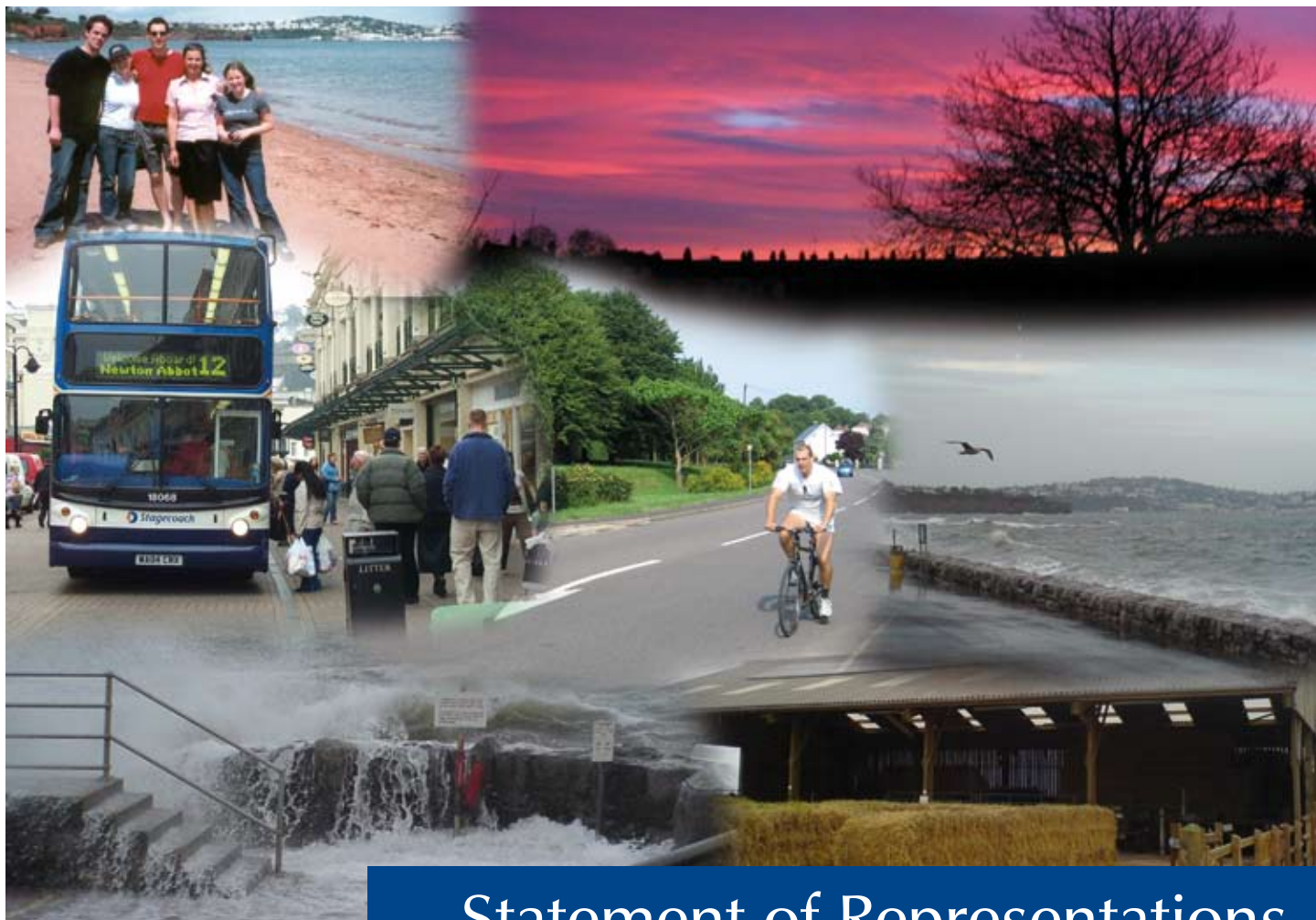


A CLIMATE CHANGE STRATEGY FOR TORBAY



Statement of Representations



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A Climate Change Strategy for Torbay 2008 - 2013

Statement of Representations

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This report can also be accessed via the internet: [**www.torbay.gov.uk/climatechange**](http://www.torbay.gov.uk/climatechange)

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1 Introduction

Torbay Council is committed to ensuring a thorough consultation process and to engaging with the local community and external partners.

