

#### User guidance:

- The first section of this form guides users through considering major areas where emissions are likely to occur. If emissions are impacted in a way not covered by these categories, please identify this at the bottom of the section
- The first section should be filled as such:
  - **Impact:** identify, in relation to each area, whether the decision of the proposal does the following: *reduces emissions, increases emissions, or has no impact on emissions*. If it is uncertain this section can be labelled *impact unknown*
  - If **no impact on emissions** is identified: no further detail is needed for this area, but can be added if relevant (e.g. if efforts have been made to mitigate emissions in this area.)
  - **Describe impacts or potential impacts on emissions:** two sections deal respectively with emissions from the Council (including those of contractors), and emissions across Rotherham as a whole. In both sections please explain any factors that are likely to reduce or increase emissions. If **impact unknown** has been selected, then identify the area of uncertainty and outline known variables that may affect impacts.
  - In most cases there is no need to quantify the emission impact of an area after outlining the factors that may reduce or increase emissions. In some cases, however, this may be desirable if factors can be reduced to a small number of known variables (e.g. if an emission impact is attached to a known or estimated quantity of fuel consumed).
  - **Describe any measures to mitigate emission impact:** regardless of the emission impact, in many cases steps should be taken in order to reduce mitigate all emissions associated with each area as far as possible; these steps can be outlined here (For example: if a proposal is likely to increase emissions but practices or materials have been adopted in order to reduce this overall impact, this would be described here).
  - **Outline any monitoring of emission impacts that will be carried out:** in this section outline any steps taken to monitor emission levels, or steps taken to monitor the factors that are expected to increase or reduce emission levels (for example, if waste or transport levels are being monitored this would be described here)
- A **summary paragraph** outlining the likely overall impacts of the proposal/decision on emissions should then be completed - this is not required if the proposal/decision has no impact across all areas.
- The supporting information section should be filled as followed:
  - Author/completing officer
  - **Research, data, or information** may refer to datasets, background documents, literature, consultations, or other data-gathering exercise. These should also be added to the **supporting documents** section of the cabinet report

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- Carbon Impact Assessments are to be appended to the associated cabinet reports
  - Prior to publishing reports, Carbon Impact Assessments should be sent to [climate@rotherham.gov.uk](mailto:climate@rotherham.gov.uk) for feedback
  - Report authors may also use the above email address to direct any further queries or to access further support regarding completing the assessment

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?	No Impact on Emissions	N/A	N/A	N/A	N/A
Emissions from transport?	Reduce Emissions	N/A	<ul style="list-style-type: none"> <li>The Supplementary Planning Documents provide policy guidance for developers. The SPD on Transport Assessments, Travel Plan and Parking Standards sets out the requirement for developers to undertake Transport Assessments to demonstrate how new development will improve, provide and promote travel by public transport, cycling and walking and minimise travel by car. The SPD clarifies that developments should contribute to more direct and safe walking and cycling routes that fit in</li> </ul>	<ul style="list-style-type: none"> <li>The Supplementary Planning Documents provide further guidance and clarity to developers in bringing forward planning applications for development; reducing the carbon footprint of development; cutting vehicular emissions harmful to local air quality, the natural environment and health.</li> </ul>	N/A

