

Report of the Corporate Infrastructure and Regulatory Services Climate Change Standing Overview Group of 17 January 2022

1. Introduction

The Standing Overview Group of the Corporate Infrastructure and Regulatory Services Scrutiny Committee meets regularly as an informal information sharing and member development session where issues are presented to the councillors to raise awareness and increase knowledge. The Standing Overview Group considers key updates and pertinent issues from across different services, with the aim of developing Members' knowledge, and bringing to the forefront any areas which may benefit from further scrutiny.

Any action points arising from the sessions are reported back to the next formal Committee meeting.

This report outlines the topic(s) covered at the meeting of 17 January 2022, highlights the key points raised during discussion and details any agreed actions.

2. Recommendation(s)

The Corporate Infrastructure and Regulatory Services Scrutiny Committee accepts this report as an accurate record of the meeting and agrees the outlined actions raised during the discussion including the addition of the highlighted issues of concern to the future work programme.

3. Attendance

Councillors: A Dewhurst (Chair), C Slade (Vice Chair), P Bullivant, Y Atkinson

Cabinet Member: Andrea Davis (Cabinet Member for Climate Change, Environment and Transport)

Officer: Doug Eltham (Environment and Sustainability Policy Officer)

Scrutiny Officer: Fred Whitehouse

4. Summary of Discussion

4.1 Responding to the Resolutions of the Devon Climate Assembly

Prior to the meeting, draft actions for incorporation into the Final Devon Climate Plan, that responded to the resolutions from the Devon Climate Assembly, were circulated. Members were invited to provide feedback at this Standing Overview Group to be considered, alongside feedback from all 29 organisations of the Devon Climate Emergency (DCE) partnership, prior to the public consultation which will take place in March 2022.

The Citizens' Assembly met in June and July 2021 to deliberate three contentious issues that were described in the Interim Devon Carbon Plan (IDCP) but actions were not developed to address them, namely:

- What should be the role of onshore wind in the Devon renewable energy strategy?
- What needs to be done to encourage less car use in Devon?
- What would be the best ways of encouraging, or requiring, people to retrofit their homes, properties or business premises to reduce carbon emissions?

The appendix to this report (attached) outlines the assembly's resolutions alongside additional conditions suggested by the assembly in some cases to make the resolutions more palatable. Also indicated is the level of support for each resolution within the assembly, whether the action suggested by the assembly exists in the IDCP, and the draft response suggested. Generally, where the IDCP already includes a resolution or condition as suggested by the assembly, no response or additional action is required. These actions are not final and are subject to further consultation as outlined above. After all consultation is undertaken, the resolutions from the assembly will be combined with the Interim Devon Carbon Plan (IDCP) to form the Final Devon Carbon Plan by August 2022.

1) What should be the role of onshore wind in the Devon renewable energy strategy?

There was broadly overwhelming support within the assembly for onshore wind playing a larger role in Devon, with every resolution or condition achieving 78% support or more. These include developing more onshore wind turbines in the county, but also working with government to remove barriers to developing such renewable energy infrastructure. The assembly also supported community ownership of this infrastructure and ensuring accurate, concise and clear information is disseminated.

Member discussion points included concern around currently existing regulatory limitations on development of energy infrastructure, in particular onshore wind. Members were advised that the National Planning Policy Framework could be amended by national government to make it more straightforward to develop onshore wind. There is likely to be an opportunity to engage with government about this when the Town and Country Planning Act is amended following the Environment Act 2021 receiving royal assent.

Devon has the highest number of community energy companies in the country and as such there is a proven opportunity to support more communities to benefit from the anticipated increase in energy infrastructure needed to meet net-zero.

Members agreed with the draft responses as outlined under this section, stressing particularly the importance of community involvement in the process, particularly through ownership, where concern was voiced about private interests negatively impacting progress towards net zero.

2) What needs to be done to encourage less car use in Devon?

Discouraging car use in Devon received broad support from the assembly although support for some resolutions was less unanimous than for those regarding onshore wind. Generally,

the assembly was approving of increased electrification, feeling that private car usage would always be necessary in some cases and to encourage drivers to use electric vehicles should be a priority to offset the impact of this. The assembly also approved of the idea of increased public transport and improvements in active travel such as more robust park and ride facilities and more cycling paths. Suggestions pertaining to 'financial sticks' such as parking and congestion charges were generally less popular with the assembly, although the assembly was more receptive to these ideas when conditions that aimed to ensure the money raised from these charges was reinvested in the public transport network were suggested.

