

Appendix A: Recommendations from the Working Groups

A) Natural Environment

1) In order to increase tree canopy covering urban areas ,all new housing developments in the Moorlands should have a significant tree canopy cover. The Council should commit to stating that a maximum of trees should be planted for for every new house constructed, say five or six trees

This should be achieved through a Supplementary Planning Document.

In order to protect existing trees in urban settings, the Council should replace every tree removed by the planting of three new trees..

This proposal was intended to be in Part One of our climate change strategy and was approved by both the Natural Environment and Housing sub.groups.

I was asked to submit this in writing to the full Climate Change group for a vote. .

However, the proposal was never voted on and in effect it was blocked.

It could still be introduced retrospectively into Part one or reconsidered for inclusion into Part Two

2) Staffordshire Moorlands Council should delegate money to town and parish councils to produce their own mini climate action plans, eg tree planting, wild flower meadows and rewilding This would increase awareness of climate change and encourage a sense of ownership of local schemes.

It would be unfair to expect councils with very low financial resources to deliver climate change objectives without support from SMDC. This proposal would lead to significant

Carbon capture across the whole of the Moorlands and sums delegated would be clearly earmarked for climate change.

This is a Part Two proposal

3). SMDC should take the opportunity to plant trees on all council owned propert where this is feasible.This proposal would not in itself lead to significant carbon capture, but it would be relatively inexpensive and more importantly it would demonstrate to our partners that we are totally committed to combatting Climate Change.

This should be included in Part one Scheme.

4). Where utility companies do remove trees to enable them to carry out maintenance work, the Council should have a policy of asking these companies to replace these trees at their own cost. This may be legally unenforceable, but we could stress that it would be seen as an act of goodwill on the part of the utilities.

B) Housing Subgroup

1) Existing Homes

As the insulation of existing homes was considered crucial to meet our climate objectives, the initial discussions focussed on promotion of the Green Homes Grant. However, this Government scheme was ultimately axed in March 2021 after just 6 months of operation. As the Green Homes Grant was withdrawn during the time that the Housing Sub Group was meeting the group regretted the ending of the initiative, but as it had been poorly conceived and poorly managed it seemed inevitable.

Addressing the poor insulation and inefficient heating systems of the large, old and draughty housing of the Moorlands is a massively expensive undertaking, well beyond the resources of SMDC alone as such the group agreed that the Council should use its influence in a variety of ways to strongly promote any successor schemes to the GHG that encourage the insulation of existing homes across the District as well as the installation of other green energy solutions.

2) New Homes

The group discussed at length the potential for the Council to develop it's own Climate Change Supplementary Planning Document (SPD) and examined excellent examples of these from other places, notably the one from Guildford which can be downloaded here:

https://www.guildford.gov.uk/media/32748/Climate-Change-Sustainable-Design-Construction-and-Energy-SPD/pdf/Climate_Change__Sustainable_Design__Construction_and_Energy_SPD1.pdf?m=637370643994400000

It should be noted that since the Housing Group stopped meeting, our neighbouring authority, the similarly second-tier, District Council in the Derbyshire Dales has adopted their own Climate Change SPD which can be viewed here.

https://www.derbyshiredales.gov.uk/images/documents/C/Climate_Change_SPD_July_2021_-_final.pdf

This is clearly an action that Staffordshire Moorlands District Council can as the Local Planning Authority undertake on its own and is one that will shape all future development in the Moorlands, including all new housing.

The argument is essentially that climate-focussed improvements to national policy, in the form of the NPPF and Building Regulations, whilst welcomed does not preclude the development of our own locally-focussed planning guidance designed to help attain our own very ambitious target of 2030, which is significantly more imminent than that of the UK Government.

As a result of all of this it was unanimously agreed that the Council should proceed to produce our own locally focussed Climate Change and Sustainable Design SPD to shape all future development and ensure that it meets our climate objectives.

C) Travel and Transport

Name and current	Aim	Measures	Strategy/Plan	Activity	Responsibility	Risks/assumptions	Target
Status							
1) Alternative	To understand	To liaise and	As part of a suggested	To investigate as many	The Environment	The rate of change	To reduce CO2
Energy vehicles	the current	promote options	local travel and	transport options a possible	Steering Group,	of technology and	emissions
and Public	and future	from working	transport plan with	and link with other working	cabinet member(s)	national policy. Also	when travelling.
Transport options	options	with experts	guidance notes	groups. For example to	and officers	potentially working	To promote
	for both private	from various		look at electric charging		with suppliers	linking to public
Main Priority	and public	suppliers and		options and plans		and looking at what	transport plans
	transport	national bodies				acceptable options	
				(Issues around the inflexibility		are available, might	
				Around licensing and 'fixed'		change suddenly.	
				Routes etc.)		plus funding	
2) Green corridors	Initially to look	To provide a	As part of the Local	To map and initially	The Environment	To obtain funding	To agree an
for walking, cycling	at how to	map and an	Plan and Green	investigate the most	Steering group	to develop the	initial improved
and other	improve the	analysis of both	Infrastructure	appropriate routes	along with cabinet	agreed network	connection
activities and	current footpath	the existing	Delivery Plan	for multiple users.	member and	To ensure that	network by
connectivity.	and cycling	and possible		To improve the network	officer lead	farmers are	2022 and to
Mixed use route	And Bridleways	new routes and		across the Staffordshire	(voluntary groups	considered	reduce CO2
Network	Network	Working with		Moorlands. Linking into	could be	when looking at	emissions
		officers		Town and Village	involved?)	routes.	
2nd main priority				centres, tourism and	Joanne Bagnall	To find a long	
				other activity locations		term maintenance	
				For commuting and leisure		programme for	
						all the agreed	
						routes.	
3) Car Sharing	To look at some	To agree and	As part of a local	To investigate	The Environment	To provide up to	To reduce CO2

				options			
and Green Taxi's	initial ideas and	provide guidance	suggested travel	in rural areas and to	Steering Group	date guidance	emissions
or other travel	options for both	to residents	and transport plan	look at linking to other	with a possible	and possibly look	when travelling
options	residents and	and providers	with guidance notes	transport systems.	group to oversee	at financing or	around the
	taxi / transport		Links to the Car Parking		the on-going	supporting	Staffordshire
More of a review	providers for		Strategy as well		development	local Car Sharing	Moorlands
	The future			Licensing and insurance	of the guidance	schemes and	
				Issues?	including resident	'greener' taxi	
					users and business	options	
					providers		
4) School access	To look at	To work with	As part of a local	To investigate using school	Working closely with	As well as testing	As a result of
Policy to improve	Methods to	Some schools to	Travel and Transport	And public transport, along	Bus operators, parents	some projects and	Changing
Safety and reduce	Reduce the use	Test ideas and	Plan with both SCC	With site restrictions and	And other providers	Ideas it would be	Access etc.
Pollution and C02	Of cars around	Reduce the need	And Academies etc.	Traffic flow options.	Eg breakfast club and	Possible to monitor	There should be
	Schools	Of using private			Day car providers etc.	Nitrogen Dioxide	Reduced
		Cars during the				Levels to record any	Pollution and thus
		School run				Impact.	C02 levels.....