

# ENVIRONMENT AND SUSTAINABILITY STRATEGY 2020-2030

**EVIDENCE BASE 2020**

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## INTRODUCTION

The purpose of this document is to provide further details of the evidence upon which the Environment and Sustainability Strategy is based. It forms part of a package of documents alongside the strategy itself, the Climate and Biodiversity Commission report, and other individual partner strategies and action plans.

The document includes an overview of analysis from resident and member engagement activity, as well as specific data and current activity associated with each priority area.

## RESIDENT ENGAGEMENT

Resident engagement has taken place through a number of 'Doncaster Talks' engagement exercises including 'Doncaster Talks (Summer 2019)', 'Doncaster Talks – Climate & Biodiversity Commission Evidence Gathering (November 2019)' and 'Doncaster Talks – Environment (October 2020)'.

### SUMMER 2019

This engagement exercise was done through an online survey and face to face engagement with residents in various settings across the borough (e.g. pop up stalls in town centres and at local events). The exercise was not environment-specific, and residents were asked to answer three general questions relating to the Borough:

1. What is good about where you live?
2. What would you like to see improve?
3. What should Doncaster focus on in the future?

There were 3,610 resident responses. The majority of respondents were in the 18-64 age range (73.5%) and an average of approximately 1% of each ward (21 wards) were represented.

Question 1 analysis (What is good about where you live?) showed that *access to green spaces* was the second most mentioned topic (17 wards), second only to community spirit. This shows how highly valued access to the environment is by our residents. Having a quiet neighbourhood (6 wards) and good transport links (5 wards) were fourth and fifth respectively for this question.

Question 2 analysis (What would you like to see improve?) showed that *street cleansing, littering and fly tipping* was the most mentioned topic (20 wards). This shows how much residents appreciate a clean and aesthetically pleasing environment. Road conditions (7 wards), public transport (3 wards), road safety (3 wards) and environment/green spaces (3 wards) were fourth, and joint seventh respectively.

Question 3 analysis (What should Doncaster focus on in the future?) showed that *cleanliness, fly tipping and litter* was the second most mentioned category (13 wards) which Doncaster should focus on in the future, with transport (4 wards) mentioned seventh.

Specific analysis of environmental themes identified in Q2 and Q3 gave the following insight:

For 'What would you like to see improve?': 29% said transport related issues such as condition of roads, pavements and pathways; transport links and infrastructure. 27% said fly-tipping, litter and street cleansing. 19% said woodland, greenspace, better maintenance of trees, grass and hedges.

For 'What should Doncaster focus on in the future?': 30% said fly-tipping, litter street cleansing. 25% said air quality and transport related issues such as conditions of roads, pavements and pathways; improving public transport, traffic and congestion. 11% said woodland and greenspace, with a majority of reference to maintenance of existing parks and open spaces.

### NOVEMBER 2019

This engagement exercise was performed on behalf of the Climate and Biodiversity Commission between October 2019 and April 2020 to gather evidence about current environment initiatives and ideas for how Doncaster should respond to the climate and biodiversity emergency. The questions asked via an online survey were:

- "Do you know Doncaster has declared a climate & biodiversity emergency?"
- "Do you know of anything happening in Doncaster which is helping to reduce the impact of Climate Change?"
- "What could Doncaster do to help reduce the impact of Climate Change in the future?"

120 residents responded. The majority of respondents were in the 45-64 age range (43%) and there was representation from across all wards in the Borough.

51% of respondents said they did not know that Doncaster had declared a climate & biodiversity emergency; 45% said they did know; and 4% were unsure.

Around 39% of respondents said that they did not know (or were unsure) of anything happening in Doncaster that is helping to reduce the impact of climate change. Some residents referenced the work of various groups around the Borough and environment initiatives they have set up, for example Trust 22 in Thorne working to reduce plastic use. Other themes that emerged from the responses about things happening in Doncaster to help reduce impact of Climate Change include recycling, school-specific projects, business responsibility and waste processes.

The three most common themes for what Doncaster could do to help reduce the impact of climate change in the future were increasing tree & hedge planting (24%), improving recycling (23%), and improving the condition of roads and pathways (22%). Other themes that emerged include better infrastructure for active travel, improving building regulations, more electric vehicles, renewable energy, education and information accessibility.

## OCTOBER 2020

An environment-specific Doncaster Talks engagement exercise took place October to December 2020 to gain public opinion to influence various strategies which are in development, including the Environment and Sustainability Strategy and Borough Strategy. The online consultation aimed to gain resident opinions on the Climate and Biodiversity Commission's recommendations, aspects of the Environment Service Improvement Plan and matters being considered for inclusion in the Environment and Sustainability Strategy.

Findings from the 450 respondents include:

- 91% of respondents said that tackling climate change is extremely or somewhat important to them, with 87% agreeing or strongly agreeing with the need for big changes to address climate change.
- The following benefits associated with tackling climate change were listed as extremely important by majority of respondents: "Better air quality", "Enjoyment of nature", "Doing the right thing for future generations" and "Better physical and mental health".
- When asked about the way they do things (e.g. use of utilities in the home, how they travel, waste and recycling), majority of respondents said that they are already doing a lot or some things to changes the way they do things in order to address climate change.
- Similarly, a large proportion of respondents (61%) said that they have already made changes to improve the insulation of their homes. Similar proportions of respondents said they have already made changes to their homes heating system (35%) and that they are willing but not able to (39%). Majority of respondents said that they are willing but not able to spend money on solar panels, an electric vehicle or other measures in response to climate change.
- 88% of respondents agree or strongly agree with the new naturalisation approach being trialled in different green spaces across the Borough whereby grass is cut less frequently to all more wildflowers and plants to grow.
- Respondents were asked to rank policy areas in order of importance to them. This resulted in Health and Wellbeing, Education and Skills, and Economy being ranked as the top three, Arts and culture was ranked last, and Environment and Climate Change ranked near the middle (number 5 out of 8 policy areas).
- A question about balancing priorities, with house building given as the example, resulted in 63% of people choosing the options which focused on improving energy efficiency of existing homes and building new homes to high environmental standards, as well as saying no to building developments that are not at the highest environmental standards, even if this results in those developments not going ahead. Only 9% of respondents said that the council should focus on building many new homes, complying only with minimum legal building standards.
- When asked to place a marker on a continuum indicating where Doncaster should focus resources (from targeting resources on a few specific areas to spreading resources evenly across all areas), respondents put the marker near the middle, but slightly more towards spreading resources evenly across all areas.

## ELECTED REPRESENTATIVES ENGAGEMENT

### WARD COUNCILLOR ENGAGEMENT

All elected Ward Members were consulted throughout the development of the strategy. Engagement took place in various ways including:

- Two series of engagement sessions held in October 2019 and July 2020,
- Updates provided to the Housing & Environment Overview and Scrutiny panel on both the strategy and progress of the Climate and Biodiversity Commission,
- 4 elected members were part of the Climate & Biodiversity Commission.

This section primarily focuses on the feedback and comments provided from the two series of engagement sessions with elected members.

The aim of the first series, held in October 2019, was to understand members' main environmental concerns, both borough-wide and ward-specific. During this series, fourteen councillors provided feedback. The nine topics listed below were commented on by all councillors and highlighted as topics which concern residents the most:

1. Air quality
2. Transportation/congestion
3. Planning/energy efficiency
4. Recycling, waste, street cleaning & fly-tipping
5. Enforcement
6. Education/encouragement
7. Greenspace/parks/trees including biodiversity
8. Flood management
9. Food

Specific comments made by councillors included:

- "Adwick/Carcroft have the highest pollution figures because of the A1M; and have a lot of HGV traffic."
- "Woodfield Way has no weight limits; lorries from the quarries use this road as it shortens the route to the M18."
- "Education is required to ensure people take responsibility of their own rubbish. Problems in Town Centre/Hexthorpe with people not using the correct bins."
- "Braithwell has expanded since 1950s but houses are using same water course/storage as before the additional homes were built. Severn Trent deal with the water in this area. Homes keep getting flooded."
- "Flooding in Kirk Sandall has affected the train line through the area. Thorpe Bank/Barnby Dun/Fordstead Lane regularly closed due to flooding and the diversions impact traffic."
- "Tickhill/Wadworth have significant issues with litter & fly-tipping, pollution from vehicles and noise pollution from motorbikes and quad bikes."
- "Finningley (Airport) – new planes being increased. This will increase pollution in the area."
- "Highfields – fly tipping – people just don't even use their own bin, they just dump it."
- "Town centre has many tree-lined avenues and air quality under tree canopies seems better. A lot of benefits from trees which aren't really seen. Only really talk about the negatives."

The second series of engagement sessions took place throughout July 2020. The purpose of these sessions was to discuss the information obtained through the 'SCATTER' modelling which shows the impact on greenhouse gas emissions of potential interventions to respond to climate change.

Much of the discussion focussed on ensuring understanding of the information but also how best to share this with the wider public in an understandable way – to ensure everyone understands what will be required to help achieve greenhouse gas emission reduction targets.

The main points raised by Members included:

- **Understanding** – Communicating the amount of work required to meet our targets, and the significant individual and organisational costs involved. Clear and easy to understand public communications are required.
- **Building** – Difficult decisions to be made regarding house quality vs number of homes built. If developers are not environmentally focussed, then the Council should not give planning permission. Difficulty derived from what is and is not present in planning law.
- **Trees** – May be difficult to achieve the scale of planting discussed. Careful consideration should be given to where trees are planted as the positives are not gained in the area where they are needed if planting occurs in a different area -

'off-setting'. Trees can help improve air quality, but most are planted away from urban areas. Tree off-setting needs to be taken into account during the Planning process.

- **Electric cars** – Concerns about the necessary infrastructure required and potential unwillingness to change vehicle fuel type if their current car meets their needs. There are still issues with the batteries; lithium is a finite resource and what can be done after the battery is no longer viable to be used.
- **Partnership collaborations** – Partnership working is key, particularly to help with the cost of many interventions required to achieve the targets being set. More public-private partnerships need to be used, not only for funding but to show a united front. More organisations working together towards a common goal can further influence others, including the public. Communication between parties is key to ensure all are on the same page to prevent opportunities being missed.
- **Barriers/challenges** – People will only make changes if they feel it is affordable and manageable. Incentives may have to be used widely to gain buy-in. Finances and affordability will be a big factor that needs addressing. There needs to be a can-do attitude to explore different options, rather than saying things cannot be done. Behaviour change will be more difficult for some than others, particularly if commuting requirements are limited by poor public transport provision. People need to be encouraged, rather told what to do.
- **Communications** – Methods need to be tailored to different generations, not everyone uses social media for example, but libraries are frequented by various groups. Maintained and consistent messages are needed to make behaviour changes towards the required new norm. Tone of messaging is also very important. There needs to be a balance between cost and benefit messaging; some people understand the benefits but cannot afford the initial outlay to implement improvements.
- **Education** – This will be key, as will promoting a cultural change. Need to make the issue real and relevant to the public, that anything they do will have much bigger consequences; little changes add up to the big changes. Education around the things that people can do themselves will help sow the seed for them to make bigger changes (when they are able to do so).
- **Policy changes** – Will there be more specific policies to protect the environment i.e., banning disposable BBQs? How much can we do in relation to specific policies when much is dictated from central government?
- **Transport** – The highways infrastructure around Doncaster was developed to reduce traffic issues in town centres but accidents, particularly on motorways, cause diversions to be sent through town centre and cause gridlocks. Many parents are dropping children off at school in cars and keep the engine running. Increasing numbers of visitors to attractions around the Borough, e.g. Lakeside or Yorkshire Wildlife Park, have seen increased vehicle presence in these areas and increasing issues of air quality.

Comments were also made by one or two councillors on enforcement, flooding/water management, research and consultations.

## PARISH COUNCILLORS

Parish councillors were provided with an update via their Parish Council Joint Consultative Committee (PCJCC) meeting. This took place in January 2020 where parish councillors were given information on the Climate & Biodiversity Commission, including who the members are and its objectives.

Parish councillors were invited to submit their viewpoints within the Doncaster Talks – Climate & Biodiversity Commission Evidence Gathering and were informed of a number of events which they could get involved in alongside Commission members.

A further briefing was provided to the PCJCC in October 2020 outlining the key information gathered during development of the strategy and the draft content expected to go through the approval process. Committee members provided comments and suggestions which were factored into development of the final strategy document.

## MEMBERS OF PARLIAMENT

In September 2020, the three Members of Parliament (MPs) for Doncaster were engaged to consider what they would like to see from the new Environment and Sustainability Strategy. All three constituencies were represented:

- Doncaster North, Rt Hon Ed Miliband MP (Labour)
- Doncaster Central, Rt Hon Dame Rosie Winterton MP (Labour)
- Don Valley, Nick Fletcher MP (Conservative).

Communication is going to be a critical element of the strategy. No single group, community or industry sector can deliver all the interventions required to tackle the environment and biodiversity emergency, nor can any single stakeholder

deliver a majority share. A clear communication and engagement plan is required to ensure all residents, community groups, businesses, public sector organisations and regional and national partners understand the importance of this issue. It needs to ensure collective buy-in and commitment to make individual contributions to the response and grow and maintain awareness of the opportunities and support that is available to enable them to do so.

MPs stressed the importance of communicating the benefits that will come from responding to climate change, rather than simply the challenges. Highlighting the anticipated better jobs, better transport, better places, better health, and better lives outcomes must be at the forefront of the strategy engagement activity. This will ensure stakeholders see the benefits to them personally, as well as the benefits across communities, the town, region, country and globally.

Another shared view was that we can tackle most sub-elements of the strategy and start on the required interventions now, with current resources – so we should be clear about this. However, we must also highlight where we need to go further than what current resources allow, identifying where additional resources would be needed from external sources e.g. Government or private investors. There are also numerous aspects of the strategy where further investigation and analysis is required to inform specific responses, either borough-wide or in specific locations across Doncaster.

All MPs felt that flooding is a major issue that needs to be prioritised in the strategy – both in terms of proactive work to defend homes and businesses from flooding, but also in preparing the best possible procedures to activate a response to flooding if it does take place. This will require working with multiple partners across different local authority areas.

## **PARTNER COMMITMENTS**

Doncaster's Environment and Sustainability Strategy is an aggregation of numerous partners' targets, commitments and activity; but many partners have their own individual strategies or action plans to address climate change. These documents cover a range of issues such as working practices, procurement policies, buildings, workforce culture, waste, education, and staff support. A summary of some of the key partner strategies is provided below, with further information available within each document.

### **DEPARTMENT FOR ENVIRONMENT, FOOD & RURAL AFFAIRS (DEFRA) incl. ENVIRONMENT AGENCY (EA)**

In 2018 DEFRA released '[A Green Future: Our 25 Year Plan to Improve the Environment](#)' which captures plans for all DEFRA agencies, of which the Environment Agency is one. The plan sets out the Government's long-term approach to protecting and enhancing various natural landscapes and habitats in the UK.

The plan sets out several goals that hope to achieve the following:

- Clean air
- Clean and plentiful water
- Thriving plants and wildlife
- A reduced risk of harm from environmental hazards such as flooding and drought
- Using resources from nature more sustainably and efficiently
- Enhanced beauty, heritage and engagement with the natural environment

Further, environmental pressures will be managed through:

- Mitigating and adapting to climate change
- Minimising waste
- Managing exposure to chemicals
- Enhancing biosecurity

Policies related to the above goals will focus on:

- Using and managing land sustainably
- Recovering nature and enhancing the beauty of landscapes
- Connecting people with the environment to improve health and wellbeing
- Increasing resource efficiency, and reducing pollution and waste
- Securing clean, productive and biologically diverse seas and oceans
- Protecting and improving the global environment

### **DONCASTER and BASSETLAW TEACHING HOSPITALS NHS TRUST (DBTH)**

Doncaster and Bassetlaw Teaching Hospitals' Annual Report and Accounts 2019/20 states that the Trust is committed to improving its carbon reduction performance and has a range of low carbon initiatives in place to ensure delivery. NHS carbon reduction targets, which are linked to the UK Climate Change Act 2008, are in place and require Trusts to reduce CO2 emissions by 34% by 2020 and 80% by 2050. At the end of 2019/20 the Trust had reduced its CO2e (carbon dioxide equivalent) by 7,426 tonnes and achieved the 34% reduction target. There had been the intention to roll out Green Champions in 2020, but this was put on hold due to the global Covid 19 pandemic. The Trust will deliver its ambitions through delivery of the Delivering a 'Net Zero' National Health Service released in 2020.