Member discussion points included:

- condition 1.1 specifically, which outlines that public and active transport infrastructure should be improved significantly before wider implementations to discourage car use. Members were concerned that this could potentially delay progress and that it would be more beneficial for these processes to work in tandem;
- the use of 'financial sticks' such as parking charges. Councillors recognised that it was a contentious issue and that although such charges are important for raising funds for the Local Authority, there is balance to be struck to ensure these charges remain proportional and fair;
- that convincing many residents of Devon to reduce their car usage would be incredibly difficult, requiring a huge cultural shift; and
- whether there is scope to lobby government to remove subsidies given to the fossil fuel industry, meaning that petrol prices would increase thus making owning and using a car more expensive. It was suggested that residents would potentially be open to making more radical lifestyle changes if it offered them a feasible avenue to save money.

Members were generally in agreement with the assembly regarding their suggestions on encouraging reduced car usage, particularly on increased electrification and investment in public and active transport infrastructure. Members recognised that parking and congestion charges are generally unpopular with residents but that there is a strong argument for introducing them, at least to some degree, as a necessity.

3) What would be the best ways of encouraging, or requiring, people to retrofit their homes, properties or business premises to reduce carbon emissions?

The assembly agreed that encouraging people to retrofit their properties should not come (at least not entirely) at their own cost – that the existing financial supports are inadequate and that more investment should be made available in supporting residents to retrofit their homes and businesses. The assembly was also in near-unanimous agreement that accurate information regarding the climate crisis and the benefits of retrofitting should be widely disseminated to residents through a centralised, Devon base resource to consult (including the availability of personalised advice about options for your home and financial support that you may be eligible for). Introducing regulations requiring people to retrofit their properties was less popular with the assembly, although conditions to ensure that the

process remained just and affordable (for instance ensuring protections for those on low incomes were put in place) made the idea significantly more palatable for the assembly.

In their discussion, Members questioned the current approach of passing retrofitting responsibility to companies where calls to residents are often mistaken as spam calls and therefore ignored. Members also expressed that making retrofitting more attractive to Devon residents would require it to become cheaper either through subsidies, reduced cost owing to increased demand, or other measures; residents would not be open to retrofitting their properties if it represented a large, out of pocket financial commitment.

Councillor A Dewhirst
Chair, Corporate Infrastructure and Regulatory Services Scrutiny Committee

Electoral Divisions: All

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Local Government Act 1972: List of Background Papers

Nil

The meeting began at 2.02pm and ended at 4.03pm.

Appendix- Turning the recommendations of the Devon Climate Assembly into actions for consultation

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1. What should be the role of onshore wind in the Devon renewable energy strategy?

For this topic, the focus was essentially on what role, if any, should onshore wind turbines play in the mix of energy generation methods deployed across Devon in order to meet the increased demand for electricity expected as we transition away from the use of fossil fuels. The members were also explicitly asked to consider the subsidiary question: Are there any conditions or guarantees that need to be in place to enhance public acceptability?

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
Resolution 1 In principle, we support the development of more onshore wind turbines in Devon.	Supported by 89% of members	a)	Action E1 in the Energy Supply Chapter of the Interim Carbon Plan proposes the development of an energy strategy for Devon. A sub-action (E1.1) is to update assessments of the accessible renewable energy resource available in Devon.	The supporting text to action E1 in the plan will be updated to state that wind will be included in the assessments.
Resolution 2 In principle, we support reforming the National Planning Framework (resolution 2 continued) to remove the	Supported by 87% of members	b)	The text in the Energy Supply chapter of the IDCP identifies the issue but doesn't propose an action.	Proposed new action, Energy Supply: "Work with government to amend national planning legislation to make it more straightforward for onshore wind developments to get planning consent."