The consultation process for *A Climate Change Strategy for Torbay* (CCS) has included involvement of key internal and local stakeholders, including elected Members, the local community and external partners.

1.1 Climate Change Steering Group

The Climate Change Steering Group was created in November 2006. Its membership includes a range of internal stakeholders from relevant business units and local stakeholders that would be able to provide valuable advice for the development of the CCS. Stakeholders represented on the Steering Group are:

| | |
|------------------------------------|---|
| Building Control | Children's Services |
| Cultural Services | Development Management |
| Direct Services and Waste | Emergency Planning Team |
| Environmental Health | Environmental Policy and Sustainability |
| Groundwork | Highways and Engineering |
| Housing Services | Property and Procurement |
| Strategic Planning | Strategic Transport |
| Torbay Coast and Countryside Trust | Torbay Development Agency |

The Climate Change Steering Group assisted in setting the scope of the CCS, identifying the issues that the document should address and reporting on initiatives within Torbay that are already underway or planned for implementation that would contribute to tackling climate change.

During September 2007 the Climate Change Steering Group was asked to comment on the first draft of the CCS. The comments that were received were integrated into a public consultation draft of the CCS during November 2007.

2 Consultation and Engagement Process

2.1 Public Consultation

A four week public consultation period was scheduled between 3rd March and 28th March 2008 following approval from the Strategic Director for Community Services and the Cabinet Member for Economic Regeneration, Transport and Planning. The public consultation draft CCS and a Summary Leaflet were made available on the Torbay Council website, in libraries throughout Torbay, in Torbay's Connections offices and in Torbay Council's Community Services offices in Torquay. Documents were highlighted as being available in different formats and languages on request.

The consultation period was publicised widely through the residents' magazine, 'Bay View', which is delivered free of charge to households throughout Torbay, the Community Partnerships and local press and radio announcements.

External partners were also invited to comment, including neighbouring local authorities, government agencies, Torbay schools and regional climate change support bodies. A full list of invited external consultees can be viewed at Appendix 4.

Respondents were asked to comment upon three open, qualitative questions via letter or email:

- What do you like about *A Climate Change Strategy for Torbay*?
- How could *A Climate Change Strategy for Torbay* be improved?
- How could Torbay Council support you or your organisation to address climate change?

2.2 Stakeholder Workshop

On 14th March 2008 Torbay Council held a stakeholder workshop to consult with the Climate Change Steering Group, elected Members, local stakeholders and government agencies on the proposals set out in the public consultation draft CCS. The workshop sought to collect the views of stakeholders on the climate change Responses and Actions detailed in the CCS and suggestions for additional Responses and Actions that could be considered for inclusion in a mature draft CCS.

For specific chapters of the draft CCS attendees were asked to discuss in small groups:

- Do you disagree with/have concerns about any of the Responses or Actions in this chapter?
- Are there any additional Responses or Actions that you would like considered for this chapter?
- Are any of the Responses or Actions likely to be controversial and how could the controversy be addressed?

2.3 Overview and Scrutiny

The CCS was the subject of further consideration when it was discussed by the Council's Pride in the Bay Overview and Scrutiny Board at its meeting on 28th March 2008. Detail of comments received from Overview and Scrutiny is available at Appendix 3.

3 Representations

3.1 Public Consultation

Representations were received from 21 individuals and organisations. These representations generated a total of 104 comments.

The comments received were highly diverse. The following is a summary of the most frequently occurring themes and responses to arise from the public consultation on the CCS.