### **DONCASTER CHAMBER OF COMMERCE**

Doncaster Chamber of Commerce has introduced new business support services to help businesses become greener. This includes the introduction of a new Green Business Forum to allow organisations to access and share best practice, as well as an opportunity for local businesses to engage with regional policy makers on environmental policy issues. Additionally, the Chamber has partnered with Engie to offer green energy solutions to businesses which will help companies to be more sustainable and save money. The Chamber will continue to introduce new products and services to help businesses become greener and maximise commercial opportunities linked to the low carbon agenda.

The Chamber's education arm 'Opportunities Doncaster' is increasingly collaborating with progressive businesses to develop work readiness in residents through innovation and enterprise challenges linked to the low carbon agenda. For example, local learners were recently supported by a fast-food chain to develop plastic free children's meals. The Chamber will continue to link its business and education activities to carbon literacy.

## DONCASTER CLINICAL COMMISSIONING GROUP (CCG)

Doncaster CCG has a [Sustainable Development and Management Plan \(2018-2021\)](#) which details how they are going to reduce their direct impact on the environment including reducing buildings-related greenhouse gas emissions, business travel and waste going to landfill.

The 8 areas they are focusing on to reduce environmental impact are:

- 1. Leadership, Engagement and Workforce Development** - Sustainable and resilient services will only emerge from a culture that understands and values environmental and social resources alongside financial resources. This requires strong leadership and awareness of staff to move sustainability to the forefront.
- 2. Carbon Hotspots** – This area looks to reduce the amount of waste going to landfill by increasing recycling and will look at the carbon footprint related to travel of employees, patients and visitors.
- 3. Commissioning & Procurement** - The CCG will look to use criteria to stimulate more ambitious and innovative approaches to delivering care that costs less, creates less environmental harm and reduces inequalities. Sustainable commissioning will take a whole system approach to improving health and wellbeing of the people it buys services for. The CCG understands that commissioning services in a way that utilises local assets, improves the local environment and empowers local people and communities can achieve wider benefits from the same investment.
- 4. Sustainable Clinical and Care Models** - To be prepared for changing times, climates and events it is increasingly important to consider the environmental and social impact of how services are delivered.
- 5. Healthy, Sustainable and Resilient Communities** - A local approach is needed to support communities to thrive, be more sustainable, resilient and healthy in changing times and climates. NHS, public health and social care organisations play an important role in local communities, as employers and as core public service providers. They are an integral part of communities and can help support community groups, local agencies and local people to further build a sense of place and identity, so people want to live, work and invest there. These elements also create the conditions for improved health and wellbeing.
- 6. Metrics** - The purpose of this area is to set out a vision for measuring progress in continually improving health and wellbeing in England now and for future generations, within available financial, social and environmental resources.
- 7. Innovation, Technology and Research & Development** - This area can improve sustainability particularly, where the components act as catalysts for each other. It is the product of collaboration with many organisations and individuals across the system that has helped to highlight and define good practice in innovation technology and research & development.
- 8. Creating Social Value** - Actively designing and delivering social value is a core part of the transformation needed across public sector organisations. There is an emphasis on the importance of considering social value in advance of commencing any commissioning and procurement processes. Such considerations should help inform and shape the purpose of the products needed and, perhaps more importantly, the design of the services required.

This plan will be reviewed every two years and in accordance with any changes to relevant legislation or good practice guidelines, or after a significant change in the structure of the CCG. Where review is necessary due to legislative change, this will happen immediately.

## DONCASTER COUNCIL

Doncaster Council does not have an individual Environment Strategy. However, the environment is at the focus of numerous elements of the strategic framework within which it operates e.g. the Borough Strategy, Housing Strategy, Education & Skills Strategy, Inclusive Growth Strategy, Transport Strategy, and the Council Environment Services Improvement Plan. The Council will make a direct contribution to many of the interventions required across all aspects of the Environment and Sustainability Strategy, some of which are presented below.

### Woodlands, Trees & Green Spaces

- Consider opportunities to enhance and increase green infrastructure assets e.g. woodland, parks, open spaces.
- Develop and implement a borough-wide, multi-partner tree planting strategy.

### Biodiversity

- Manage land and water sustainably, informed by a Natural Capital Assessment.
- Enforce Biodiversity Net Gain requirements for developments and uphold tree preservation orders.
- Develop and review organisational policies and procedures to ensure natural capital is valued and protected.

### Water Quality, Flood Management & Drainage

- Reactive maintenance of highways & property that support flood risk mitigation; ensure public drainage assets are working correctly to allow surface water to drain away.
- Planned works completed on a cyclical basis that includes cleansing all road gullies, linear drainage, soakaways, trash screens, pumping stations, ponds and flow controls.

#### Peatland and Soil

- Identify alternatives to replace the use of peat-based products.

#### Contaminated Land

- Maintenance of public contaminated land register and remediated sites database.
- Assess potential sites of concern in line with appropriate regulations and local inspections strategy.

#### Energy Efficiency of Buildings & Sustainable Energy

- Build highly energy efficient council homes.
- Inspect private rented homes to identify & respond to excess cold hazards.
- Decarbonise the Council's electricity supply through demand reduction and the installation of low carbon energy generating technology.

#### Statutory Nuisances Including Noise, Odour and Light Pollution

- Make appropriate planning decisions to mitigate adverse impacts of new developments.
- Develop and strengthen reporting and monitoring protocols across all services.
- Robust and fair enforcement of Enforcement Policies where necessary and appropriate.

#### Transport

- Lead the transition to ultra-low emission vehicles including the required refuelling infrastructure.
- Naturalisation of appropriate areas through changes in grass cutting frequency, planting more greenery or reducing public access.
- Invest in active travel, including resident led approaches for low traffic neighbourhoods and school streets.

#### Nature Tourism

- Raise awareness of green and blue infrastructure. Specific emphasis within the Visitor Economy Strategy.

#### Green and Innovative Economy

- Learn from the international community in achieving inclusive and sustainable growth and prosperity.
- Support businesses to set out green strategies to help investors to direct capital into 'green' projects at scale.

#### Existing Business Operations and Growth

- Support businesses to identify and access available funding streams for making their operations more environmentally friendly.

#### Farming

- Maintain focus on local farm business development, funding and subsidy with particular focus on resilience, sustainability, and climate mitigation and adaptation.
- Raise the profile of Good Food Doncaster/Sustainable Food Cities to local farmers and food producers – aiming to maximise access to affordable healthy food, reduce the risk of food insecurity, and to promote a successful, locally-led food economy in Doncaster.

#### Food

- Explore a compassionate approach to supporting residents to eat sustainably and healthily, and adoption of the BeWell@Work award.
- Explore links with community food initiatives and projects.

#### Fly Tipping and Litter

- Greater deployment of CCTV cameras at fly tipping hot-spots to support enforcement action against perpetrators
- Invest in technology to improve efficiency of fly-tipping response routes and times.

## Waste and Recycling

- Provide advice and guidance to partners and households on waste/recycling options.
- Review future options for enhancement of council-operated household waste facilities.
- Procurement policies to include requirements associated with reduction of waste.

### DONCASTER SHEFFIELD AIRPORT (DSA)

DSA have produced a Sustainability Road Map. Peel Group, who own the airport, have four targets derived from several UN SDGs that they aim to achieve in the next 5 years.

- Continually improve the sustainability of assets - including targets for energy, waste, water, procurement and office sustainability.
- Support the development of sustainable low carbon communities, transport, energy and infrastructure - including buildings being a 'very good' or excellent BREEAM standard.
- Create new training, employment and local business opportunities through regenerations activities - increasing jobs & skills, looking to provide for local communities and encouraging sustainable tourism.
- Help communities connect with nature - including biodiversity protection by natural capital accounting.

There are plans for a sustainability school at DSA (to address carbon literacy and employee initiatives), support functions (e.g. car share schemes, paperless working, electric vehicles, removal of single use plastics, remote working for non-operational roles), supply chain review (including retail aspects) and a solar farm onsite.

Prior to the development of their Sustainability Road map, they produced their [Corporate Social Responsibility \(CSR\) Report 2019](#) which provides details on environment related initiatives. The CSR report outlines several specific initiatives that DSA have implemented in recent years to help reduce the impact of the airport on climate and biodiversity issues.

- Invested £110k in energy saving lighting upgrades for the terminal and car parks.
- Invested in its own purpose-built onsite water treatment works to better manage surface water and sewage.
- Waste is managed on behalf of the airlines, terminal tenants and all other tenants with recycling initiatives through a partnership with Doncaster Community Recycling Partnership (DCRP).
- Supporting strategic transport schemes that aim to increase public transport connectivity such as a proposed rail station connected into the East Coast Mainline and local rail networks.
- The Noise Monitoring and Environment committee is a subgroup of the Airport consultative committee with a specific remit to monitor and review all aspects related to noise, air quality, ecology and the impact on the local community of ground operations associated with the Airport.
- Developed a long-term Landscape Management and Habitat Creation plan which is agreed with the Council.
- Created over 25 acres of managed habitat areas, including 44 artificial bat roosts erected around the Airport and 6 bird and owl boxes within woodlands. Underground tunnels have also been built between some of the habitats which have also been constructed.
- DSA aims to achieve sustainable growth while contributing to the development of society through several initiatives including the installation of a solar power farm.
- Ecological and landscape aims:
  - To retain and replace as much of the existing vegetation around the Airport as is feasible.
  - To maximise opportunities for new habitat creation.
  - To provide an attractive and beneficial environment for passengers and residents.

### ENGIE UK

Engie is a leading energy and services company focused on three key activities: production and supply of low carbon energy, services, and regeneration. They work with businesses and organisations to accelerate the transition towards a net zero carbon world by reducing energy consumption, greening supply and enabling progress through innovative technology, data & partnerships. Engie has vast experience in a number of different areas including green housing, retrofitting and sustainable transport. ENGIE UK considers the environment to be at the heart of their service delivery and it underpins all that they do. They are committed to preventing pollution and reducing their environmental impacts.

Within Doncaster, Engie have been working in partnership with different organisations on a number of key projects including developing an energy masterplan to help the Council and the borough to become more sustainable in energy production and use; developing a high-level appraisal of DCLT's current emissions and investment options for becoming more sustainable; and various other projects which are still being scoped out.

## NATIONAL FARMERS UNION (NFU)

In early 2020 the NFU published its net zero ambitions in [Achieving Net Zero – Farming's 2040 goal](#). The NFU's assessment is that they can only deliver net zero if they act across a range of internationally recognised inventories. The ambition for a net zero contribution to climate change across the whole of agricultural production by 2040 is a national aspiration, not an expectation that every farm can reach net zero. Every farm will start the journey to net zero from a different place and will need a unique action plan. The policy measures needed to enable UK farming to meet their net zero aspiration will require a partnership approach. Uptake by farm businesses will need to be accompanied by concerted support across government departments, agencies and other stakeholders to act with them and help them deliver on this ambition.

Action to tackle climate change in UK agriculture requires a portfolio of different policies and practices focused on three key themes, or pillars:

- Improving farming's productive efficiency to reduce our greenhouse gas emissions – enabling farming to produce the same quantity of food, or more, with less inputs in smarter ways.
- Farmland carbon storage in soils and vegetation – improving land management and changing land use to capture more carbon, through bigger hedgerows, more woodland, and especially more carbon-rich soil.
- Boosting renewable energy and the bioeconomy to displace greenhouse gas emissions from fossil fuels and to create GHG removal through photosynthesis and carbon capture.

The NFU has emphasised that, at the same time as reducing their impact on the climate, farmers should not reduce their capacity to feed UK consumers with high quality, affordable British food. The UK must not achieve its climate change ambitions by exporting UK production, or greenhouse gas emissions, to other countries.

## SOUTH YORKSHIRE FIRE AND RESCUE (SYFR)

South Yorkshire Fire and Rescue have adopted the [Environmental Protection Handbook for the Fire and Rescue Service](#), along with all Fire and Rescue services to follow. The Handbook was developed in conjunction with the Environment Agency from all four areas of the UK.

It states that there is clear evidence that the fire and rescue service can, and do, make a significant contribution in protecting the environment and that because of their actions, significant harm to the natural environment has been prevented or mitigated. The handbook provides a role in enduring information is available to allow effective planning and response to incidents which have the potential to cause serious harm to the environment.

The current version of the handbook outlines that it does not consider the impacts that climate change will have on the Fire and Rescue Service; as this was covered in, 'Effects of Climate Change on Fire and Rescue Services in the UK' (1/2006). This document stated that climate change is unlikely to provide new challenges for Fire and Rescue Services, instead, those challenges that are already faced will potentially become more service, and also more frequent, i.e. flooding and grass/woodland fires.

## SOUTH YORKSHIRE POLICE (SYP)

South Yorkshire Police have developed a [Sustainability Strategy \(2020-2025\)](#) with targets based around seven of the United Nations Sustainable Development Goals (SDGs)

- **Good health and well-being** – support the health and well-being of employees and those SYP work with.
  - Develop and implement the actions arising from the health and wellbeing strategy.
  - Identify mechanisms to enhance community wellbeing through neighbourhood policing
- **Quality education** – provide SYP's people with the skills, knowledge and confidence to contribute to sustainability and widely share these opportunities
  - 100% of staff with the skills, knowledge and confidence to contribute to sustainability.
  - Increase SYP's contribution to social value within schools, colleges and universities across the region.
- **Reduced inequalities** – promote environmental, social and economic equality across everything SYP delivers
  - Review and update our policies and processes to promote equality across our business activities.
  - Work with partners and stakeholders to support the reduction of inequalities in the communities we serve.
- **Responsible consumption and production** – embed sustainability considerations into the purchase, use and disposal of all the resources SYP use
  - Embed sustainability within the procurement process and support the transition to a circular economy.
  - Work with suppliers, to understand and improve the sustainability credentials of SYP's supply chain.
- **Climate action** – take urgent action to combat climate change and its impacts
  - Reduce greenhouse gas emissions by 75 per cent by 2030 and net zero by 2050.

- Play an active role in supporting South Yorkshire to respond to the climate emergency.
- **Peace, justice and strong institutions** – ensure sustainability is considered in everything SYP delivers
  - Embed the use of the Sustainability Spectrum across South Yorkshire Police and report progress annually.
  - Embed sustainability in the governance and reporting processes to Her Majesty’s Inspectorate of Constabulary and Fire and Rescue Services.
- **Partnerships for the goals** – develop effective partnerships to support a positive contribution to the communities we serve
  - Work in 50 partnership initiatives to support the delivery of the SDGs.
  - Work with colleagues from the Police and the Fire Service to support a national response to sustainability.

Progress against the achievement of the Sustainability Spectrum will be monitored via the force Organisational Infrastructure process; whereby each district and department across the force is required to support a quarterly review of their own delivery and this will include sustainability.

The implementation of this strategy will be coordinated by SYP’s sustainability team, which will work with colleagues across the force to achieve the targets identified against their priority SDGs.

### **YORKSHIRE WATER (YW)**

YW have been focusing on climate change, carbon emissions reduction and adaptation for many years. It is a priority for them because, as a business they are reliant on a stable climate – it impacts both their ability to provide clean water to the region, and their ability to deal with wastewater and prevent flooding.

In 2019, YW made a commitment to be Net Zero by 2030. Their approach to achieve this commitment covers three areas:

- **Reducing emissions** - operational emissions have reduced by 80% since 2004/5, mainly through investment in their own renewables and buying only green energy.
- **Retaining carbon** - Yorkshire Water is the second biggest landowner in Yorkshire, and as such their land has significant potential to impact on their emissions. They have developed a tool to account for these emissions which has provided a baseline to monitor against. They are also involved in activities on tree planting and peat restoration. In 2019, the Yorkshire Land Network was established to bring together the region’s biggest landowners to work together, with an aim to develop a carbon offsetting market for Yorkshire.
- **Building resilience** – this work covers a wide range of areas designed to help YW and its customers be more resilient. Key activities include reducing demand and encouraging water efficiency; building supply resilience; reducing flood risk and encouraging mitigation; and helping to create a resilient environment.