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
requirement for 'complete' community support from development planning applications for onshore wind turbines.				
Condition 1. That there is good, clear, high quality information & education for communities (from an objective, trusted and credible source) about the need for action and the crisis nature of climate and energy needs:	Agreed by 87% of members.	c)	The IDCP does not specifically address this condition.	New action proposed, Cross Cutting Themes: "Provide high quality, objective information and education for communities about the need for renewable energy and the crisis nature of the climate emergency."
a) including putting forward an emergency local plan identifying potential sites and the potential benefits; and		d)	The IDCP does not specifically address this condition.	New action proposed, Energy Supply: "Identify potential sites for renewable energy, informed by the emerging Land Use Framework and environmental and social sensitivities, and look to allocate these in Local Plans."
b) providing practical support for affected communities to understand the potential benefits, processes and challenges.		e)	The IDCP does not specifically address this condition.	New action proposed, Energy Supply: "Provide practical support for communities wishing to develop their own energy infrastructure."

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
<p>Condition 2. That all reasonable measures are undertaken to minimise potential negative impacts on communities (for example the risk of impacts on house prices due to the proximity to a turbine) and wildlife in the design and positioning of a windfarm, and there are opportunities built in for people to raise and seek redress for negative effects, should they occur, throughout the lifetime of its operation.</p>	<p>Agreed by 87% of members.</p>	<p>f)</p>	<p>Action E1.1 says “Update assessments of the accessible Renewable Energy resource available in Devon.” This will exclude sensitive social and environmental features to minimise negative effects in this initial exercise. The planning system is designed to address remaining effects.</p>	<p>None required due to existing provisions.</p>
<p>Condition 3. That the developments bring lasting local financial, economic, social and environmental benefits, with community ownership and Community Interest Companies held accountable for the distribution of funds.</p>	<p>Agreed by 86% of members.</p>	<p>g)</p>	<p>The IDCP does not specifically address this condition.</p>	<p>New action proposed, Energy Supply: “Local Plan updates will look to include policies that, where appropriate, give positive weight to renewable and low carbon energy initiatives, which have clear evidence of local community involvement and leadership.”</p> <p>[wording reflects existing guidance https://www.gov.uk/government/publications/community-benefits-and-engagement-guidance-for-onshore-wind]</p> <p>Going further than this would risk planning decisions being overturned or Local Plans being unsound]</p>
<p>Condition 4. That communities where sites are identified benefit from them, and</p>	<p>Agreed by 84% of members.</p>	<p>h)</p>	<p>The IDCP does not specifically address this condition.</p>	<p>Incorporated into action e.</p>

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
that they get really good support to engage and understand the issues.				
Condition 5. That everyone across Devon understands where wind farms can be sited and can easily access information on potential impacts on range of conditions (including mental health, wildlife, economy) and the range of potential benefits (e.g. lower cost electricity, reduced carbon emissions and impacts on climate change).	Agreed by 84% of members.	i)	The IDCP does not specifically address this condition.	Incorporated into action c.
Condition 6. That the majority are in community ownership, with a democratic process in place to inform the early stages of planning and development (including funding support at this stage).	Agreed by 84% of members.	j)	The IDCP does not specifically address this condition.	Same as action g
Condition 7. Onshore wind farms are developed where the energy produced is most needed (e.g. near industrial areas where it can be easily connected	Agreed by 84% of members.	k)	The IDCP does not specifically address this condition.	Same as action d

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
to the grid) and that the location of developments is considered in a way that is integrated with other wider considerations for Devon, such as the need for a mix of energy production, land use and respect for areas of outstanding natural beauty.				
Condition 8. That planning structures are streamlined and operate in favour of community ownership, where profits are reinvested by and for the community.	Agreed by 80% of members	l)	The IDCP does not specifically address this condition.	Incorporated into action g
Condition 9. That energy is not considered in isolation, but alongside consideration of the space available for other land use development (housing, roads, agriculture, business, industry, schools, sewers) within local planning process and strategic planning.	Agreed by 80% of members.	m)	The IDCP proposes the development of a Land Use Framework to help resolve this issue.	Incorporated into action d

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
<p>Condition 10. That the development planning process is sped up and ensures dialogue with communities is a continuing part of this.</p>	<p>Agreed by 78% of members.</p>	<p>n)</p>	<p>The IDCP does not specifically address this condition.</p>	<p>Incorporated into actions b and g</p>

4) What needs to be done to encourage less car use in Devon?