Theme 1: ***A Climate Change Strategy for Torbay is welcomed and addresses a very important issue (8 supporting comments)***

Response: Noted

Theme 2: ***Concern of over use of the private car. Bus, rail and cycling facilities in Torbay need promoting and enhancing (6 supporting comments)***

Response: Agreed. Torbay Council's Local Transport Plan, rated as Excellent by the Department for Transport, and Section 8 of the CCS, are engaged with this agenda.

Theme 3: ***Householders and businesses need more advice on the planning permission required and grants available for the installation of micro-renewable energy generating technologies (5 supporting comments)***

Response: Sections 11 and 13 of the CCS will be amended to reflect this concern.

Theme 4: ***Waste minimisation and recycling should be encouraged, including the re-use of plastic bags (5 supporting comments)***

Response: Torbay Council's Municipal Waste Management Strategy addresses the issues raised in the consultation relating to waste. Section 9 of the CCS will be amended to highlight this.

Theme 5: ***Ensure Torbay's greenspaces and trees are protected, developed and enhanced (5 supporting comments)***

Response: Torbay Council's Greenspace Strategy and Tree and Woodland Strategy are tasked with addressing these issues, as detailed in Section 14 of the CCS.

Theme 6: There is a need for ongoing education about the serious environmental problem we have created (4 supporting comments)

Response: Section 7 of the CCS proposes to raise awareness of climate change issues throughout Torbay

Theme 7: Climate change is not attributable to the activities of humans and there is nothing society can do to halt its progress (4 supporting comments)

Response: Climate models published in 2007 by the Intergovernmental Panel on Climate Change (IPCC) demonstrate that it is very likely (more than 90% certainty) that global warming is caused by human activity. The IPCC has produced greenhouse gas emissions scenarios that, if implemented, are predicted to reduce the magnitude of climate change.

Theme 8: New development in Torbay needs to be low-carbon in its operation, sited close to places of work and leisure and with access to public transport (3 supporting comments)

Response: Torbay's Urban Design Guide advocates the principles of sustainable design. Section 12 of the CCS proposes that a sustainability checklist is developed for use by residents, developers and planning officers when designing and appraising new developments for Torbay. Low carbon development and strategic land allocation will also be addressed within the emerging Local Development Framework.

Theme 9: A wind farm would not complement the landscape of Torbay (3 supporting comments)

Response: Wind turbines are just one of a range of large scale renewable energy technologies that could be used in Torbay. A full and extensive public consultation and environmental impact assessment would have to be performed before any large scale renewable energy plant was constructed.

Theme 10: The CCS is a welcome start to addressing climate change issues in Torbay but it doesn't do enough (3 comments)

Response: This is Torbay Council's first climate change strategy. Whilst Torbay Council acknowledges that more action is required, momentum needs to be created before more significant changes can occur. The CCS is a framework for securing council support before more significant changes can occur within the organisation and the community. Research will be commissioned in due course to prioritise the Actions detailed in the CCS and to evaluate carbon savings available in Torbay. The CCS will be fully reviewed and strengthened every five years.

All representations received have been given careful consideration together with the issues they have raised. Where appropriate, amendments have been made and incorporated into the text of the final draft. A detailed proforma of comments and actions is set out at Appendix 1.

3.2 Stakeholder Workshop

A total of 24 officers, members and representatives from local organisations and government agencies were in attendance. These representations generated a total of 117 comments.

In harmony with the public consultation, the comments received were highly diverse; a reflection of the breath of sectors, topics and policies that need to respond to climate change. Below is a summary of the most frequently occurring themes and their responses to arise from the stakeholder workshop.

Theme 1: The benefits to staff of the review of Torbay Council's staff travel plan need to be sold to staff members to increase the willingness for implementation (4 supporting comments)

Response: The incentives/benefits for implementation are mentioned in Section 8 of the CCS.

Theme 2: Increase the number of cycle lanes in Torbay (3 supporting comments)

Response: The CCS and Torbay's Local Transport Plan supports the completion of the National Cycle Network in Torbay.

Theme 3: Torbay needs to lobby train operators for more through trains from London to Paignton and more resources for rail infrastructure improvement (3 supporting comments)

Response: This action will be added to Section 8 of the CCS.