To support their approach, they have developed the Six Capitals assessment tool which helps understand the total impact of each decision made. The Six Capitals are Human, Intellectual, Social, Financial, Manufactured, and Natural.

## DATA, ACTIVITY AND HEALTH IMPLICATIONS

### NATURAL ENVIRONMENT

#### WOODLANDS, TREES & GREEN SPACES

##### What we know

- Trees absorb carbon dioxide (CO<sub>2</sub>), prevent flooding (by absorbing water, intercepting it and slowing down the rate that it flows into rivers), prevent soil erosion and reduce surface run-off. The canopies create shade and shelter, encourage wildlife and are a source of fuel. Trees also provide water quality improvements and contribute to climate action by acting as a land-based carbon sink.
- Doncaster's public tree resource is widespread and diverse but was until recently, largely unrecorded. To date, over 40,000 trees on council land have been surveyed and added to the municipal tree database, including nearly 12,000 in parks and greenspaces and 10,000 street trees. 18% of Doncaster's municipal trees are maple species, 11% lime and 7% cherry. 80% of Doncaster's municipal trees are less than 50 years old.
- Approximately 5.8% of Doncaster is woodland (South Yorkshire average: 7.4%, national average: 8.4%).
- Doncaster tree canopy cover is 13%; wards range from 7% (Stainforth/Barnby Dun) to 24% (Edlington/Warmsworth). Doncaster is lowest in South Yorkshire (SY average 16%, national average 16%).
- Pests and diseases that affect trees appear to be increasing in number and severity of impact.
- The increase in urban temperatures and changing patterns of rainfall affect the capacity for trees to grow within urban areas.
- There is a lack of robust data on quantity and quality of greenspace.
- Many of our parks are high quality with 5 parks having received the Green Flag Award and Elmfield Park has been granted Fields in Trust Status; however the standard of many parks is poor and declining.
- Parks have aging fixed play equipment with no defined replacement budget.
- Large trees are often not valued in town centres and residential areas and their removal is often called for by residents/elected members.

##### What we've done/are doing

- Aligning with regional and national initiatives to lever investment, for example source to sea EA nature-based solutions programme, northern forest, regional climate activity.
- Doncaster Future Parks programme
- Doncaster Green Space Network: Enhancing social and community capacity, developing platforms for local knowledge share/best practice; volunteering opportunities for corporate & residential participants, and opportunities for new partnership working.
- Doncaster Smart Parks: Integrating new technologies into parks provision, usage and delivery; collating data to support parks provision and development; innovation within parks provision; and utilisation of web-based portals and social media to support the Green Space Network
- Doncaster Quality Parks: Striving for benchmark open space provision standards (Green Flag Standards) and local quality mark (second phase of Green Space Audit).
- Doncaster Parks of the Future: Diversification for the benefit of the natural environment/climate adaptation - for example, looking at more sensitive management of parks, reviewing mowing regimes, allowing naturalisation where appropriate, encouraging areas of natural regeneration to support multiple environmental outcomes. Exploring opportunities for storing water in parks to enhance habitat and look at climate adaptation in urban areas.
- Developing a strategy to encourage and support an increase in the use of greenspace areas by incorporating additional amenity facilities (cafés/toilets) etc.
- Undertaking a Natural Capital Assessment to identify natural assets that provide ecosystem services and developing knowledge share arrangements with other places about adapting green space management for multiple benefits.
- Emerging Local Plan Policy 33 states that development proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process and significant adverse impact on public amenity or ecological interest has been avoided. There will also be a presumption against development that results in the loss or deterioration of ancient woodland and/or veteran trees. The Local Plan also has a policy where developers will be asked to complete a HIA where certain triggers are met – loss of green space is one of the triggers.

## **Health implications**

Woodlands, trees and green spaces play an important role in the health and wellbeing of the population. Not only do they lend beauty to our urban and rural communities; time spent in natural environments has demonstrated mental and physical health benefits.

There are positive health effects of viewing natural landscapes on stress levels and speed of recovery from stress or mental fatigue, faster physical recovery from illness and long-term overall improvement on people's health and well-being are reported. Safe and accessible green spaces such as woodlands and parks entice families and children to spend more time outdoors and natural spaces are key to people spending more time being active and socialising.

High quality green (e.g. parks and open spaces) and blue (e.g. lakes, rivers and canals) infrastructure has a positive effect on the health and wellbeing of local communities. Green infrastructure makes several important contributions to local climate regulation including the positive impact on air quality, the reduction in the impact of the 'urban heat island effect', reduction in the likelihood of surface water flooding and the potential to reduce noise pollution. Trees also help to clean and cool the air and reduce harmful air pollutants and air temperatures.

Communities that have access to clean, safe and attractive green spaces in urban and rural areas will be more likely to travel actively through them, enjoy them, and play and socialise in them. Thus, by safeguarding, sharing and increasing and improving green space we can expect to see significant improvements in the local environment and the mental and physical health of those that use these areas.

## BIODIVERSITY

### What we know

- The UK's biodiversity continues to undergo significant change, in the face of pressures from agricultural practice, detrimental land management, climate change, urban expansion, pollution, invasive non-native species and other factors.
- The impacts to nature include loss of habitat and degradation of its quality, character, distinctiveness and connectivity, in-turn resulting in a loss of species diversity – our biological communities are becoming more similar to each other and less resilient.
- The Government's most recent biodiversity assessment indicates that the UK will not meet the Global 2020 targets it committed to and the following trends persist, including:
  - Rapid changes in species abundance, with more species decreasing than increasing and with the rate of decline not letting-up and in some cases accelerating
  - Species distribution is falling
  - 15% (1188) of conservation-status species, are currently assessed as being threatened with extinction.
- Public support, awareness and engagement in biodiversity conservation and social responsibility is rising as shown by increases in expenditure by Non-Government Organisations and time committed to conservation causes by volunteers. Conversely, public sector expenditure has fallen dramatically over the last decade and coordinated communication and support to help individuals and communities play their part, is not well-developed.
- Doncaster (by area) is the largest Borough in England, covering 220 square miles of varied landscape and supporting some of the richest and rarest habitats in Britain, some occurring nowhere else in the UK.
- Approximately 65% of the Borough is under agricultural use – mostly arable production.
- Doncaster is naturally a marshy landscape but has been artificially pump-drained primarily for agriculture and hunting purposes, making it one of the driest parts of England. Despite this, rivers and wetlands (including the Rivers Don, Dearne, Went, Idle and Torne) are prominent and important features of the Borough's landscape and heritage.
- In the east of the Borough the landform dips to sea level and the low-lying agricultural land is intensively pump-drained and covered in-part by Water Level Management Plans.
- Thorne and Hatfield Moors form part of the UK's largest area of lowland raised bog (peatland), a wetland complex of international importance for nature conservation, which sit within this modified landscape.
- As well as conservation sites of international importance, the borough has 2 Nature Improvement Areas (The Dearne Valley and Humberhead Levels), 15 Sites of Special Scientific Interest and approximately 381 Local Sites.
- Doncaster's wider green (and blue) infrastructure network - of parks, woodlands, allotments, playing fields, cemeteries, rivers and canals etc - supports nature in both rural and urban areas, however few public open spaces are managed to protect or enhance their nature conservation value. Only 38% of the Borough's Local Wildlife Sites are actively managed for their biodiversity interests.
- Public perceptions of what 'managed' greenspace should look like vary widely and are not necessarily beneficial for biodiversity, e.g. the merits of long grass management are not widely understood or welcomed.
- Through local and expert knowledge, we know broadly what action needs to be undertaken for nature, but the supporting evidence and monitoring is not widely or consistently captured to track biodiversity gains and losses. The resources and the drivers needed to implement change are not yet in place.

### What we've done/are doing

- Emerging Local Plan Policies 30 (Ecological Networks), 31 (Valuing Biodiversity and Geodiversity), and 32 (Local Wildlife and Geological Sites) work together to protect and enhance biodiversity and geodiversity (sites, habitats and species) and ecological networks.
- Working in partnership, at a landscape and river-catchment scale and across the Borough's boundaries, to plan and deliver strategic habitat and species conservation initiatives that also provide wider sustainability benefits, e.g. Natural Flood Management, community pride and capacity building. Recent projects have delivered extensive peatland restoration interventions on Thorne and Hatfield Moors, community engagement in the habitats and heritage of the Dearne Valley, and several wildlife, visitor and natural flood storage enhancements within the Torne, Don and Went river catchments.
- Working with owners and managers of wildlife sites to provide advice, information and support on land management and opportunities to enhance biodiversity.
- Supporting the operation and development of Doncaster Local Records Centre to promote the collection and sharing of biological information, to inform our knowledge of the Borough's biodiversity and decision-making at all levels. Doncaster is one of 16 accredited local record centres in the UK.

- Doncaster delivered one of DEFRA's six Biodiversity Offsetting pilots to inform the development of Biodiversity Net Gain in the planning system.
- Developed a Doncaster Green Infrastructure Strategy to set out the biodiversity priorities.
- Supporting the Northern Forest initiative.
- Review of greenspace capacity for tree/woodland planting is underway.
- Identification of strategic 'Nature Recovery Network' habitat creation and restoration sites currently underway.
- Commissioning with partners a Natural Capital Assessment for Doncaster identifying opportunities for protecting, enhancing and investing in natural assets and the ecosystem services they provide.

### **Health implications**

Favourable conservation status of wild flora and fauna is essential not only for securing healthy eco systems but for human wellbeing too. Well-designed ecological networks are also essential for mitigating the negative effects of climate change. In addition to the ecological benefits of these sites, there are many health and wellbeing benefits for the residents that use them, therefore it is important that the sites are accessible to all.

## WATER QUALITY, FLOOD MANAGEMENT & DRAINAGE

### What we know

- Doncaster has large areas that are at risk from river and/or surface water flooding.
- A key issue is the increase in impermeable area due to continued development/increase in new highways; with little resources for upgrading the highway drainage network. An improved drainage network would cost in the billions, as the size of pipework is never upgraded. To mitigate this, flows entering sewers are restricted by attenuating on site.
- Doncaster Council Sustainable Urban Drainage Systems (SUDS) Adoption Policy is currently being implemented to help improve water quality on new developments across the borough. SUDS features allow surface water to re-enter the ground after passing through treatment trains, rather than entering sewers or watercourse.
- Flood protocols/action plans are in place.
- Natural flood management (NFM) schemes are implemented where possible across the borough.
  - Historically, NFM schemes have been difficult to deliver due to funding restrictions for government flood defence grant in aid. However, the requirements are changing which is making the wide scale adoption of these projects easier. Similarly, another challenge with financing NFM is that regulatory regimes tend to prefer the more easily quantifiable outputs of traditional solutions. There is also often very little support available to land managers for the ongoing maintenance of NFM schemes. Yorkshire Water's six capitals approach to assessing benefits is useful for NFM as it captures the wider health and environmental benefits.
  - There's an opportunity to fund NFM projects through carbon and biodiversity offsetting markets and Yorkshire Water is exploring this through the Yorkshire Land Network. This could also help get around the lack of funding for ongoing maintenance.
  - The new requirement for Biodiversity Net Gain from developments could also provide a route for funding of NFM approaches.
- The Environment Agency has an investment request for over £40million of nature based solutions schemes' on the flood risk programme for the River Don, £33million of this request is for Doncaster.
- Water Level Management Plans are in place for Internal Drainage Boards however, Doncaster Borough has 3 drainage boards, and a strategic plan needs to be implemented to tie these together.
- Catchment Area Based Action Plans exist for the 'The Don' and 'The Torne', but a broader catchment approach is important to look at the whole system in order to help mitigate flood risk and build climate resilience. Doncaster have been an advocate for the 'one catchment approach' to helping reduce flood risk and plan for future changes in drainage management as a result of climate change. Yorkshire Water is in conversation authorities across the Sheffield City Region about the possibility of a Don Catchment flooding partnership. Similarly, the Environment Agency is developing a catchment plan for the whole catchment along with other partners involved in source to sea and one catchment approach work.
- A well-maintained drainage network across the Borough leads to achievement of objectives within the Local Flood Risk Management Strategy (LFRMS) and provides additional benefits including:
  - Reduced the risk of flooding for properties of surface water
  - Less standing water on the highway network
  - Fewer road/bridge closures and road diversions
  - Fewer potholes
  - Reduced liability
  - Less vehicle/personal damage/injury
  - Better reliability for public and commercial transport services
  - Reduced costs
  - An enhanced environment
  - Access to green space (which has health and wellbeing benefits)
  - Biodiversity benefits
  - Climate mitigation benefits.

### What we've done/are doing

- Reactive and planned drainage maintenance:
  - Reactive maintenance takes account of highways and properties at risk of flooding and ensures the drainage assets are working correctly to allow surface water to drain away.
  - Planned works are carried out on a cyclical basis and include cleansing all road gullies, linear drainage, soakaways and trash screens.
  - Inspections are carried out on all other drainage assets, such as pumping stations, ponds and flow controls on a monthly or annual basis to determine the work which needs to be carried out on these assets.

- Strategic Flood Risk Assessment identifies several residual flood risk areas and details planning advice for these which should be considered when looking to develop in these areas. The Council keeps an up-to-date evidence base on flood risk so that proposals outside of Development Allocations have the best available evidence on which to prepare their own site-specific flood risk assessments and appropriate mitigation, and to assist with passing the sequential or exception tests.
- Approval, adoption and maintenance of new Sustainable Urban Drainage Systems (SUDS).
- Implementation of new flood alleviation schemes occurs every year, including NFM schemes.
- Emerging Local Plan Policy 57 (Drainage) requires that development sites incorporate satisfactory measures for dealing with their drainage impacts, to ensure wastewater and surface water run-off are managed appropriately and reduce flood risk to existing communities.
- Emerging Local Plan Policy 58 (Flood Risk Management) requires that all planning proposals be considered against Government planning policy in the National Planning Policy Framework (NPPF), including application of the flood-risk sequential test, and if necessary, the exception test.
- The Flood and Water Management Act 2010 places duties on the Council to:
  - Carry out Section 19 investigations into any flooding incidents
  - Maintain an asset database of flood risk structures (section 21)
  - Consult on all planning applications in terms of flood risk
  - Co-ordinate management of flooding from surface water, groundwater and ordinary watercourses
  - Co-operate with all other risk management stakeholders

### **Health implications**

- Safe, well-managed and good quality water resources are essential to the health, wellbeing and sustainability of the population.
- Well-managed SUDS also provide local green space that is accessible when not being used for flood water storage which can provide significant health and wellbeing benefits.
- When flooding does occur, it impacts on the lives of local people in several ways. It can affect their homes and ability to travel and work. Floods may also cause injuries, infectious disease outbreaks, chemical contamination, disruption of power and water supplies and difficulties accessing health services.
- A number of studies have noted increases in the incidence of common conditions such as substance misuse, depression, anxiety and post-traumatic stress disorder following flooding. The difference between a person experiencing distress and one who goes on to develop further mental health problems depends on a number of factors including the severity and duration of the flood, a person's pre-existing problems, and the overall impact of the flood on each person's life.
- While experiencing a flood is the primary cause of stress for people who are affected, it is important to remember that the stress and strain associated with dealing with cleaning up and recovery may also be a problem.

## PEATLAND AND SOIL

### What we know

- Thorne, Goole and Crowle Moors, together with Hatfield Moors cover an area of 3,318 hectares (8201 acres).
- The mixture of habitats, including peatland, marsh, woodland and gravel pits, means the area is incredibly rich in wildlife - the reserve supports over 5,000 species of plants and animals, of which more than 4,000 are insects.
- The aim of conservation management for the site is to retain suitable conditions for the development of raised bog and its vegetation.
- Agricultural Land Classification Mapping Data (national dataset) is old and not comprehensive and has limited value in aiding determination of relevant planning applications.
- Soil loss and its environmental impact is not limited to the peatlands but watercourses in agricultural land throughout the Doncaster area are impacted by sediments from soil loss reducing biodiversity, contributing to flood risk, and increasing loss of carbon and soil fertility.
- Peatland, in its natural healthy condition act as carbon sinks and water stores.
- Significant proportion of Doncaster's lowland peat was damaged by commercial peat extraction – these areas have been extensively drained to lower the water table level such that they become a source of significant carbon release.