For this topic, the discussions started from a position that there was a need to reduce overall the use of private vehicles in Devon to have a significant impact on emissions from travel, and that one way of encouraging this was by making car use less attractive. This was encapsulated in the subsidiary question the members were asked to consider: How can reducing road capacity and financial ‘carrots and sticks’ help to make car use less attractive and reduce traffic levels / emissions while maintaining mobility?

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Resolution 1 In principle, we support the ambition in the Interim Devon Carbon Plan to reduce traffic emissions across Devon by making car use less attractive, while maintaining mobility.	Supported by 74% of members	o)	The opening sections of the Transport chapter of the IDCP explains how emissions from road transport can be reduced and highlights the needs of people to continue to access services, particularly in rural communities.	We will introduce a new goal within the Transport chapter or the Devon Carbon Plan: “Traffic emissions are reduced across Devon by providing reliable, regular, affordable and integrated alternatives to private car use in combination with measures to make car use less attractive.”
Our support for ambitions to reduce emissions by making car use less attractive would increase with the condition...				
Condition 1.1 That there is widespread investment in ensuring that there is a better public and active transport infrastructure across Devon that can be used as a reliable, regular, affordable and integrated alternative, and that significant progress is made on this before the wider implementation of proposals to discourage car use.	Agreed by 89% of members.	q)	The IDCP has a number of actions to improve the provision and investment in active and public travel.	We will incorporate into the supporting text of the Transport chapter in the IDCP that the assembly has said that significant progress should be made on the active and public transport provision before proposals to discourage car use are introduced. This will guide future transport policy and infrastructure decisions but there may be circumstances where proposals to discourage car use are deemed necessary to raise funds to put the active and public transport measures in place.
Condition 1.2 That there is an independent authority put in place to oversee and ensure accountability in the collection of resources	Agreed by 74% of members.	r)	The IDCP does not specifically address this condition.	No action proposed. The revenue from on-street parking charging is ring-fenced for transport purposes under the Road Traffic Regulation Act 1984.

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
generated by any charging schemes to ensure they are allocated towards public and active travel improvements (and other road emission reduction schemes) and that their findings are regularly reported.				<p>Off-street car parking revenue is used to fund the provision of council services which would otherwise require council tax increases.</p> <p>The finances of local authorities are published and are subject to review through formal Overview and Scrutiny processes and independent, external audit – a requirement of the Local Audit and Accountability Act 2014.</p>
Resolution 2 We recognise that there will likely always be a need for private car use in Devon, particularly in rural areas of the county, and support the initiatives included in the Interim Devon Carbon Plan to help minimise the emissions these cause by investing in the infrastructure to support the increased use of electric vehicles.	Supported by 92% of members	s)	The IDCP includes various actions to support the electrification of transport.	None required
Resolution 3 In principle, we support taking measures to reduce the road space available to cars and reallocate it to active and public travel modes in Devon	Supported by 74% of members	t)	The IDCP already includes the following action: “T5. Review opportunities to reallocate road capacity to sustainable modes (walking, cycling and public transport), particularly where it can support other objectives (i.e. urban centre regeneration, street cafes).”	None required.

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Condition 3.1 That priority is given to making sure that you can still travel cheaply around Devon, in a similar time to now, via active travel/public transport.	Agreed by 88% of members.	u)	The Transport Chapter of the Plan contains a Goal to ensure “Our streets are safe for all and cycling, walking, shared and public transport are prioritised”.	Update this goal to: “Our streets are safe for all and using active, shared and public transport is efficient and affordable”
Condition 3.2 That there is the provision of more modern and effective park and ride facilities.	Agreed by 83% of members.	v)	The IDCP already includes the following action: “T33. Create nodal car parks at strategic points to encourage onward car sharing.”	Update existing action in the Transport Chapter, T33 to say: “Modernise and create car parks at strategic points to encourage car sharing and onward journeys by active travel or public transport.
Condition 3.3 That proper cycling infrastructure is created across the county.	Agreed by 80% of members.	w)	The IDCP already includes the following actions: “T6. Develop local cycling and walking infrastructure plans with communities.” [updated version of T6 following consultation] “T7 Improve strategic cycle routes within and between settlements.” “T9 Where possible, design pavements and junctions to prioritise pedestrians and cyclists over vehicular traffic.”	None required.
Condition 3.4 That there is differentiation in public transport fares depending on user categories (e.g. discounted fares for residents and/or means tested travel passes).	Agreed by 68% of members.	x)	The IDCP does not specifically address this condition.	Proposed new action, Transport: “Explore opportunities to set fares to support equal opportunities to access mobility for all”
Condition 3.5 That Devon investigates introducing a Tourist Levy: where the tax	Agreed by 68% of members.	y)	The IDCP does not specifically address this condition.	Proposed new action, Transport: “Investigate the concept and mechanisms of a Tourist Levy to enable the tourism sector to consider

