

DERBYSHIRE JOINT POLICY APPROACH TO CLIMATE CHANGE

This report³⁷ is clear. Time is running out. For the 2021 United Nations Climate Change Conference in Glasgow, known as COP26, to be a turning point, we need all countries to commit to net zero emissions by 2050, backed up by concrete, long-term strategies, and enhanced Nationally Determined Contributions which collectively cut global emissions by 45% by 2030, compared to 2010 levels.

UN Secretary-General Antonio Guterres¹

20. This Planning Guide seeks to ensure that a broad range of issues related to climate change are consistently included in the consideration of plan making and the development management decision making process across the county of Derbyshire at all levels of local government. The guide will not be prescriptive in the wording of policy, this is a matter for individual authorities to consider in light of local circumstances, it will however identify the key themes and issues that are relevant to development proposals when considering impacts on climate change and the need to achieve the national net zero target by 2050.

¹ 'United in Science 2021, A multi-organization high-level compilation of the latest climate science information'. WMO, UN, IPCC, WHO, MO and Global Carbon Project. 16 September 2021.

21. Development plan policies may be drafted to include climate change mitigation and adaptation throughout the plan in addition to a specific climate change chapter. By integrating climate change throughout the plan, it is seamlessly included in the consideration of proposals while being reinforced and expand upon by its own chapter.
22. In addition to the identified issues, the guide is accompanied by a metric, an assessment tool, designed to give an indication of the degree to which proposals have included climate change mitigation and adaptation measures in their conception and implementation. The tool does not attempt to identify the climate impact, reduction of climate impact or degree to which the proposal is adapted to possible climate change scenarios in terms of tonnes of GHG or degrees of temperature rise. The tool will suggest whether or not the issues have been considered and included, it will also give an indication of which issues have been omitted or superficially included and therefore where further discussion and revision may be required to achieve adequate climate change mitigation or adaptation.
23. The issues or measures for consideration have been grouped by topic and are discussed below. Each issue is accompanied by a short description and rationale, explaining what the relevance is and how this can contribute to mitigation or adaptation. The issues are reflected in the assessment tool, but where there has been some contraction of the list, grouping similar issues and outcomes to ensure that the system is informative while remaining useable in the development management and policy fields, and potentially by developers bringing forward proposals. The issues list is not exhaustive, and as technologies develop there may be scope for further additions to the assessment tool.

24. Details of how to use the assessment tool are included in the tool itself. However, in summary, the tool presents 8 sets of measures which may contribute to mitigation or adaptation. These are categorised as:

- Built Environment, Design and Layout
- Commercial, Design and Layout
- Securing Enhanced Green Infrastructure
- Renewable Energy Generation
- Reducing the Need to Travel, Encouraging Active Travel
- Managing the Water Environment
- Sustainable Approach to Minerals
- Sustainable Approach to Waste Development.

25. Each section lists a number of measures or design features the inclusion of which may contribute to tackling climate change.

These can be identified as:

- Not considered
- Considered and rejected
- Partially implemented
- Fully implemented
- Not relevant

26. The selection of 'Not considered' will score 0, while 'Fully implemented' will give a higher score as each measure is weighted depending on its potential to contribute to greenhouse gas reductions. The selection on 'Not relevant' will remove that option from the calculation so that the final score for that category will be a % of only the relevant measures.
27. The scoring summary view displays the total score of relevant measures categories as a 'Red, Amber Green' graph for each category and as a % of the total score available for that form of development. There is no 'pass/fail' score, the RAG rating only directs the user to measures that may be considered if climate change performance is to be improved. The system does not attempt to quantify emissions reductions or savings as this is considered to require too much data to be manageable. The aim of the tool is therefore to direct the decision maker to those areas where there may be greater potential for improvement. The tool may be used in Development Management to assess proposals, it's use by developers may be encouraged to provide an assessment as part of a submission or it could be considered to assist in the assessment of the potential for policy outcomes to mitigate climate change.



Net Zero ambition

“Business as usual is not an option. Climate impacts are inevitable, and our thinking must change faster than the climate.”

Environment Agency 3rd Adaptation Report. October 2021²

28. One of the main aims of local plan policies should be to reduce the climate change impact of developments enabling the national target, established in the Climate Change Act 2008, to be met while keeping emissions within the scientifically identified carbon budgets and trajectories highlighted, for example, by the Tyndall Centre.
29. The national target established in the Climate Change Act 2008 (as amended) is net zero emissions by 2050. It can be seen from the carbon budgets and pathways that achieving net zero by 2050 will be very challenging, requiring early and significant reductions of regulated emissions across all sectors of the economy and society. It is therefore proposed that developers, through the application of individual or a combination of measures, seek to ensure that all development, including development not considered major, be net zero emissions. In practice this may be achieved by minimising energy demand, maximising on-site renewable energy generation and ensuring that adequate provision is made for low or zero carbon transport infrastructure.

² Living better with a changing climate, report to Ministers under the Climate Change Act. Third Adaptation Report, Environment Agency, October 2021

Residual energy demand, not provided by on site generation should be capable of being sourced from renewable supplies, but such additional demand should be minimised.

30. Where significant alteration to an existing building is proposed, the development should minimise the addition to the existing energy demand. This should be through a fabric first approach, ensuring that the additional energy demand is minimised through, for example, high specification insulation and glazing.
31. All new buildings, whether residential or commercial, should include electric vehicle charging infrastructure in line with the requirements of building regulations. 'Smart' charge points capable of displacing charging to those times of day when there is lower demand for electricity or higher rates of renewable energy generation may therefore provide an additional benefit by increasing the efficiency of grid infrastructure. For commercial and retail developments, community buildings and education establishments, electric vehicle charge points should be provided for a proportion of parking places and should be of 'Fast' (>22 kW) or 'Rapid' (50 – 350 kW) charge capacity.
32. The measures listed below can therefore be used in combination to drive down the GHG emissions for a development to meet the national net zero target and to enable changes to lifestyles, further lowering emissions and contributing the climate change mitigation and adaptation. A key to achieving net zero emissions is decarbonising and greening the grid, supplying our energy needs from renewable or zero carbon sources. In the UK fossil fuel use accounts for over 80% of the national total energy use if road fuels and industrial applications are included. It is therefore vital that wherever possible, reliance on fossil fuels is reduced, a reduction in overall demand for energy, through efficiency measures, will enable the fossil fuel component, be that domestic

energy or road fuel, to be reduced, resulting in more energy being available for the electrification of industry and transport, and a greater proportion of that demand being met from renewables.

33. It should not be forgotten that many of the design features listed here contribute to climate change mitigation and adaptation in a number of ways, realising a variety of co-benefits, for example, street trees can provide cooling shade, improve air quality, provide biodiversity gain, nutrient neutrality and sustainable drainage and flood water management.