### What we've done/are doing

- Emerging Local Plan Policy 61 (Protecting and Enhancing Doncaster Soil and Water Resources) protects significant loss of the best and most versatile agricultural land (grade 1, 2 and 3a), protects soils of high environmental value (such as peatlands), and requires development proposals to demonstrate that all practicable steps have been taken for soil resources to be conserved and managed in a sustainable way.

### Health implications

Peatlands are highly significant to global efforts to combat climate change, as well as wider sustainable development goals. The protection and restoration of peatlands is vital in the transition towards a low-carbon and circular economy. In their natural, wet state peatlands provide vital ecosystem services and sequester carbon. By regulating water flows, they help minimise the risk of flooding. Peatlands form part of a diverse natural environment and thus contribute to biodiversity but also provide a natural landscape which promotes health and wellbeing.

## CONTAMINATED LAND

### What we know

There are various sources of data related to contaminated land sites. Key sources include:

- Historic Maps (1851 to 2017) identify previous land use and potential contamination.
- Land Quality GIS Datasets including Geology, Hydrogeology, Petrol Stations, Closed Landfills, etc.
- Inspection Strategy (2017) – details how potential contaminated land is identified using datasets within GIS. Potential sites are then risk assessed to determine their priority for inspection. Any land found to be Contaminated Land (as per the Contaminated Land Regulations) that poses an unacceptable risk will be determined, remediated and put on the Contaminated Land Register.
- A public Contaminated Land Register details contaminated land as per the Regulations – currently 43 sites in Doncaster on the register.
- List of Potential Contaminated Land Sites – this dataset is in the process of being ratified.
- A GIS dataset of remediated sites is in the process of being compiled.

### What we've done/are doing

#### Research/Data/Insight

- Phase 1 Contaminated Land Desktop study to ensure potential contaminated sites are identified and risk assessed in accordance with current guidance.
- Cross-referencing of remediated sites to list of potential sites, development of GIS datasets.
- Active member of YALPAG (Yorkshire and Lincolnshire Pollution Advisory Group) which provides guidance, training and networking events/meeting with regional officers.
- Sharing of advice amongst partners about potential contaminated land.
- Proactive and reactive consultations with building control and development management.
- Local Plan Policy 56 (Contamination and Unstable land) proposes that development sites mitigate contamination or land stability through ensuring necessary remedial action, properly identifying and treating adverse ground conditions and clearly demonstrating that the land is suitable for use and there is no significant harm to health or the environment. This can only be captured when new applications are submitted and might not necessarily be picked up otherwise. The Local Plan also recognises the importance of identifying potential sites of concern, the need for investigation and, if appropriate, remediation to protect future site users and the environment as a whole.
- Prior to the EPA 1990 Part IIA Regulations of 2000, there was no legislative requirement to consider land contamination at planning application or any other stage; nor was there any robust comprehensive guidance as is available today. However, Doncaster Council did seek to employ the trigger levels of the Interdepartmental Committee on the Redevelopment of Contaminated Land (ICRCL) and occasionally those of the Dutch Intervention Levels (the Dutch being viewed as the model due to their extensive land reclamation experience).
- The Contaminated Land Statutory Guidance was revised in April 2012, it details how local authorities should identify, inspect and, if appropriate, ensure land and groundwater is remediated. One of the roles of the Local Authority is to inspect their areas in order to identify contaminated land. The Local Authority also needs to consult with other agencies (e.g. the Environment Agency) to determine how best to manage the land and establish whether sites should be designated as 'special sites' as prescribed in the Contaminated Land Regulations.
- The National Planning Policy Framework states that planning policies and decisions should ensure:
  - A site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
  - after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
  - Adequate site investigation information, prepared by a competent person, inform these assessments.
- YALPAG Development on Land Affected by Contamination has been adopted by the Council and provides guidance for developers, landowners and consultants on safe development in accordance with the NPPF and Local Plan.

### Health implications

To date, there is little conclusive evidence of serious health effects from the types and levels of land contamination found in England. However, some sites could pose significant risks to health from long-term exposure based on the known toxicology of contaminants. Equally, the likely chance and amount of the dose, depends on the potential exposure pathways from which the public could be exposed. In light of these potential risks there is good reason to take a precautionary approach to dealing with land potentially affected by contamination.

## BUILT ENVIRONMENT

### ENERGY EFFICIENCY OF BUILDINGS & SUSTAINABLE ENERGY

#### What we know

- By referring to data from the national Energy Performance Certificate database, we know that Doncaster's domestic energy efficiency ratings profile closely matches that of the national profile: A/B: 8%, C: 52%, D: 17%; E: 18%, and F/G: 5%.
- Energy ratings are uniform across all tenures and the private rented sector has the largest proportion of the least energy efficient homes.
- Private sector homes in Doncaster have the following profile: A/B: 10%, C: 26%, D: 45%, E: 17% and F/G: 4%. Around 92% of these have the potential to achieve A-C rating. But only 6% could achieve an A rating.
- Using a combination of EPC data and UNO SAP rating software, we know that the circa 21,000 Council houses mainly fall into rating C (62%) and rating D (35%), with 3% at rating B.
- Doncaster has the 9<sup>th</sup> highest number of renewable energy installations in the UK, with 7, 053 homes and 191 businesses generating their own electricity as of March 2019.
- 678kw of solar PV has been installed on 16 Council owned buildings, all energy generated on site is either consumed by us or sold via a Power Purchase Agreement (PPA) to the tenant. These works have been funded through borrowing, enabling electricity savings to be made as well as Feed in Tariff and PPA payments returning the investment.
- 2.124MW of solar PV has been installed on 750 council houses; on average, 50% of the solar generated electricity is used by the tenant, the other 50% goes back to the grid. This is HRA funded with Feed in Tariff payments returning the investment.
- Carbon emissions from the use of gas and electricity in Council buildings was 12,051 tCO<sub>2</sub> in 2019.
- Nearly half (45.7%) of households, in England & Wales, living in private rented properties are in fuel poverty. National Energy Action estimates that 10,000 deaths each year are attributable to living in a cold home. In Yorkshire & Humber live, around 11% are estimated to be in fuel poverty.
- National planning policies are in place to support proposals that give priority to low carbon & renewable energy generation: heat or power generation from light, water, waste; landfill & sewage gas energy generation; and wind power, in appropriate locations.
- From April 2020, landlords can no longer let a property with an EPC rating below E, unless they have a valid exemption in place. Legislation is in place to require local housing authorities to investigate and take appropriate action to remove hazards from housing stock, for which 'excess cold' is just one.

#### What we've done/are doing

- Reduction in Council carbon emissions from the use of gas and electricity from 26ktCO<sub>2</sub> to 12ktCO<sub>2</sub> in the past 5 years, via various measures including PV installations, LED lighting upgrades (buildings and street lighting), biomass boiler installations.
- Continued improvement of the energy efficiency rating of council homes, with a long-term ambition of carbon neutrality.
- Operation of home energy saving grants since 2001, helping thousands of homeowners and social housing tenants to receive free and discounted wall and loft insulation, replacement boilers and first-time gas central heating – upgrade from coal fires/electric storage heaters/portable electric heating.
- Delivering area-based initiatives to target vulnerable households living in fuel poverty in energy inefficient housing, resulting in more high energy efficient homes (SAP more than 65) and fewer low energy homes (SAP less than 35).
- Promotion of the use of micro-renewable energy technologies and decentralised heat and power systems within new developments.
- Inspections of private rented properties and notification to landlords of energy efficiency improvements required to remove excess cold hazards.
- Embedding new Future Homes Standard and associated changes to Parts L and F of Building Regulations for new council dwellings.
- Local planning policy is being updated through the emerging Local Plan Policies 59 and 60.
- Ensuring compliance with the Minimum Energy Efficiency Standards (MEES) for all Council owned commercial property advertised to let.
- Delivery of Energy Management services to schools as part of the Buy Doncaster service offer, helping schools reduce energy and water consumption and invest in renewable energy technology.

- Delivery of a proactive, community based, approach to provide home energy saving advice and support with home energy saving improvements since 2008.
- Developed opportunities for training and education e.g. carbon literacy.

### **Health implications**

Affordable and sustainable energy is important for the health and wellbeing. It is key to health that people can afford energy and can heat and run their homes efficiently. Embedding sustainability into current and future housing and other developments are essential for a cleaner and greener borough. Supporting interventions and developments that improve the energy efficiency of current and new housing stock and buildings and that contribute to an inclusive economy that benefits the health and wellbeing everyone in Doncaster.

10.8% of the Doncaster population (2017) are estimated to be in fuel poverty and fuel poverty affects our populations unevenly, with residents who are poorer and older being more likely to experience it. Fuel poverty and cold housing affect many different population groups, with various levels of health impacts relating to different groups. There are measurable effects of cold housing on adults' physical health, well-being and self-assessed general health, in particular for vulnerable adults and those with existing health conditions. Children experience significant negative effects of cold housing in terms of infants' weight gain, hospital admission rates, developmental status, and the severity and frequency of asthmatic symptoms. There are clear negative effects of cold housing and fuel poverty on the mental health of adolescents. Older people experience a higher mortality risk, physical health and mental health and fuel poverty and cold homes contribute excess winter deaths (Marmot, 2011).

Renewable sources of energy offer several potential advantages. They do not irreversibly deplete finite resources, and most have a lower climate footprint than do fossil fuels. If managed well, they can pose minimal health risks and can yield social and economic co-benefits.

Public Health acknowledges the great importance of low carbon and renewable energy however, placement of such facilities may negatively impact communities' health and wellbeing, however it should be noted that biomass can impact on air quality and thus the public's health.

It is key that energy efficiency interventions are continued and scaled up/receive further investment in order to ensure that as many properties as possible are energy efficient and that those whose health is most at risk are prioritised and proactively targeted.

## STATUTORY NUISANCES INCLUDING NOISE, ODOUR AND LIGHT POLLUTION

### What we know

- The Council's Enforcement Service has a duty to investigate its area for statutory nuisances and complaints, with an escalating approach to the issues. This often starts with an informal discussion/letter, but can involve personal monitoring, recording equipment, service of legal notice which requires the perpetrator to take action to stop or reduce the problem being caused, prosecution and/or works to stop the nuisance continuing. The Enforcement Service are also consultees of the Planning Service and provide technical guidance to the service on how developers should mitigate any environmental impact and reduce the impact of the locality on a development. The Service are also statutory consultees to the Licensing Team and can offer advice or object to premises licence applications should they believe that unacceptable public nuisance may be caused by any proposal.
- The Council's Enforcement Team investigates a wide range of complaints which can have a negative impact on people's health and wellbeing, the environment and local area or community.
- The Council receives around 2,200 noise complaints per year:
  - Most noise complaints are from residential sources associated with playing music (35%), dogs/animals (27%) and noise from neighbours (23%).
  - Majority of complaints are resolved in the earliest informal manner through letters, phone calls or face-to-face discussions between enforcement officers and the person causing the disturbance. Only around 50 cases per year result in Notices being served, with some of these resulting in formal proceedings such as prosecution and/or seizure of noise making equipment.
  - The vast majority of cases are closed because residents do not complete the necessary monitoring forms to provide evidence upon which formal action can be taken. The reasons for this are unknown, although it is quite likely that for many cases, the initial informal contact made with the perpetrator is sufficient to resolve the problem reported.
- Fewer odour and light complaints are received, with around 80 and 24 per year respectively, the majority of which are not substantiated as a statutory nuisance:
  - The majority of odour complaints are in rural areas and are agricultural in nature.
  - Light complaints are evenly spread across the borough.
- The Council receives around 14 dust complaints per year. Dust complaints often arise due to construction and development sites. In such cases, investigation is undertaken to ensure the developer is taking "best practicable means" to minimise any dust emissions.
- The Council receives around 40 chimney smoke complaints per year, most from domestic premises. It also receives around 240 bonfire smoke complaints, over 75% of which are domestic bonfires.
- There is a need to develop liaison and reporting mechanisms from the Fire Service regarding attendance at fires that cause smoke, to enable the Council to take enforcement action against perpetrators where appropriate.

### What we have done/are doing

- Significant investment in 45000 low power LED street lanterns. These will last 25 years (3 times longer than the old sodium lights) and has reduced the borough's energy bill by 70%, and the borough's streetlight carbon footprint by 80%. This tech allows for need-led automatic/remote brightening/dimming of lanterns which will help to minimise light pollution. Over 70% of the material from the old lights were recycled.
- Emerging Local Plan Policy 55 (Pollution) states that development proposals that are likely to cause pollution, or be exposed to pollution, will only be permitted where it can be demonstrated that pollution can be avoided, or where mitigation measures will minimise significantly harmful impacts to acceptable levels that protect health, environmental quality and amenity. Under this policy, particular consideration will be given to assessment of risks to public health and impact of cumulative effects, presence of noise generating uses close to the site, impact on air quality, any adverse effects on water bodies and groundwater resources, and the impact of artificial lighting.
- Larger developments that require planning permission will often have a condition requiring the developer to submit a management plan detailing how they will minimise the impact of dust and noise on the locality.

### Health implications

Noise is second to poor air quality in terms of the burden of ill health caused by a single pollutant and is increasingly high on the international agenda. Over 80 percent of people report being exposed to noise pollution in their homes. Direct links to ill health include sleep disturbance and stress, with more indirect associations including hypertension, cardiovascular disease and impaired children's learning development. Addressing noise levels retrospectively can be costly and it is better to consider noise pollution in planning decisions.

Appropriate lighting contributes to a sense of identity and place and makes for a safer and friendlier environment. However, inappropriate lighting can cause light pollution. Inconsiderately sited security lights, as well as illuminated signs and floodlit parks, car parks and recreational areas, all have the potential to affect people in their homes. Health implications related to using inappropriate lighting in public spaces include risks relating to glare and inappropriate light spectrums, as well as harm to local ecologies. Although artificial light can provide many benefits to society, for example extending the time people can spend outside recreationally and providing better visibility and feelings of safety in public spaces, it is important that the right lighting is used in the right place, at the right time.

Odour nuisance is subjective and difficult to define and measure particularly since they can also arise from a wide variety of sources. In rural areas, people may complain about the smell from slurry spreading on farms, or other agricultural activities. In urban areas, odour problems may arise from restaurants and takeaways, dry cleaners, smoking, blocked drains and waste facilities, including waste transfer stations and wastewater treatment works. Although most odours are not harmful to health, they can be a common cause of distress and complaint for individuals.

## TRANSPORT

### What we know

#### Air Pollution

- 8 Air Quality Management Areas (AQMAs) have been declared. Their locations are all near busy roads, and are due to high levels of nitrogen dioxide:
  - Central Doncaster, alongside the A630. (North Bridge Area/Wheatley Hall Road) (Aug 2001).
  - An area surrounding A1(M) junction 36, extending along the A18 (Balby Road) eastwards to Doncaster town centre. (Aug 2001).
  - Along a section of the A18 (Carr House Road) between the junctions with the A638/Bawtry Road and A638/Trafford Way. (Aug 2001).
  - Along a section of the M18, crossing the A638/Bawtry Road extending into the Hatchell Wood area up to Warning Tongue Lane. (Jun 2003).
  - Parts of Conisborough (Low Road, Doncaster Road and Sheffield Road and other roads adjacent to those listed). (Apr 2012).
  - Along the A1 in Skellow (including Hill Crest, Howden Avenue and Crabgate Lane and other adjacent roads). (Sep 2013).
  - Along the A635 (Barnsley Road) in Hickleton (Dec 2014) and Marr (Aug 2020).
- Whilst we have been successful in reducing concentrations in some areas over the long-term, we are still some way from compliance with the national air quality annual mean objective for nitrogen dioxide. Current improvement trends suggest the status of the AQMAs will remain unchanged in the near future.
- The number of deaths attributable to particulate matter air pollution in 2010 was around 160 deaths per year. In 2018 this was 147 deaths (4.6%). This is a higher proportion than Yorkshire & Humber (4.5%) but lower than England (5.2%).