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
on tourists visiting is allocated to the local community to fund initiatives to reduce carbon emissions.				how visitors can contribute to the transition to net-zero.”
Resolution 4 We recognise that there is the need to introduce some ‘financial sticks’, like parking charges, congestion charges and parking levies in order to help fund the provision of wider improvements, ‘the carrots’, that will help reduce emissions while maintaining mobility across Devon.	Not supported by the majority of members (only 50% support achieved).	z)	The IDCP identifies the issue but doesn’t propose an action.	No action proposed as not supported by CA unless the partnership strongly feel that this should be considered.
Resolution 5 In principle, we support taking measures to reduce space available for parking and introduce parking charges in areas across Devon.	Not supported by the majority of members (only 46% support achieved).	Aa)	The IDCP identifies the issue but doesn’t propose an action.	No action proposed as not supported by CA unless the partnership strongly feel that this should be considered.
Condition 5.1 That parking charges are ringfenced and reinvested in the public transport network to reduce the public’s resistance to paying parking fees.	Agreed by 75% of members.	Ab)	The IDCP identifies the issue but doesn’t propose an action.	No action proposed. The revenue from on-street parking charging is ring-fenced for transport purposes under the Road Traffic Regulation Act 1984. Off-street car parking revenue is used to fund the provision of council services which

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
				would otherwise require council tax increases.
<p>Condition 5.2 That there are differentiated parking charges based on:</p> <p>a) type of vehicles (electric / polluting); and</p> <p>b) users' needs (e.g. essential work use, people with limited mobility)</p>	<p>Agreed by 66% of members.</p>	Ac)	The IDCP identifies the issue but doesn't propose an action.	No action proposed. Early feedback indicated that the initially proposed additional action was not feasible and would not achieve the desired outcomes.
<p>Resolution 6 In principle, we support the introduction of workplace parking levies in areas across Devon</p>	<p>Not supported by the majority of members (only 45% support achieved).</p>	Ad)	The IDCP identifies the issue but doesn't propose an action.	New action in the Transport section: 'Employers to be encouraged to make commuting by active, shared and public transport more attractive'.
Our support for workplace parking levies would increase with the condition...				
<p>Condition 6.1 That money gained from Workplace Parking Levies is spent on supporting public transport routes, or viable alternatives for employees, including employers providing shuttle busses for workers or paying for bike hubs and shower facilities at workplaces.</p>	<p>Agreed by 75% of members.</p>	Ae)	The IDCP identifies the issue but doesn't propose an action.	No action required.

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Condition 6.2 That it only applies to businesses with a certain level of turnover and/or a certain number of staff (level to be determined based on learning from successful models elsewhere).	Agreed by 71% of members.	Af)	The IDCP identifies the issue but doesn't propose an action.	No action required.
Condition 6.3 That it is the employer who pays and the cost cannot be passed on to the employee.	Agreed by 68% of members.	Ag)	The IDCP identifies the issue but doesn't propose an action.	No action required.
Resolution 7 In principle, we support introducing congestion charges and low emission zones in areas across Devon.	Supported by 62% of members	Ah)	The IDCP identifies the issue but doesn't propose an action.	Proposed new action, Transport chapter: "Review the potential for the introduction of congestion charges and low emission zones in appropriate areas across Devon on a place-by-place basis, giving consideration to local impacts and likely effectiveness."
Our support for congestion charges and low emission zones would increase with the condition...				
Condition 7.1 That they won't be introduced as a 'one size fits all' approach for all areas of the county and groups of people.	Agreed by 84% of members.	Ai)	The IDCP identifies the issue but doesn't propose an action.	Incorporated into action Ah) above.
Condition 7.2 That there is careful consideration, and review, of the economic impact on the area.	Agreed by 76% of members.	Aj)	The IDCP identifies the issue but doesn't propose an action.	Incorporated into action Ah) above.

