight for the Statement and other joint planning work in South Yorkshire is the responsibility of the SYMCA Housing and Infrastructure Board, which includes Cabinet Portfolio Holders from local districts as well as representatives from the South Yorkshire Local Enterprise Partnership.

Supporting information:

Completed by: (Name, title, and service area/directorate).	Winsze Lam, Assistant Planning Policy Manager Planning Policy Planning, Regeneration and Transport
Please outline any research, data, or information used to complete this [form].	Joint Regional Statement of Common Ground and appendices Rotherham Local Plan Core Strategy (2014) Rotherham Local Plan Sites and Policies Document (2018)
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	n/a
Tracking [to be completed by Policy Support / Climate Champions]	Andy Duncan Planning Policy Manager Climate Champion, Built Environment – Planning