#### Vehicular Road Use

Department of Transport (DfT) 2019 data shows:

- Doncaster has consistently had the highest level of vehicle use in South Yorkshire for almost 3 decades. Since 1993, motor vehicle traffic has increased by 67%; with a recent 16% increase between 2014 and 2019.
- The national average vehicle age was 9.1 years for petrol cars, 7.3 years for diesel cars, and 15 years for motorcycles.
- There was a 18% decrease from the previous year in national new diesel car registrations (3% increase for petrol).
- Electric vehicle registrations increased nationally by 144% (37,850) against the previous year. In Doncaster, the increase was much higher at 489% (from 55 to 324); this was second only to Birmingham.
- The number of Ultra Low Emission Vehicles (ULEV) in the licenced car sector increased from 202 in 2012, to 6759 in 2019.
- Bus use in the Sheffield City Region (SCR) has fallen by 18% in 10 years; yet a quarter of households don't have a car. Nearly 1 in 5 residents live in a rural area and the population is ageing (this data is unavailable for Doncaster specifically).
- Doncaster buses are often the oldest and most polluting in South Yorkshire. Bus services are provided by private, for-profit companies, so there needs to be continued support for these businesses in their transition to greener fleet.
- Average number of Public Service Vehicles has reduced in the four years to 2018 by around 13%.

#### Active Travel

- Data from Sport England Active Lives Survey shows that between November 2015 to November 2018 Doncaster has:
  - A downward trend in cycling for travel (from 12.5% to 9.1%). This is similar to national and regional figures.
  - An upward trend in walking for travel (twice within the last 28 days) (from 23.9% to 27.4%). This figure is the England, Yorkshire and South Yorkshire figures, but the trend is similar.
- The Pedestrian count long-term trend (2002-2018) is upwards, with almost 13,000 pedestrians in 2002 to almost 17,000 in 2018: indicating a 31% increase over 17 years. The average number of pedestrians from 2010 to 2018 is 12% higher than the average from 2002 to 2010.

## Rail

- There are 9 Doncaster train stations, located in Adwick, Bentley, Conisbrough, Town Centre, Hatfield & Stainforth, Kirk Sandall, Mexborough, Thorne North and Thorne South.
- Doncaster and Conisbrough stations are seeing increases in passengers, but all others have seen reductions of between 6%-14% across 2016-2019.

Rail patronage – Rail station entries/exits

Station Name	2016-17	2017-18	2018-19	Change	%
Doncaster	3,825,644	3,857,370	3,917,948	92,304	2.4%
Adwick	197,926	186,820	170,790	-27,136	-13.7%
Bentley	130,434	131,280	130,044	-390	-0.3%
Conisbrough	91,724	98,376	118,012	26,288	28.7%
Hatfield & Stainforth	81,440	76,744	73,108	-8,332	-10.2%
Kirk Sandall	124,546	110,646	107,844	-16,702	-13.4%
Mexborough	209,928	200,428	192,350	-17,578	-8.4%
Thorne North	188,758	175,868	173,472	-15,286	-8.1%
Thorne South	87,334	83,840	81,766	-5,568	-6.4%
<b>TOTAL</b>	<b>4,937,734</b>	<b>4,921,372</b>	<b>4,965,334</b>	<b>27,600</b>	<b>0.6%</b>

## Taxis

- There are over 700 taxis in Doncaster, consisting of approximately:
  - 200 Hackney Carriage Vehicles (can be flagged down in the street or park on a taxi rank)
  - 100 Private Hire Operators (able to accept bookings and dispatch licensed vehicles to carry out the journey)
  - 600 Private Hire Vehicles (journeys must be pre-booked through a private hire operator)
  - 500 Private Hire Drivers (can only drive a licensed private hire vehicle)
  - 500 Joint Drivers (can drive either Hackney Carriage or Private Hire vehicles)

## Council Fleet

- Approximately 675 vehicles of varying size and specification ranging from small cars to large gritting lorries, which is on par with similar sized Local Authorities. The EU emissions standard footprint is significantly below expected levels.
- Number of miles driven is increasing:
  - Jul 2017 - Mar 2018: 0.42billion miles
  - Apr 2018 - Mar 2019: 1.05billion miles
  - Apr 2019 - Mar 2020: 1.07billion miles

## Road Works

- 5000+ road works applications per year 2012-2019, causing 1.23 days disruption per permit. Traffic congestion increases emissions as vehicles progress more slowly along their route.
- Current maintenance backlog is around £150m for highways and around £27m for bridges. Annual maintenance budget for highways works on the ground at £4m-£5m and £850k for bridges.

## Alternative Fuel Infrastructure

- Fuelling buses and cars with compressed natural gas (CNG) could help to reduce carbon dioxide and nitrogen dioxide emissions.
- A CNG feasibility study data shows several very good potential sites for a CNG station (due to proximity of key users and high/medium pressure mains access). These include the A638 near The Dome, Rands Lane Industrial Estate, Middlebank and New Rossington (iPort).
- The initial site identification report proposed that subsequent research is needed to define the viability (including potential demand) and economics of potential stations, taking into consideration the strategic requirements of the region.

## Regional and Local ambitions

- The Sheffield City Region Transport Strategy aims to enhance access to jobs, markets, skills and supply chains; Enhance productivity by making the transport system faster, more reliable and more resilient; and Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision.
- The Mayor's ambition for journey times: Neighbourhood (the closest built-up area to your home) to Regional Hub in 15mins, Regional Hub to Regional Hub in 30mins, and Regional Hub to Major Centre in 75mins.

## **What we've done/are doing**

### Partnerships

- Quality bus partnership – working with private bus companies to improve emissions from the local bus fleet.
- Daily price cap has been implemented for bus travel around Doncaster.
- Doncaster Active Travel Alliance – partnership of internal Doncaster Council colleagues that have similar outcomes in relation to walking and cycling. Supports an active travel providers group that deliver funded programmes of work in the Borough.
- SCR Active Travel Commissioner project and programme board – to shape active travel policy and implementation across the borough.
- Annual Clean Air Day Awareness Campaigns – road closures around a school and areas with high pollution from cars. There was good uptake of the activities. Coupled with the Sustainable Travel work in schools, these campaigns have helped raise awareness of the effect of the number of cars dropping kids off at school and idling outside schools, which contributes to poor air quality. More work is needed to reduce the amount of traffic and idling outside schools.

### Investment

- Cycling & Walking – Council investment in walking and cycling infrastructure and behaviour change approaches such as school active travel officers.
- A proposal has been submitted as part of the Emergency Active Travel funding to trial a low traffic neighbourhood in Doncaster by the end of March 2021. It is our intention to develop our community engagement approaches to further identify potential areas. Doncaster has also been successful with Dept of Transport funding to test school streets in 10 schools.
- Using lifecycle planning and budget optimisation modelling to identify long-term maintenance funding requirements for the maintenance and improvement of road network condition.
- Fleet Replacement Policy is underway, which has brought the Council's fleet EU emissions standard footprint significantly below expected levels. Long-term ambition is for all fleet to comprise of ultra-low emission vehicles (ULEVs), specifically electric vehicles (EVs), and plans for charging infrastructure are being prepared.
- SCR have been successful with a bid, to the Department for Transport for Transforming Cities funding- £35 million to be spent in Doncaster over the next 3 years on active travel infrastructure and improving bus journey times.

### Policy/Regulation

- All industrial processes listed within the Environmental Permitting Regulations are required to have a permit, issued either by the Council or Environment Agency. Doncaster Council currently has 85 permitted processes within the Borough.
- A number of emerging Local Plan Policies relate to air quality:
  - Requirements for EV charging
  - Cycling and walking provision as set out in Policy 17 and 18
  - Strategic provision of Town Centre Car Parking as detailed in Policy 15
  - Reduced cause of, or exposure to, pollution, as described in Policy 55
  - Ensuring that low carbon and renewable energy proposals have no unacceptable adverse effects on air quality, as detailed in Policy 59
- The HIA screening process asks if a development site is in an AQMA – if so, then it asks that a Rapid Assessment is undertaken – however, depending on the development itself it may already need a comprehensive HIA.
- All Streets (road works) Permit Scheme (commenced Apr 2019) – forecasting approximately 9000 permits per year.

### Advice/Education/Behavioural Change

- Advising Businesses: ECOstars (funding ended in March 2020) recognised good fleet practices and helps businesses reduce emissions. ECO driving training funded until end of 2020 helps businesses train drivers in cleaner driving practices.
- Advising residents: 'Fuelling Change' & 'Care4air' campaigns – awareness of alternative fuelled vehicles.
- The services schools currently get all year round are:
  - Modeshift STARS Accreditation (national schools scheme, recognising support for sustainable travel)
  - Bikeability (teaching the safe cycling skills, encouraging a healthy lifestyle)
  - Dr Bike (mechanics carrying out bicycle safety-checks/servicing at workplaces/schools)
  - DCLT Cycle Hub (Cycling for Health - focal point for a broad spectrum of cycling activity, from informal support and advice to led rides, cycle training and supervised activity)
  - Active Travel Events (Active Travel Awards, Schools Yorkshire Tour, Clean Air Day)
  - Active Travel Officer in Schools

## **Health Implications**

The quality of the local environment can have a significant impact on physical and mental health. Recent evidence indicates that living in an area with clear air can lead to positive changes in people's health behaviours. Improved air quality is associated with increased physical activity among older adults. There is a wealth of consistent evidence demonstrating clear adverse effects of exposure to air pollutants on health outcomes across all population groups. For example, poor air quality is linked with an increased risk of developing chronic conditions (e.g., COPD and type II diabetes), neonatal complications and poor birth outcomes, cancer, worsened respiratory outcomes and childhood mortality, among others. The national trend shows high average concentrations of air pollution in both the most and least deprived areas, and lower concentrations in the (predominantly rural) mid-decile areas. Children (14 and under) and older people (65 and older) are more susceptible to the effects of air pollution (NICE 2017).

Reduced levels of car parking and travel plans which encourage the use of public transport, cycling and walking will result in better local environmental conditions.

Switching more journeys to active travel will improve health, quality of life and the environment, and local productivity, while at the same time reducing costs to the public purse. These are substantial 'win-wins' that benefit individual people and the community as a whole.

Encouraging shorter journeys by walking and cycling can help reduce high levels of road traffic that has a negative impact on air and noise pollution and can isolate communities due to perceived road safety.

Connectivity to and from key development areas across the Town Centre, such as the rail/bus interchange, college and Waterfront, by walking and cycling is crucial to positive redevelopment of the area. It can have multiple interrelated effects on health and wellbeing such as physical activity, the reduction in noise and air pollution and safer streets due to increased pedestrian/cyclist usage.

In order to effectively improve health and wellbeing in the long term, interventions should focus on wholesale system change with a focus on societal and structural improvement in combination with educational or persuasive approaches. Bespoke packages should be developed for our target area and populations. Resources will be required to assess effectiveness and potential impact in combination, for example an anti-idling campaign in isolation may only show small improvements, but should be introduced together with driving measures, appropriate green infrastructure, and behaviour information on what side of the road to walk on, choosing less polluted routes. These combined approaches more effective and have potential public health co-benefits such as improved uptake of walking/cycling.

## ECONOMY & GREEN TECHNOLOGY

### NATURE TOURISM

#### What we know

- Nature Tourism can be categorised into three groups:
  - *Incidental natural settings or experiences* – the location, both locally and geographically, may not be pre-determined, and could encompass a wide variety of options such as bodies of water, the countryside, wilderness or almost any natural area.
  - *Activities dependent on nature and where nature provides a focus* – more prescriptive wildlife viewing, birdwatching/ornithology or perhaps walking/rambling.
  - *Activities enhanced by nature* – although engagement with nature isn't the primary purpose of the trip or visit, the engagement within a natural setting enhances or adds value to the experience. Outdoor activities and physical pursuits such as cycling, walking, running, and kayaking for example, fall into this category especially in the context of day visits.
- Natural capital projects aim to protect, restore and enhance natural ecosystems to better support climate change adaptation and mitigation efforts whilst conserving biodiversity and other vital natural resources.
- The success of nature tourism in many parts of the UK is predicated on a few key factors: the presence of charismatic (or “iconic”) species, a supporting infrastructure of well managed and interpreted sites capable of handling individuals and groups of visitors, and a network of supportive businesses including accommodation providers, catering services, and where relevant, locally based services such as boat trip operators and/or wildlife guides.
- Between 2017-2019 there was an average of 305,000 trips a year to Doncaster generating 760,000 overnight stays per year which generated an average annual spend of £41 million. In the same period Doncaster had, on average a further 7.1 million day visitors per year, generating an average £212 million per year. This is a total of £253m visitor spend per year. Visitor spend on the Trans Pennine Trail increased from £144m in 2011 to £885m in 2017.

#### What we've done/are doing

- The National Planning Policy Framework (NPPF) gives clear guidance that planning policies should support economic growth in rural areas, and together with other policies in the Plan, Part 4 of Policy 26 of the Local Plan provides support for appropriate proposals for new non-residential development in the Countryside. These uses may include the development and diversification of sustainable tourism and leisure developments.
- Policy 35 of the Local Plan supports the preservation and, where appropriate, enhancement of heritage significance of the Borough's assets, including assets at Thorne and Hatfield Moors. Part B of this Policy also supports improvement of accessibility and enjoyment of the Borough's existing and potential attractions, including Cusworth Hall and its parkland, Conisbrough Castle and Brodsworth Hall and its parkland and Potteric Carr.
- A number of parks in Doncaster (Campsall Country Park, Bentley Park, Sandal Park, Cusworth Park and Quarry Park) have achieved a Green Flag Award which recognises and rewards well-managed parks and green spaces. Achieving this award gives the park the status of being affiliated with a prestigious awards programme, as well as tangible benefits such as boosting tourism and opening up revenue opportunities.
- A Visitor Economy group has been set up with partners who manage some assets including Yorkshire Wildlife Park, English Heritage, Conisbrough Castle, Brodsworth Hall. This allows for a coordinated approach to managing and marketing nature attractions to ensure visitors can have the best experience of Doncaster's natural assets.
- Visit Doncaster has a specific section to showcase the nature tourism options in the Borough and make it easier for visitors and residents alike to discover opportunities to explore the natural assets the Borough has to offer.

#### Health implications

High quality green and blue infrastructure has a positive effect on the health and wellbeing of local communities. It can increase the amount of physical activity and time spent outdoors and green space can have positive effects on mental health and wellbeing. A focus on nature tourism could help safeguard and improve our natural resources in addition to creating sustainable jobs and economic growth for rural areas. In order to support the population's health and wellbeing it is key that economic growth is sustainable and creates social value locally. An example would be ensuring additional income in relation to tourism is invested back into the natural resource and the local community. Any development in relation to tourism must protect and enhance the natural resources and it is important that any additional tourism does not increase car travel, nor negatively affect the site or the local environment. It is key that for any tourism related development that takes place, the primary modes of transport are sustainable, and that additional car travel is not encouraged. Good connectivity including walking and cycling infrastructure to our green and blue infrastructure for Doncaster residents and those visiting from outside the borough is key to maximise the number of sustainable journeys made to these venues.