5) What would be the best ways of encouraging, or requiring, people to retrofit their homes, properties or business premises to reduce carbon emissions?

There were two key aspects of this topic that members were asked to focus on:

- a) The information, advice, support and incentives that the public would need to motivate, and enable, them to undertake retrofitting work on their properties; and
- b) The acceptability of using local council powers to require retrofitting activities to reduce emissions from buildings.

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Resolution 1 We believe that the existing financial supports available across Devon are not effective for encouraging people to undertake the degree of retrofitting work in their properties that will be required to meet net zero targets.	Supported by 94% of members	Ak)	The IDCP identifies the issue but doesn't propose an action.	Covered by proposed action Al) below
Resolution 2 In principle, we support there being financial support available for people to retrofit properties across Devon.	Supported by 93% of members	Al)	The Built Environment chapter of the IDCP already includes the following actions: "B3 Explore opportunities to use the carbon offset market to fund the retrofit of domestic and commercial buildings" "B4 Work with government to achieve VAT breaks on retrofit activity and products."	Replace B3 with: "Explore opportunities to enhance financial support available for people to retrofit their properties." B4 remains.
We believe the implementation of packages to support people to retrofit their properties would be strengthened by the following...				
Supporting Recommendation 2.1 There needs to be more accountability and reporting regarding government	Agreed by 94% of members.	Am)	Progress towards targets is already recorded by these indicators in the IDCP:	No proposed for this. Instead, the monitoring indicators for the Carbon Plan will be updated to include indicators for:

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
expenditure on retrofitting, with ongoing progress reports that show the money spent and progress towards meeting targets.			<p>“Number of Devon’s homes with an Energy Performance Certificate of D – G”</p> <p>And</p> <p>“Number of Devon’s commercial premises with an Energy Performance Certificate of D – G”</p>	<p>“Amount of funding spent through dedicated public grants on domestic retrofitting in Devon”.</p> <p>“Amount of funding spent through dedicated public grants on commercial retrofitting in Devon”</p>
<p>Supporting Recommendation 2.2 There needs to be widespread education and awareness raising about: a) the climate emergency; b) what actions authorities are taking; and c) what people can do to retrofit and improve energy efficiency and what impact that will have.</p>	<p>Agreed by 93% of members.</p>	<p>An)</p>	<p>Part B is already delivered through the Devon Climate Emergency communication channels resourced by a full-time communications officer and new staff resources in the partner organisations.</p> <p>Part C is already included in the Built Environment Chapter of the IDCP by these actions:</p> <p>“B5 Sell the co-benefits of living in warm, net-zero ready homes through awareness-raising campaigns and open-home events.”</p> <p>“B6 Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent energy assessors, skilled installers and market offers.”</p>	<p>Part A of this supporting recommendation is covered by proposed action C) above “Ensure access to high quality, objective information & education for communities about the need for action and the crisis nature of the climate emergency.”</p>
<p>Supporting Recommendation 2.3 There needs to be a centralised, Devon based, source of high-quality</p>	<p>Agreed by 93% of members.</p>	<p>Ao)</p>	<p>The IDCP already includes the following action: “B6 Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent</p>	<p>No action required.</p>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
information regarding measures that can be taken on properties and the types of support available to people to undertake them.			energy assessors, skilled installers and market offers.”	
Supporting Recommendation 2.4 There needs to be personalised advice available about options for your home and any financial support you are eligible for.	Agreed by 93% of members.	Ap)	The IDCP already includes the following action: “B6 Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent energy assessors, skilled installers and market offers.”	No action required.
Supporting Recommendation 2.5 All authorities need to demonstrate ambition and allocate significant budget to retrofitting.	Agreed by 92% of members.	Aq)	Ambition is demonstrated in the IDCP by this action: “B11 South West to promote its status to government as the leading region on low-carbon buildings, including embodied carbon, founded on the low-carbon buildings already here and anchor institutions’ commitments to zero-carbon, nature-friendly new build and retrofit.”	Local authorities don’t have existing resources for retrofitting, so we will need to work with government on this. Therefore, this is addressed by proposed action AI above: “Explore opportunities to enhance financial support available for people to retrofit their properties”
Supporting Recommendation 2.6 More focus needs to be given to ensuring the availability of green mortgages.	Agreed by 72% of members.	Ar)	The IDCP already includes the following action: “R31 Provide the South West Mutual with start-up funding”	Proposed new action, Economy and Resources: “Work with government to enhance the availability and awareness of green mortgages.”