			<p>with the surrounding network.</p> <ul style="list-style-type: none"><li>• Where Travel Plans are required in support of a planning application, it establishes a package of measures to manage access to a development or institution; to reduce the impacts of vehicular transport on local roads and the environment; and promotes sustainable modes of travel to and from the site, including the provision of secure cycle parking, accessible bus stops and legible and secure routes to accessing public transport. One of the principle aims of a travel plan is to discourage unnecessary car use. One of the main benefits is to reduce the carbon footprint of new development and the cutting of vehicular emissions harmful to</li></ul>		
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			<p>local air quality, the natural environment and to health.</p> <ul style="list-style-type: none"> <li>The provision of electric vehicle charging points is also a key component of minimising the impact of new development on carbon emissions and promoting moves toward cleaner personal energy consumption, through the provision of necessary infrastructure.</li> </ul>		
<b>Emissions from waste, or the quantity of waste itself?</b>	No Impact on Emissions	N/A	N/A	N/A	N/A
<b>Emissions from housing and domestic buildings?</b>	Reduce Emissions	n/a	<ul style="list-style-type: none"> <li>There is potential for a reduction in emissions; the Viability Appraisal methodology and guidance could be used to determine whether higher standards of construction can be delivered on site alongside all other required planning obligations. However, challenging viability is</li> </ul>	<ul style="list-style-type: none"> <li>The Supplementary Planning Documents provide further guidance and clarity to developers in bringing forward planning applications for development; reducing the carbon footprint of development; promoting higher sustainable construction</li> </ul>	n/a

			<p>often undertaken by developers, to limit the contributions that developers make, to delivering sustainable communities.</p> <ul style="list-style-type: none"><li>• The use of sustainable construction techniques; minimising impacts on carbon emissions and building climate resilient dwellings is an aspiration of the Local Plan. However, success in achieving such aspirations is currently limited.</li><li>• The provision of electric vehicle charging points is also a key component of minimising the impact of new development on carbon emissions and promoting moves toward cleaner personal energy consumption, through the provision of necessary infrastructure for each new home built.</li></ul>	<p>standards; building climate resilient dwellings; minimising impacts of carbon emissions harmful to local air quality, the natural environment and health.</p>	
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<b>Emissions from construction and/or development?</b>	No Impact on Emissions	N/A	N/A	N/A	N/A
<b>Carbon capture (e.g. through trees)?</b>	Reduce Emissions	N/A	<ul style="list-style-type: none"> <li>The Supplementary Planning Documents proposed to be adopted promote best practice. The Natural Environment SPD and Transport Assessments, Travel Plans and Parking Standard SPDs will both assist in the mitigation of CO2 emissions, by limiting impacts of new development on the natural environment and protecting the natural environment.</li> </ul>	<ul style="list-style-type: none"> <li>Improvements and creation of new green space and landscaping for the benefit of the natural environment will promote carbon capture.</li> </ul>	N/A

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

The SPD on Transport Assessments, Travel Plan and Parking Standards sets out the requirement for developers to undertake Transport Assessments to demonstrate how new development will improve, provide and promote travel by public transport, cycling and walking and minimise travel by car. The SPD establishes a package of measures to manage access to a development or institution; to reduce the impacts of vehicular transport on local roads and the environment.

The Supplementary Planning Documents are to guide decision-making on planning applications, will influence the reduction of CO2 emissions; as climate change and the promotion of climate resilient developments are embedded throughout the Council's own Local Plan policies, and promote and deliver sustainable construction.

The willingness of developers to work towards zero carbon developments is a key driver to change and future government legislation will effectively regulate development on site to be zero carbon. However, without legislation, the Council can promote best practice sustainable construction techniques through its Local Plan and Supplementary Planning Documents but cannot insist on such development.

There is a significant demand for new homes in the borough and the Council is committed to determining planning applications in accordance with local plan policy as expeditiously as it can.

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

The Supplementary Planning Documents provide further guidance and clarity to developers in bringing forward planning applications for development; reducing the carbon footprint of development; promoting higher sustainable construction standards; building climate resilient dwellings; minimising impacts of carbon emissions harmful to local air quality, the natural environment and health.

**Supporting information:**

Completed by: (Name, title, and service area/directorate).	Helen Sleight, Senior Planner, Planning, Regeneration and Transport
Please outline any research, data, or information used to complete this [form].	Relevant research/data used to inform this assessment <ol style="list-style-type: none"> <li>1. National Planning Policy Framework (2019)</li> <li>2. Rotherham Local Plan Core Strategy (2014)</li> <li>3. Rotherham Local Plan Sites and Policies Document (2018)</li> </ol>
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 and Climate Champion, Built Environment – Planning