## GREEN AND INNOVATIVE ECONOMY

### What we know

#### Direct Low-carbon jobs by Sector

- The 'Local green jobs - accelerating a sustainable economic recovery' (2020) report written by Ecuity Consulting on behalf of the Local Government Association (LGA) provides analysis of the direct jobs employed in the low-carbon and renewable economy and the jobs required for a net zero economy in England. The report also:
  - Identifies where these will be located in the coming years
  - Includes an assessment of the number of jobs that will be required, by sector – which is further broken-down to regional and local authority level, based on industry insight and the current sectoral breakdown in each area.
- The LGA estimates that for Doncaster, across all the low-carbon and renewable energy economy, 3,649 jobs will be required by 2030, and 5,565 will be required by 2050.
- The table below breaks this down by the sectors that the UK Government currently defines as comprising the low-carbon and renewable energy economy:

Sector	Jobs by 2030	Jobs by 2050
Low-carbon electricity	81	205
Low-carbon heat	897	1,349
Alternative fuels	1,330	1,971
Energy Efficiency	820	865
Low-carbon services	194	547
Low emission vehicles & infrastructure	327	628
<b>Total</b>	<b>3,649</b>	<b>5,565</b>

- These 'direct' jobs refer to those jobs that arise directly as result of the investment or installed capacity. In other words, the jobs related to designing, manufacturing, constructing, operating and maintaining a particular technology or energy source.
- Clearly, technologies and services will evolve as the country moves towards 2050, but this is useful information to inform Doncaster's low carbon strategy – when blended with the 'on-the ground' information that the data doesn't capture, for example:
  - Major Projects underway and in the pipeline
  - The opportunities for cross-boundary collaboration at scale

### What we've done/are doing

#### A New Borough Strategy

- Whilst the Covid-19 crisis is likely to lower Doncaster's economic growth for a number of years, the 2030 ambition is unchanged: to develop a more inclusive, sustainable and resilient economy that improves the well-being of residents.
- Key supporting strategies to help achieve this include: Inclusive Growth Strategy, Housing Strategy, Education & Skills Strategy 2030, SCR Strategic Economic Plan, SCR Energy Strategy, South Yorkshire Local Transport Plan
- To 'build-back better' from Covid-19, Doncaster (and the SCR as a whole) is:
  - *Prioritising investment in a low carbon economy* – to improve the well-being of residents through cleaner air, environmental security, improved health, improved public transport, and a resilient economy with more quality jobs.
  - *Developing a framework for delivering green growth* that will balance the improvement of local well-being with the respect for planetary environmental boundaries.

#### Green Businesses & Jobs

- The transition to carbon neutrality has the potential to unlock substantial business opportunities – to build a more resilient and better economy; and to support people into well-paid work at scale.
- Doncaster will prioritise the low-carbon investments that will deliver jobs at scale and deliver productive and sustainable assets for the future.
- As acceptance and support increases for climate change emergency action, there will be a whole range of opportunities to take advantage of, linked to public, industry, and government pressure to develop a more inclusive and sustainable economy; this could be for new buildings, machinery as well as retrofitting/upgrading of existing tech to newer, cleaner standards. These include a whole variety of industry sectors e.g. clean energy production, domestic heating, and low carbon transport.

- Doncaster recognises that many jobs can be created in sectors which do not display strong distinctive local/regional traits or competitive advantages, i.e. they have the potential to be created everywhere. For example, energy efficiency products are likely to be installed in households across the whole country.
- Emerging Local Plan policy 27 (Green Infrastructure) requires developments to contribute to Green Infrastructure (GI) and have regard to the latest GI audits and strategies. The GI must principally benefit the development and connect to the wider network. Major development proposals of 30+ family dwellings require a GI masterplan that demonstrates how the development enhances the environment and avoids loss or damage to GI assets.
- Emerging Local Plan policy 47 (Design of non-residential, commercial and employment developments) includes a requirement for high quality, attractive developments that make a positive contribution to the area. New major non-domestic developments must meet BREEAM (Building Research Establishment Environmental Assessment Method) rating of at least 'Very Good' and secure at least 10% of their regulated energy from renewable sources. Large buildings must be able to accommodate solar panels.
- Learning from the international community in achieving inclusive and sustainable growth in prosperity, for example Amsterdam's application of the 'doughnut economies' model as a guide to what it means for countries, cities and people to thrive in balance with the planet.

### The Circular Economy

- The report by Ecuity Consulting provides a useful benchmark on the number of direct jobs, however Doncaster recognises that to fully harness the benefits of a low carbon economy, it is necessary to develop an overall circular economy – to keep finite resources in a loop of use and reuse for as long as possible using renewable energy sources.
- A circular economy aims to redefine growth, focusing on positive society-wide benefits. It entails gradually decoupling economic activity from the consumption of finite resources and designing waste out of the system. This needs to be underpinned by a transition to renewable energy sources. The circular model builds economic, natural, and social capital and is based on three principles:
  - Design out waste and pollution
  - Keep products and materials in use
  - Regenerate natural systems

### **Health implications**

A vibrant economy contributes to good health and wellbeing. Creating a green and innovative economy should contribute to improved health and wellbeing if the development aims to equalise the opportunities presented and tackle the inequality in income, health and opportunity that exist locally. These proposals present the opportunity to change focus to sustainable development and should be used to create good, quality sustainable jobs, training and careers and to increase social value, for example, by creating a cyclical economy that benefits local workers, local communities, local businesses and the local environment. It is important that with any new industry or development that they aim to have a positive impact on the local environment (including transport considerations) and population health and wellbeing in addition to being green technology/industry. A Health Impact Assessment should be undertaken on the new development related to this policy to ensure that it does not negatively affect health and wellbeing.

## **EXISTING BUSINESS OPERATIONS AND GROWTH**

### **What we know**

- Prior to the Covid-19 global pandemic, Doncaster was in a transition from an economy dominated by heavy industry to a more diverse, knowledge-driven economy.
- In the ten years to 2020, Doncaster recovered from the 2008 global financial crisis and made good progress in developing a more enterprising, diverse and inclusive economy, for example:
  - GVA: Between 2012 and 2018, Doncaster recorded a £1.57bn (+37%) increase in overall current price GVA, taking the total to £5.9bn.
  - Businesses: The business base grew from approximately 6,500 to 9,360 (+44%) in ten years (2010-2020). Almost 90% of Doncaster's businesses are micro businesses that employ up to 9 people.
  - Jobs: The number of private sector jobs increased by approximately 13,500 to 95,000 (+17%) in ten years (2009-2019). This included increases in for example professional, scientific and technical jobs (+2,500), transport and storage (+2,000), construction (+2,000), manufacturing (+1,000), business administration and support services (+1,000). These increases more than offset a reduction in retail jobs (-1,000) and mining, quarrying and utilities (-700). During the same period the number of public sector jobs reduced by approximately 5,000. The top five employing sectors in 2019 were health, retail, manufacturing, transport and storage and education.
  - Employment: The employment rate hit record highs and in December 2019 stood at 71.7% which was 6 percentage points higher than in 2014.

- Housing: The rate of house building was on a par with the national average and 2018/19 was a record year with over 1,300 net homes provided.
- Jobs and growth were supported by a critical mass of major projects including town centre regeneration, DN7 Unity Project and the growth hub around the Airport (Gateway East).
- However, the Covid-19 crisis resulted in UK recession and has had major impact on Doncaster's economy and the well-being of residents, particularly through unprecedented numbers of job losses and business closures
- As early as May 2020:
  - The number of claimants searching for work had risen to 14,560 (7.6% of the working age population), double the amount seen at the same time the previous year and the highest number of claimants in one month since April 1996.
  - The proportion of 16-24 year olds searching for work was 10.8% - the 2nd highest in the country.
- Doncaster entered this recession with relatively low economic resilience due to long-standing post-industrial challenges relating to:
  - Relatively low levels of skills, e.g., for NVQ4+ skills Doncaster was ranked 62 out of 63 in Great Britain.
  - There was an above average proportion of residents with no formal qualifications – ranked 43 out of 63/
  - Relatively low levels productivity – ranked 55 out of 63.
  - Relatively low levels and exports per job - ranked 59 out of 63.
  - Relatively high levels of unemployment - a rate of 7.2% compared to a rate of 3.9% for England.
- The Centre for Progressive Policy (CPP) reported, 'Back from brink - avoiding a lost generation', identified Doncaster as one of seven Yorkshire and Humber areas that are vulnerable to the long-term scarring of their economies. The report highlighted that unemployment can have long lasting impact on individuals who find it increasingly difficult to reconnect with job opportunities; this then impacts on their health and well-being.
- Doncaster and Sheffield City Region (SCR) economic recovery plans are focused on the imperatives of getting people back into work, through employment and skills support, supporting as many businesses as possible to bounce back and exploiting new markets and opportunities.
- At the same time, the objective of 'building-back better' for the longer term underpins the work – to improve the well-being of residents within a zero-carbon future.

### **What we've done/are doing**

- Bringing the Industry Together - The Doncaster Green Growth Conference in January 2020 demonstrated the Doncaster approach to co-producing future priorities by considering current strength, assets, barriers and opportunities for growth. It brought together local businesses, providers of business support, the academic sector and leading national thinkers in the fields of green growth and productivity.
- Developing Competitive Advantages- Doncaster already has distinctive industry strengths it can exploit to create quality jobs and tackle climate change at the same time.
- Doncaster's Inclusive Growth Strategy and emerging SCR Strategic Economic Plan identifies Future Mobility as a key platform for jobs, innovation, GVA and productivity growth – and for tackling climate change. Doncaster is working to create green jobs and growth at scale, by combining its existing competitive advantages (e.g. rail engineering and logistics) and strategic development projects (e.g. iPort, Airport, NCATI and Waterfront site) and linking them to wider opportunities for innovation.
- Doncaster is linking its competitive advantages and wider low-carbon growth opportunities to investment in education, skills and training. This includes developing new Centres of Excellence as part of Doncaster's University City ambitions – including Green Tech.

## FARMING

### What we know

#### General:

- Farming is a significant source of greenhouse gas emissions but can also play a significant role in climate adaptation and mitigation. There are significant benefits to be made by farmers from productivity gains which will also benefit the environment, but many would need local and national support to achieve this.
- Agriculture and the land-based economy can capture CO<sub>2</sub>, which can be turned into food, fibres and fuels.
- Farmers also have a special responsibility to protect carbon reserves already in soils and vegetation. Farms are custodians of our soils and have the crucial responsibility of looking after the land for use by future generations.
- Agricultural emissions are mainly methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O); not CO<sub>2</sub> like for electricity generation, transport and manufacturing. Cutting CH<sub>4</sub> and N<sub>2</sub>O emissions is difficult because they result from complex natural soil and animal microbial processes.
- A supply of nitrogen from organic or inorganic sources is necessary for the growth of crops and pasture, and it is an unavoidable consequence of soil processes that a small amount of nitrogen in an agricultural system will be emitted as nitrous oxide. Likewise, methane is produced by bacteria as cattle and sheep break down the cellulose in their diet, producing milk and meat for human consumption from large areas of grassland that would be unsuitable for arable farming.
- Livestock/animals recycle nutrients back into the ground through their waste, and so support sustainable farming.
- Action to tackle climate change in UK agriculture is focused on three key themes: Improving farming's productive efficiency to reduce greenhouse gas emissions; Farmland carbon storage in soils and vegetation; Boosting renewable energy and the bioeconomy to displace greenhouse gas emissions from fossil fuels and to create GHG removal through photosynthesis and carbon capture.

#### Doncaster:

- Doncaster's commercial agricultural sector has around 36,000 hectares; almost ¾ of which are cereals and other arable crops including biofuels – likely therefore to include significant contract farming as well as locally owned farms. Roughly 6000 hectares is used for grassland for livestock and almost 300 hectares is used for fruit and vegetables.
- DEFRA Doncaster livestock data identifies almost 21000 pigs, 11,000 sheep, 8000 cattle (beef and dairy), and 55,000 poultry. With the area of grassland available, there is then significant intensive livestock farming.
- Direct employment in Doncaster's agriculture is modest, DEFRA figures giving a total of 865 individuals, which includes farmers, partners, directors and spouses (full time and part-time), salaried managers, regular workers ((full time and part-time), and casual workers. There will be further employment in farm-related business, and diversified farm enterprises.
- Turbulent weather has a huge impact on farm businesses. 2020's harvest is expected to be the lowest in 40 years.
- Farms are often dissimilar to each other with unique characteristics and circumstances in place – any opportunities/solutions/support mechanisms will need to be flexible enough to be accessible to a range of different businesses. This will require close consultation, communication and partnership working with farmers to shape the solutions that will provide the most impact.

#### National:

- Government advisors the Committee on Climate Change (Land Use report, 2020) recommends low-carbon farming practices, afforestation and agro-forestry, peatland restoration, bio-energy crops, and reducing consumption of the most carbon-intensive foods.
- The National Farmers Union have set a net zero greenhouse gas emissions target across agriculture in England and Wales by 2040.
- Emissions from UK farms presently amount to 46m tonnes of CO<sub>2</sub>e a year – about 10% of UK Green House gas (GHG) emissions.
- Agricultural emissions have decreased by around 16% overall since 1990, but there has been only modest progress since 2011, when the industry's GHG Action Plan was agreed.
- Leaving the European Union – EU agricultural subsidies will come to an end and a different regime of farm payments based on different principles will be introduced by the Agriculture Act. In addition, trade deals with the EU (from outside) and with other parts of the world will affect export opportunities and competition from imports. Both will have significant impacts on farm business financial models.
- Biodiversity – the Environmental Land Management (ELM) scheme, due to be fully rolled out by the end of 2024, will replace the schemes currently available under the EU's Common Agricultural Policy (CAP). Farmers will be paid for work that enhances the environment, such as tree or hedge planting, river management to mitigate flooding, or creating or

restoring habitats for wildlife. ELM Tier one would encourage farmers to adopt environmentally sustainable farming and forestry practices, while farmers, foresters and other land managers. Tier two would focus on delivering locally-targeted environmental outcomes. The third tier would pay for larger-scale, transformational projects – such as restoring peatland.

#### **What we've done/are doing**

- Good Food Doncaster now achieved Sustainable Food City status.
- Procurement policies to support partnerships with local producers
- Maximising relief support for local farmers affected by recent flood events.
- Business Doncaster offering support for local farmers to identify and access funding opportunities.

#### **Health implications**

Farming is a critical to maintaining our food self-sufficiency. Sustainable, innovative and responsible farming can work in symbiosis with the environment and help sustain and protect it. However, some types of intensive farming can have a negative effect on the local environment, and population health and wellbeing due waste, noise, smell and the associated road transport.

The UK's farmed land is rich in social and cultural heritage and significance. The food we eat affects our health and wellbeing and our connectedness to the world around us. Farms provide employment to local people and form part of local communities and any interventions and policies that aim to increase opportunities for local people to farm sustainably could be positive for economic health and wellbeing. Protecting green belt and farmland is key to supporting the health and wellbeing of our communities and maintain the green space around us. By supporting local farmers to farm in a way that supports biodiversity, protects the natural environment, maintains animal welfare, reduces and reuses waste and energy we can contribute to reducing climate change and supporting local health and wellbeing.

## SUSTAINABLE CONSUMPTION

### FOOD

#### What we know

- The Environmental Land Management (ELM) test and trial scheme (due to be rolled out by the end of 2024) will replace schemes currently available under the EU's Common Agricultural Policy (CAP) and will provide a way of achieving the goals of the Government's 25-year Environment plan and commitment to net zero by 2050 whilst supporting the rural economy. The scheme means that farmers and other landowners may be paid for delivering the following public goods:
  - clean air
  - clean and plentiful water
  - thriving plants and wildlife
  - protection from environmental hazards
  - beauty heritage and engagement with the environment
  - reduction and adaptation to climate change.

Under this scheme, work to enhance the Environment, such as tree and hedge planting, river management to mitigate flooding and creating or restoring habitats for wildlife means that farmers will be at the forefront of delivering environmental benefits, whilst improving the environmental sustainability of farming businesses.