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
			"A just transition is required to ensure that vulnerable and low-income segments of society and rural communities are not disadvantaged."	"A just and affordable transition is required to ensure that vulnerable and low-income segments of society and rural communities are not disadvantaged."
Condition 3.3 That VAT is removed from specialist items used for retrofitting.	Agreed by 82% of members.	Aw)	The IDCP already includes the following action: "B4 Work with government to achieve VAT breaks on retrofit activity and products."	None required
Condition 3.4 That DIY is encouraged, with experts then able to undertake an assessment of impacts and approve reduced tax rates.	Agreed by 66% of members.	Ax)	The IDCP does not address this specific condition, however, it does propose an energy advice service: "B6. Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent assessors, skilled installers and market offers."	Update action B6 in the Built Environment chapter of the IDCP to say: "B6. Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with DIY guidance, independent assessors, skilled installers and market offers."
Resolution 4 In principle, we support introducing policies in Devon that use planning permission to trigger the need for retrofitting measures.	Supported by 84% of members	Ay)	The IDCP identifies the issue but doesn't propose an action.	Implemented by proposed action As
Our support for using planning permission as a trigger for requiring retrofitting would increase with the condition...				
Condition 4.1 That conservatories and permitted buildings should be included.	Agreed by 76% of members.	Az)	The IDCP identifies the issue but doesn't propose an action.	Conservatories will be mentioned in the supporting text for Action As Permitted buildings by definition do not need planning permission and so could not be covered by this mechanism.
Condition 4.2 That the extent of retrofitting required by the planning permission	Agreed by 75% of members.	Ba)	The IDCP identifies the issue but doesn't propose an action.	This will be mentioned in the supporting text for Action As

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
would be in proportion to the size of the house and extension.				
Condition 4.3 That the energy consumption of the whole property needs to be reduced, in proportion to the size of the extension / alteration.	Agreed by 73% of members.	Bb)	The IDCP identifies the issue but doesn't propose an action.	This will be mentioned in the supporting text for Action As
Resolution 5 In principle, we support introducing policies in Devon that link Council tax and business rates to energy efficiency performance.	Supported by 71% of members	Bc)	The IDCP identifies the issue but doesn't propose an action.	New action proposed, Built Environment: "Work with government to continue exploring the use of Council Tax and Business Rates to encourage energy efficiency upgrades of buildings." [Law changes are required for this to occur.]
Our support for linking a property's energy efficiency to the level of council tax and business rates paid would increase with the condition...				
Condition 5.1 That there is also a requirement on private landlords and social housing providers to bring properties up to a minimum level of energy efficiency.	Agreed by 85% of members.	Bd)	The IDCP already includes the following action: <i>"B9 Work with government to review The Domestic Minimum Energy Efficiency Standard Regulations to make it more effective and practical for local authorities to enforce non-compliance."</i>	No action required
Condition 5.2 That there is a simple and consistent way for the effect of energy efficiency improvements to be verified by the Council before discounts are applied.	Agreed by 75% of members.	Be)	The IDCP identifies the issue but doesn't propose an action.	This would be intrinsic to the operation of a successful scheme. This requirement will be mentioned in the supporting text for action Bc.

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
<p>Condition 5.3 That Councils promote widely the opportunity to benefit from reductions in Council tax and business rates by increasing the energy efficiency of your property.</p>	<p>Agreed by 72% of members.</p>	<p>Bf)</p>	<p>The IDCP identifies the issue but doesn't propose an action.</p>	<p>This would be implemented by the Devon Energy Efficiency Advice Service if it were deemed appropriate after being explored further with government.</p>

A further breakdown of the voting results, and the supporting statements prepared by members for each condition, can be found in the main body of the [Devon Climate Assembly report](#).