- Locally, the aim is to explore ways of supporting our communities to buy locally produced or fresh food, or to grow their own vegetables. However, during the Covid-19 pandemic, the priority has been to ensure food is safely distributed to the most vulnerable and to co-ordinate that distribution through the most effective channels.
- Changing weather patterns and more frequent weather extremes are already beginning to have an impact on UK and Doncaster agriculture's food production and therefore commercial viability and food security. Flooding in 2019 affected 18 farm-holdings and more general wet weather impeded harvesting and planting.
- There are a variety of issues created by modern-day food production, including:
  - Water use and water pollution. Growing food takes a lot of water - About 70% of all water use goes towards agricultural efforts. When runoff of agricultural pollutants occur, groundwater supplies can get contaminated with things like nitrogen and phosphorus—commonly used in modern farming practices.
  - Greenhouse Gas Emissions - Greenhouse gas emissions, such as CO<sub>2</sub>, are created when fossil fuels are used during several aspects of the food cycle, including food production and distribution.
  - Environmental contaminants and pollutants - The growing, producing, and transporting of food can create numerous environmental contaminants that can have adverse effects on the health of humans and the ecosystem. These contaminants include ammonia pollution and the emission of different nitrogen compounds that disrupt the soil as well as animal and plant life.
  - Depletion of natural resources - Food production takes up a significant portion of the world's natural resources, with livestock being the largest contributor.
- Love Food Hate Waste (LFHW) is a national campaign launched by Waste Recycling Action Programme (WRAP) in 2007 to tackle the 8 million tonnes of food waste thrown away each year in the UK at a cost of £12 billion to households. Since its launch, millions of people have responded saving around £1.5 billion worth of food.
- It is recognised that greater education around health and skills development is required around fresh food preparation due to the large amount of avoidable waste, transport and energy use, generated from convenience foods, that could be tackled if families could be encouraged to cook from scratch.
- Food waste is expensive to consumers and has a high disposal cost due to its disposal through the residual waste stream in Barnsley, Doncaster and Rotherham.
- The Barnsley, Doncaster and Rotherham (BDR) Waste Partnership, Love Food Hate Waste Campaign adopts some of the principles of the National campaign to reduce the amount of Food waste and centres around 5 themes:
  1. Perfect Portions
  2. Love Your leftovers
  3. Savvy Storage
  4. Know your dates
  5. Planning Perfection
- Following the 2017 LFHW campaign, the most recent waste composition analysis for BDR shows that around 33.5% of household residual waste consists of food waste. This is a reduction of over 75% from the same time the previous year. It is estimated that Barnsley, Doncaster and Rotherham households are each disposing of 2.2 kg, 2.4 kg and 2.5 kg of

food waste a week respectively. Of this, over 60% is classed as avoidable food waste or food and drink that has been thrown away but was edible at some point prior to disposal.

- This avoidable food waste, that which at some point could have been eaten, makes up around 7,700 tonnes of waste a year in Barnsley, 10,200 tonnes in Doncaster and 9,600 tonnes of food waste a year in Rotherham or 27,500 tonnes a year across BDR. This is a reduction of over 30% on the previous year.

#### **What we've done/are doing**

- Reviewing the work and focus of the Good Food Doncaster Partnership in line with the climate change commission priorities and public health priorities
- Looking at re-branding the Good Food Doncaster work and reviewing membership and purpose
- Exploring a healthy weight declaration charter and the adoption of the Be Well@Work award internally which includes work around the healthy eating agenda and behaviour change
- Exploring the potential for an integrated Healthier Doncaster wellness model in forthcoming months which will include behaviour change approaches

#### **Health implications**

It is recognised that takeaway and drive-thru fast-food outlets can lead to increased levels of litter from the packaging associated with their products. In the case of drive-throughs, such litter can arise a considerable distance away from the place of purchase. Further details concerning littering is included in the Fly Tipping and Litter section.

The impact of food insecurity particularly during the covid-19 pandemic (and during recovery) is going to have enormous health implications for some individuals and families across the borough and may in a lot of ways further exacerbate health inequalities which were already prevalent before the crisis began. Food is a basic need for human life and if there are barriers to accessing it whether it be physical or mental (or social) there are inevitably going to be enormous health implications for some members of the population. Food is also a social connector and in the absence of community cohesion (through community lockdown and social isolation) there are inevitably going to be considerable implications for mental health and social isolation. The climate commission is developing a local response to the global epidemic and food is a part of the issue. The health implications around food both during and after covid-19 are an essential priority and the mental health issues and social isolation issues will need to be considered across many sectors.

Our food systems have a significant effect on the environment and on population health and wellbeing. A healthy diet is key to the health and wellbeing as it provides not only the nutrition needed to protect us against a range of diseases, but also enables us to maintain a healthy weight. In Doncaster we have unacceptable levels of childhood and adult excess weight and many of our families are eating diets that are low in fresh foods and nutrients and high in cheap, poor quality food. Much of this is due to income, skills, environment and availability. Maintaining a balanced, healthy diet that is high in fruit and vegetables and low in "fast food" and ready meals is key to improving health and wellbeing in Doncaster.

A sustainable, localised approach to food production and provision can help provide access to affordable, healthy food and can help tackle health inequalities. Access to a healthy diet is far more difficult for some groups in our population and a poor diet is linked to deprivation, geographic location and low income. It is essential that any interventions that aim to improve access to sustainable food concentrates on reducing inequalities for these groups and does not increase inequalities by engaging with the "easy to reach" populations.

## FLY TIPPING AND LITTER

### What we know

- Monthly fly tipping incidents (as reported to DEFRA) range from 441 (Oct 2017) to 122 (May 2019). This is aligned with other similar authorities and slightly below the national average. Monthly fly-tipping incidents have further reduced with 109 reported in July 2020.
- This data significantly under-states the true number of incidents because they do not include fly-tipping in hotspot areas which are dealt with separately on a scheduled basis. Hotspots include many areas of the Borough where residential streets have back alleys, where waste is potentially collected from several locations along the alley but may only be recorded as one instance of fly - tipping (in some cases, it is not recorded at all).
- An additional 70 tonnes of waste is collected each week from hotspots: at a cost of around £400k per year.
- Since April 2020, 1,500 tonnes of waste has been removed.
- The Council does not meet its target for timely clearance of fly-tipping, often achieving much less than the '85% within 7 days' target.
- In 2019, there were 1617 reported cases of littering, 1247 cases of graffiti, and 809 reported spillages. Littering fines totalled 3142, and 506 cases were submitted for prosecution.
- In 2019, there were 534 complaints for dog fouling and 134 stencils printed on pavements to encourage dog owners to clear up after their dogs. Data provided over the last five years indicates a downward trend in the number of complaints and notices issued.
- The Council has a Borough-wide Public Space Protection Order (PSPO) that covers a range of behaviours designed to reduce the unpleasant impact caused from irresponsible dog ownership, including the requirement to pick up immediately after it messes and to always carry a means of achieving this when out with a dog.
- Complaints regarding dog fouling in gardens is captured within 'nuisance' but these figures included miscellaneous complaints; overall estimated figures recorded a low of 63 complaints (2019) and a high of 85 (2016); with an overall downward trend between 2015-2019.
- Complaints regarding waste in gardens range from 1448 (2015) to 962 (2019); with an overall downward trend between 2015-2019
- Additional complaints associated with bin issues range from a low of 140 complaints (2016) to 884 (2019); with an overall upward trend between 2015-2019.

### What we've done/are doing

- The employment of private contractors to carry out a range of enforcement actions, including litter and dog fouling.
- Liaison with the Environment Agency, Police and Fire Service over fly tipping intelligence for enforcement.
- Comprehensive review of the data and intelligence collected. Identifying the true scale of fly-tipping from ad-hoc and planned clearances - number of incidents, cost of clearance, and speed of clearance.
- Independent review underway of Street scene team data collection practices and procedures.

### Health implications

Fly tipping imposes a direct financial cost to the Council, the public and to private landowners relating to the clearance, investigation and prosecution of fly-tipping incidents, as well as to prevention measures. Fly tipping can negatively affect the wider community; how it looks and how people feel about where they live. Where the composition of fly-tipped waste includes hazardous waste, fly-tipping can threaten our ecosystem and wildlife and may even depict a risk to human life. Fly-tipping also negatively impacts on the local landscape and enjoyment of green space for residents and visitors.

## WASTE & RECYCLING

### What we know

- Detailed information about the exact amount of total waste generated in Doncaster is not available as there are several sources of waste and a standard system for waste reporting does not exist for commercial operators.
- Waste collected by councils (household waste) across the UK is only a small proportion of the total waste generated. DEFRA (2016) data shows 63% is Construction, Demolition and Excavation; 18% is Commercial and industrial; and 12% is household waste.
- Waste from local authorities falls into two main categories:
  1. Local authority collected waste – (until recently referred to as Municipal Solid Waste MSW) this is all waste that is collected by local authorities including waste from households, businesses, litter bins, street cleansing and ground maintenance activities.
  2. Waste from households is the waste collected from kerbside collections, household waste recycling centres, bring banks and bulky waste collections
- The table below illustrates the waste volumes collected by Doncaster Council in financial year 2014/15 and 2018/19.

	2014/15	2018/19
Local Authority Collected Waste (previously MSW)	160,612	154,435
Waste from Households (previously Household Waste)	140,471	134,848
Recycling Rate	40.6%	46.4%
Percentage of waste to landfill	54.6%	4.6%

- Doncaster is well served by local re-processors such as ReFood, Freeland Horticulture, Briar Hills and Attero. There are also several independent transfer stations such as Westmorelands and Middletons, as well as many independent waste companies both for transfer and total waste management services.
- As well as the local re-processors and waste management companies, national companies such as Biffa, Suez, FCC and Veolia also provide waste and recycling services in Doncaster.
- Waste collected by the local authority is recorded in detail and reported to Wastedataflow - the web-based system for municipal waste data reporting by UK local authorities to government.

### What we've done/are doing

#### Key Partnerships

- Delivery of the five key strategic priorities set out in the South Yorkshire Municipal Waste Strategy (SYMWS) (2017):
  1. Encouraging and inspiring children and adults across South Yorkshire to make less waste and lower their carbon impact by reducing, re-using and recycling more.
  2. Working hard to deliver and maintain dependable and reliable waste services to all our customers.
  3. All four councils working together where appropriate to deliver value for money services.
  4. Continued exploration of how waste technology can be used to improve recycling and waste services.
  5. Proactively influencing decision-making on waste at a European, national and local level, to drive investment into infrastructure within South Yorkshire and the Sheffield City Region economy.
- A strategic review of the SYMWS is to be undertaken in light of the Resource and Waste Strategy for England (2018), 25 year Environment Plan and the transposition of the 2020 Circular Economy Package.
- Developed sufficient, clear planning policies for waste facilities for a green economy to develop through the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012). In partnership with Sheffield, undertake a South Yorkshire Waste Plan to contribute to preparing the region for a green future.
- Doncaster Council have implemented changes to their collection and disposal services since 2014/15 that have resulted in better recycling performance and diversion from landfill:
  - Fortnightly household waste collections of black bins (general, non-recyclable waste), green bins (garden waste), green boxes (glass recycling) and blue bins (mixed recycling).
  - Changes to the collection service have reduced health and safety implications for the collection staff, provided simple to use facilities to residents and made savings to the overall costs of collection (?)
  - Trade waste collection service also includes recycling collection.
  - A Public Finance Initiative (PFI) contract was let in 2012 with Barnsley and Rotherham for a 250,000per annum Mechanical Biological Treatment (MBT) plant with anaerobic digestion. This plant came online in 2015 and extracts between 12-15% from the black bin waste that is collected for recycling and composting. The process removes water from organic material such as food waste, reducing the amount of material that needs to be sent to a final disposal point by around 30%. The final dried material is referred to as solid recovered fuel (SRF) and is used at the Ferrybridge multi-fuel facility to produce electricity.

- There are some waste types that are not suitable for processing in a MBT plant. These materials are sent to a facility in Leeds that processes the material into refuse derived fuel (RDF) and SRF to be used for energy recovery, minimising the need for landfill.
- The waste and recycling department of Doncaster Council ensure the responsible disposal of waste generated by Street Scene activities – street cleansing, fly tipping and litter – and minimise the landfilling of these materials through efficient separation at the Doncaster Transfer Station.
- A Council-operated facility at Carcroft recycles rubble and road material waste from road works and Council developments, which is then used to create a renewable sub-base for sale. This saves the Council considerable sums on tipping charges as well as generating an income.
- There is a programme of on-going installation of GPS tracking, state of the art camera systems and in-cab technology in 100% of all new and replacement collection vehicles to optimise collection routes and processes.
- There has been and will be further investment in resources to drive improved use of new and existing technology for both staff and customers e.g. more online support.
- Doncaster has been working in partnership with Rotherham and Barnsley Councils for many years to deliver waste services through formal contracts including the Household Waste Recycling contract, garden and residual waste management contracts. More recently, Doncaster has entered into a memorandum of understanding with the other South Yorkshire Councils to enable them to work together where possible to deliver mutually beneficial outcomes.
- Council partnership contracts include:
  - Household waste kerbside collections (Suez), household waste recycling centres (Fcc Environment), bulk waste collection and re-use/recycling (Doncaster Refurnish), Garden waste (Freeland Horticulture), and PFI BDR waste facility (Renewi).
  - As well as having a Council transfer station there is also West Moorlands, a privately run commercial transfer station in Balby. Using both these facilities helps to maximise efficiencies and minimise the carbon impacts for street scene services.
  - Since March 2020, due to contract change, materials which previously had to go to landfill due to a lack of technology to process them (e.g. mattresses and sofas) are now being directed to AWM (Leeds), which has invested in modern technology to separate materials for recycling and divert waste from landfill to create fuel. This further reduces the amount of waste currently going to landfill below the 3.4% figure from 2019.
  - There is also a privately run green waste facility operated in Hatfield (Briar Hills).
- Provision of a bespoke recycling service to the Borough's businesses to ensure their waste is disposed of and processed appropriately and as efficiently as possible, while reducing the impact on the environment.

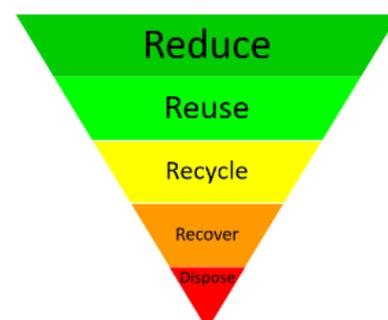
### Health implications

Reducing the consumption of materials and increasing recycling are key priorities that have a number of benefits to the health and wellbeing of residents, at both an individual and population level. It helps to reduce the financial expenditure in the economy, providing financial resources for individuals and the public sector. There is less need for raw materials, preserving natural resources and utilising less energy, therefore reducing emissions that may impact climate change. There is also less space requirement for landfill or treatment facilities.

Although landfill activities produce methane and other emissions, the overall scale of direct effects of releases to air from landfill and other waste management practices is relatively small compared with emissions from other sectors such as transport. The Health Protection Agency concluded that although the disposal of waste materials to landfill can undoubtedly present a pollution risk and a potential health hazard, improvements in landfill design and management, restrictions in the type of waste that can be handled and environmental legislation designed to minimise pollution should all ensure there is no significant risk to health of the local population. Nevertheless, landfill remains the last resort for waste disposal.

A focus on reducing the amount of consumption across the Borough and moving up the waste hierarchy (pictured below) to change the focus from waste disposal to reduce, re-use/repair, recycle and other developing forms of resource recovery, will result in raw materials being preserved.

Manufacturers are already reviewing the way they design goods and packaging to enable higher levels of recycling and reducing reliance on disposal facilities and landfill. Doncaster should endeavour to be at the forefront of rethinking waste. Waste and recycling facilities should be viewed as manufacturing facilities with opportunities to build a green economy with skilled and semi-skilled workers rather than facilities that impact on the well-being of residents.



## **EDUCATION/BEHAVIOUR CHANGE**

- Behaviour change happens because people:
  - Have the skills and knowledge to be able to do it (Capability)
  - Have the resources and social support to do it (Opportunity)
  - Want to do it (Motivation)

### **Capability**

- Education and awareness development are critical to give people the capability to contribute in a positive way to the quality of the environment.
- Promotional activity across a range of media/communication methods must be used to ensure everyone receives the necessary information e.g. via social media, schools, community groups.
- Increasing knowledge may not be sufficient to facilitate behaviour change. People's skills may need to be increased and barriers to attaining knowledge and skills overcome. We will ensure any potential language or cultural barriers don't block people's capability to do the desired behaviour. Examples include providing bin collection and other user information in a range of languages, teaching people how to compost or building individual confidence or ability to actively travel.

### **Opportunity**

- The physical environment heavily impacts on what the automatic behaviour is in any given situation.
- Putting in place the right infrastructure or services and ensuring ease of access to the required behaviour can help individuals to take the desired course of action without thinking e.g. prominence of litter bins, kerbside recycling options, and access to recycling centres can all encourage people to dispose of their litter/waste in a responsible manner.
- Providing opportunities for people to engage in conversations about environmental sustainability provides an opportunity to learn, share ideas, and collaborate for the benefit of the environment, but also for the benefit of households, communities and businesses.

### **Motivation**

- Creating safe, attractive and convenient environments can motivate residents to change their behaviour.
- For example, developing footpaths and cycle paths can encourage people to opt for active travel; creating high quality, safe greenspace will encourage its use for leisure purposes, and in turn increase the value the community puts on such amenities.
- Communicating the impacts achieved by positive behaviour change can motivate others to seek out such personal benefits or replicate community/environmental benefits too. The same can be applied to the negative impact of certain behaviours, in a bid to develop social pressure to act in responsible ways.

Examples of behaviour change interventions include the following:

- Remove or reduce the use of single-use plastics in offices and schools.
- Become more energy aware & energy efficient in their homes.
- Encourage and support households to grow their own food.
- Increase the percentage of journeys that are less than 1 km that are taken on foot, by bike or public transport.
- Improve environmental awareness in schools and the workplace.
- Embed environment strategy objectives into business/organisational policies and procedures.

## INTERVENTIONS IMPACT MODELLING

There is clearly a range of activity options available to consider when planning our pathway to carbon neutrality. We needed a way of quantifying the impact of each option on our CO<sub>2</sub>e levels such that any given proposed activity could be considered relative to others as part of our prioritisation decisions. The modelling tool we used for this analysis was SCATTER, by Anthesis.

SCATTER is a local authority focussed emissions tool, built to help create low-carbon local authorities. It offers the modelling of emissions reduction pathways, based on the ambition of several emissions reduction measures that can be set by the user.

The tool considers a range of interventions and quantifies their impact (reduction in CO<sub>2</sub>e) for varying levels of each intervention. These interventions are broad ranging across multiple sectors: Agriculture & Land Use, Domestic Buildings, Energy Supply, Industry & Commercial, Transport and Waste

All analysis is based on the current understanding of impacts (which is subject to change) and on certain rate of intervention assumptions, e.g. do *THIS*, to this *EXTENT*, across this *TIMESCALE*, to reduce the baseline CO<sub>2</sub>e forecast by *THIS AMOUNT*.

It allows relative comparison of different interventions, which can be used together with their costs to inform activity/investment decisions.

SCATTER's baseline assessment for Doncaster indicates the cumulative total emissions for Doncaster based on current levels and trends. It suggests that if things continue as they are, Doncaster is on course to produce around 48 million tonnes of CO<sub>2</sub>e by 2050.

Given that Doncaster's carbon budget is around 12 million tonnes of CO<sub>2</sub>e, this represents a required reduction of around 36 MT CO<sub>2</sub>e.

The following table provides a range of interventions and the potential reduction in CO<sub>2</sub>e.

Category	Sub-category	Target/Intervention	Reduction in CO <sub>2</sub> e
Domestic Buildings	Domestic space heating & hot water - retrofit	By 2050, 10% of current stock is retrofitted to a medium level, 80% deep retrofit.	6.2MT
Transport	Domestic passenger transport - Technology	Cars & buses are 100% electric by 2035, rail is 100% electric by 2030. Avg occupancies increase to 18 ppl per bus km (from 12), 1.65 ppl per car-km (up from 1.56), & 0.42 ppl per rail-km (from 0.32).	5.2MT
Transport	Domestic passenger transport - Demand	25% reduction in total distance travelled per individual per year by 2030.	2.7MT
Domestic Buildings	Domestic space heating & hot water - technology	By 2050, 90% heating with fuel-cell (u)CHP	2.3MT
Industry & Commercial	Commercial heating & cooling - technology	By 2050, majority of heating is with community-scale CHP (both solid & gas fuel)	2.3MT
Energy Supply	Offshore wind	Large-scale offshore wind generation grows to 4.8MWh per hectare in 2030, 6.9 MWh in 2050	2.3MT
Energy Supply	Biomass/Coal power stations	Solid biomass generation quadruples in 2025, dropping off after that; Coal phase-out follows trajectories from the National Grids Two degrees scenario	2.2MT
Industry & Commercial	Commercial heating & cooling - demand	In 2050, commercial heating, cooling & hot water demand is 60% of today's level	1.6MT
Transport	Domestic freight	By 2050, 22% decrease in distance travelled by road freight; 75% increase in efficiency. In waterborne transportation, 28% increase in use of waterborne transport.	1.5MT
Energy Supply	Solar PV - Small	Local solar capacity grows, generating equivalent to 2500 kWh per household in 2030; 5200 in 2050 (from baseline of 400 kWh per household)	1.4MT
Industry & Commercial	Industrial processes - Efficiency	Industry electricity consumption is 50% of total energy consumption by 2035; 65% by 2050. Output falls by 2% every year for non-heavy industry.	1.3MT
Domestic Buildings	Domestic space heating & hot water - demand	hot water demand per household reduced by 8% every 5 years	1.1MT

Category	Sub-category	Target/Intervention	Reduction in CO2e
Transport	Domestic passenger transport - Modal shift	Avg modal share of cars, vans, & motorbikes decrease from current national avg 74% total miles to 38% in 2050.	0.9MT
Domestic Buildings	Domestic space heating & hot water - new build	From 2021, 100% new build properties are built to passivhaus standard	0.7MT
Domestic Buildings	Domestic lighting, appliances & cooking - demand	Total energy demand drops to 27%	0.6MT
Waste	Volume of Waste & Recycling - Reduction	Total volume of waste is 61% of 2017 levels by 2040.	0.5MT
Industry & Commercial	Commercial lighting, appliances, & catering - Demand	Commercial lighting & appliance energy demand decreases 25% by 2050	0.5MT
Energy Supply	Small-scale wind	Small-scale wind grows to 2.8MWh per hectare in 2030; 3.3 in 2050 (from a baseline of 1.2 MWh per hectare)	0.5MT
Energy Supply	Onshore wind	Large-scale onshore wind generation grows to 1.9MWh per hectare in 2030, 2.2 MWh in 2050	0.3MT
Industry & Commercial	Industrial processes - Output	Reduction in process emission from all industry: general industry reduces process emissions at a rate of 4.5% per year. Chemical emissions reduce 1% per year; metals 0.7% per year, & minerals 0.8% per year	0.2MT
Waste	Volume of Waste & Recycling - Recycling	65% recycling, 10% landfill, 25% incineration achieved by 2035, recycling rates increasing to 85% by 2050.	0.2MT
Energy Supply	Hydroelectric power stations	Hydroelectric pwer generation grows to 34 MWh per hectare inland water in 2030; 41 in 2050	0.2MT
Agriculture & Land Use	Forestry	24% increase in forestry cover	0.1MT
Agriculture & Land Use	livestock management	0.5% annual reduction in livestock numbers	0.1MT
Energy Supply	Solar PV - Large	Large-scale solar generation grows to 200kWh in 2030; 400 in 2050 (from a baseline of 50 KWh per hectare)	0.1MT
Transport	International aviation	DfT "low" forecast for aviation. The "low" forecast encapsulates; lower economic growth worldwide with restricted trade, coupled with higher oil prices & failure to agree a global carbon emissions trading scheme.	0.01MT
Agriculture & Land Use	tree planting (outside woodland)	Tree-planting to increase current coverage by 30% by 2030; from 2030-2050 further increase of 20%	NEG
Energy Supply	Tidal & Wave	For areas with wave/tidal power, 320-fold increase by 2030, 1300-fold increase by 2050	NEG
Transport	International shipping	By 2050, 28% decrease in fuel use at UK ports.	NEG
Agriculture & Land Use	land management	7% decrease in grassland, 1% increase in coverage; increase in the coverage of settled land	-0.02MT
Industry & Commercial	Commercial lighting, appliances, & catering - Electrification	By 2050, 100% of commercial cooking is electrified	-0.2MT
Domestic Buildings	Domestic lighting, appliances & cooking - electrification	Small reductions in efficiency of domestic cooking. Proportion of cooking which is electric increases to 100% by 2050	-0.6MT

## ASSOCIATED STRATEGIES AND PLANS

- [Achieving Net Zero: Farming's 2040 Goal – National Farmers Union \(2019\)](#) – NFU aims to reach net zero greenhouse gas (GHG) emissions across the whole of agriculture in England and Wales by 2040 by improving farming's productive efficiency; improving land management and changing land use to capture more carbon; and boosting renewable energy and the wider bioeconomy, all while not reducing capacity to feed UK consumers with high quality, affordable British food.
- [Air Quality Action Plan \(2018\)](#) – Measures to improve air quality across the borough, and in particular within Air Quality Management Areas.
- [BDR Joint Waste Plan \(2012\)](#) – Sets out the overall approach to managing waste across Barnsley, Doncaster and Rotherham over the next 15 years, including what waste facilities are required; where they will be located; when they will be provided; and how they will be delivered and monitored.
- Biodiversity Net Gain guidance (2020) (in development) – Guidance to help ensure that developments leave biodiversity in a better state than before.
- Borough Strategy (2020) (in development) – Build upon the successes of the DGT plan to deliver a transformation in the well-being of Doncaster people and places over the next 10 years.
- [Contaminated Land Inspection strategy \(2017\)](#) – Details how the Council will deal with contaminated land as defined by the regulations, taking into account the local circumstances and land quality of the borough.
- [Cycling Strategy \(2019\)](#) – Aims to make Doncaster a nicer place to live, learn and work by providing opportunities for people of all abilities to participate in cycling.
- [Don, Dearne, Torne](#) and Rother Catchment Plan (various, under review) – Aims to understand the scale and extent of flooding now and in the future, and set policies for managing flood risk within the catchment. Provides a list of projects summarising the relative contributions each one makes towards Water Framework Directive funding themes and the partnership aims.
- Doncaster Council Enforcement policies – Associated with various service areas e.g. planning, littering, fly tipping, licensing.
- Doncaster Council Environment Services Improvement plan (2021) – Aims to deliver appropriate service improvements in Street Scene, Regulation & Enforcement and Highways, Waste & Recycling - as well as delivering changes and improvements common across all three areas.
- [Doncaster Green Infrastructure Strategy \(2014\)](#) – Aims to provide an attractive setting for investment and a place where the workforce wants to live; and provide opportunities to diversify the economy and develop jobs in conservation/green industries, and improve resilience to the impacts of climate change (e.g. provide urban cooling & reduce flood risk).
- Education and Skills Strategy (2020) (in development) – Sets out the vision and ambitions for lifelong learning opportunities in Doncaster; reviews the challenges and opportunities facing the current system, and establishes six priority areas for action over the next ten years; establishes shared strategic delivery principles and will lead to the development of an action plan for achieving key objectives.
- Energy Masterplan (2020) – Practical actions and solutions that will allow Doncaster to unlock projects to help achieve climate change plans, energy transition, and certified carbon neutrality status.
- Future Parks management plans (2019) – Aims to take a systems based approach to parks and open spaces and look holistically at our provision to enhance the offer and provide opportunities for current and future generations to actively participate in, enjoy and benefit from open spaces.
- [Get Doncaster Moving Strategy \(2016\)](#) – Provides a framework within which physical activity and sport can flourish for the benefit of all parts of the community.
- [Heritage Strategy and Policies \(2015\)](#), under review) – Aims to help to establish heritage's role in Doncaster and its surrounding area, covering all forms of heritage that have value within the Borough, both locally and nationally.
- Housing Delivery Plan (2020) – The Council's 5-year house building programme; includes partnerships with housing associations and private developers.
- Housing Strategy (2020) – The borough's ambitions and activity around meeting need, raising standards and supporting independent living.
- [Humber River Basin District Management Plan \(2015\)](#) – Provides a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning.

- [Inclusive Growth Strategy \(2018\)](#) – Sets out a 15-year vision for inclusive growth in Doncaster. It explains the main focus of our work, and the actions we aim to deliver over the next 3 years (to 2021) that will propel the whole borough's economic prospects and boost the life chances and well-being of its people and communities.
- [Local Flood Risk Management Strategy \(2014\)](#) – Sets out a clear plan for future flood risk management in Doncaster, ensuring people, businesses, communities and other risk management authorities have an active role in how flood risk is managed.
- Local Nature Recovery Strategy (2021) (in development) – (To be introduced by the Environment Bill) – a spatial strategies for nature, that will map the most valuable existing habitat for nature, map specific proposals for creating or improving habitat for nature and wider environment goals, and agree priorities for nature's recovery.
- [Local Plan \(2015\)](#) – Sets out the land use allocations and development policies/conditions for the borough.
- National Food strategy (Parts One and Two) ([2020](#) and 2021) – Part One published in 2020 aims to identify where the worst cracks have appeared during the pandemic and recommend some immediate Government actions to help those most affected; and to prepare for the end of the EU Exit transition period on 31st December to maintain the UK's high food standards, while also becoming a champion of free trade.
- [Our Plan for the River Don \(2020\)](#) – Don Network collaborative pathway to a better Don catchment.
- [SCR Energy Strategy \(2020\)](#) – Sets out the vision, goals, policies and targets in support of the refreshed Strategic Economic Plan (SEP) and has been developed in collaboration with the Department for Business, Energy and Industrial Strategy (BEIS), local authority partners, and stakeholders from academia, business, industry, charity, community groups and members of the public.
- [Site Management Plans for the individual Moors](#) (under review) – Thorne and Hatfield Moors are overseen by Natural England as a national nature reserve part of the Humberhead Levels. Site management plans also include private landowner responsibilities via the Humberhead Levels Partnership.
- [SCR Strategic Economic Plan \(2020\)](#) – Sets out what needs to be done to grow the economy and transform the lives and wellbeing of our people. It focuses on the communities of Barnsley, Doncaster, Rotherham and Sheffield and will inform what we do over the next 20 years.
- [South Yorkshire Municipal Waste Strategy \(2017-2021\)](#) – Aims to deliver high quality waste and recycling services for those who live, work, study, visit or conduct business within the region; and to reduce, re-use, recycle and recover energy from 95% of South Yorkshire's waste by 2021.
- South Yorkshire Natural Capital Assessment (including woodland creation opportunity map) (2021) – An assessment of elements of nature that directly or indirectly produce value to people, including ecosystems, species, freshwater, land, minerals, the air and oceans.
- Sustainable Urban Drainage System (SUDS) Adoption Policy (2020) (in development) – Aims to provide the process for Doncaster Council to adopt and maintain SUDS features that are a requirement of new developments.
- [Tree Policy and Tree Risk Management plan \(2019\)](#) – Aims to implement the broad aims and actions set out in Theme 2: Trees and Woodlands of the Doncaster Green Infrastructure Strategy (2014), to ensure Doncaster's urban forest helps contribute to high quality urban environments and establish a clear, consistent and structured approach to how Street Scene will maintain trees on Doncaster Council owned land.
- [Visitor Economy Strategy \(2019\)](#) – Sets out to achieve the following vision: By 2022, Doncaster will be recognised as a major visitor destination within Yorkshire and will be seen as one of the foremost emerging visitor destinations nationally. Doncaster's reputation will be one of a blend of historic heritage, family friendly attractions, a broad ranging arts & culture offer, fantastic entertainment, cuisine, sport and leisure facilities.
- [Walking Strategy \(2018\)](#) – Aims to improve the quality of where people walk and their perception of safety, making walking the first choice for short journeys.
- Water level management plans (IDB) for Thorne, Crowle and Goole Moors ([Part 1 \(2008\)](#) and [Part 2 \(2018\)](#)) and [Hatfield Chase \(1995\)](#) – Provides means by which water level requirements for conservation, agriculture, fisheries, industry, flood defence and water quality can be balanced and integrated.
- Wildfire Plans (in development) – Relating to response and recovery to recent and any future wildfires.
- [UK Peatland Strategy \(2018-2040\)](#) – Aims to capture and embed, for the long term, a shared vision for all peatlands in the UK, helping maintain a focus across a broad partnership and allowing progress to be marked and celebrated.