Theme 4: Waste chapter to focus on waste minimisation (3 supporting comments)

Response: Section 9 of the CCS will be updated to focus on waste minimisation and reflect the 'waste hierarchy'.

Theme 5: Torbay Council should be working towards implementing an Environmental Management System (2 supporting comments)

Response: A commitment to investigate feasibility will be integrated into Section 10 of the CCS as a long term aspiration of Torbay Council.

Theme 6: Introduce a Torbay Council ‘terms of employment’ policy to ensure Officers and Members use sustainable transport for business purposes (2 supporting comments)

Response: This issue will be discussed further as the review of the Staff Travel Plan continues.

Theme 7: Ensure new developments incorporate greenspaces and new trees (2 supporting comments)

Response: Torbay Council’s adopted Urban Design Guide addresses this issue.

Theme 8: Promote the grants available for renewable energy and insulation (2 supporting comments)

Response: This Action will be integrated into Responses EM1 and EM2.

Theme 9: Recruit ‘Environment Champions’ within the council and the community to advertise the green agenda (2 supporting comments)

Response: Torbay Council has recruited ‘Energy Envoys’ within the organisation. The suggestion of community environment champions will be added to Section 7 of the CCS.

Theme 10: Torbay Council’s Procurement Manager needs to be able to control procurement throughout the organisation (2 supporting comments)

Response: Agreed, however education of sustainability issues for staff with procurement responsibilities is also necessary. A feasibility study of a ‘Procurement Driving Licence’ for Torbay Council staff will be performed to determine whether such a policy would address this issue.

Theme 11: Remove disposable cups from Torbay Council offices (2 supporting comments)

Response: This is an action proposed in Section 9 of the CCS.

Theme 12: Introduce recycling facilities for flats in Torbay (2 supporting comments)

Response: This is an action proposed in Section 9 of the CCS and is included within Torbay Council’s adopted Municipal Waste Management Strategy.

Theme 13: Car free zones would be controversial (2 supporting comments)

Response: Agreed, but in the correct location and development site car free zones have a great deal of scope to change people's mindset about how often they use their car.

All representations received have been given careful consideration together with the issues they have raised. Where appropriate, amendments have been made and incorporated into the text of the final draft. A detailed proforma of comments and actions is set out at Appendix 2.

3.3 Overview and Scrutiny

The Pride in the Bay Overview and Scrutiny Board suggested eight separate, but specific amendments to the CCS. The Board's comments related mostly to the more controversial Actions that are proposed for implementation within the CCS surrounding transport and renewable energy issues.

All representations received have been given careful consideration together with the issues they have raised. Where appropriate, amendments have been made and incorporated into the text of the final draft. A detailed proforma of comments and actions received from the Overview and Scrutiny Board is set out at Appendix 3.

Appendix 1 – Public Consultation Responses

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|----------------------|------------------|--|--------------------|--|---------|
| 26/03/08 | 1 | AY Barnett, Paignton | All | Concern raised that although humankind does produce too much waste and use too much energy, God controls the weather. No effort on our part can control the weather. | Observation | Noted | n/a |
| 20/03/08 | 2 | J Holehouse, Torquay | All | All new houses should have solar panels – this must be easier than retro-fitting | Observation | Policy RE5 of the South West Regional Spatial Strategy will require house builders to provide renewable energy generated on-site through technologies such as solar panels on developments over 10 dwellings in size, as detailed in <i>A Climate Change Strategy for Torbay</i> (CCS) and will be incorporated as local policy within Torbay's emerging Local Development Framework. | n/a |
| 26/03/08 | 3 | J Butwell, Torquay | All | Global warming is a natural phenomenon. The “experts” don't take into account the effect of volcanic activity and forest fires on the atmosphere. | Amend | Climate models published in 2007 by the Intergovernmental Panel on Climate Change demonstrate that it is very likely (more than 90% certainty) that global warming is caused by human activity. The computer models do take into consideration the atmospheric particles produced by volcanic activity and forest fires – Section 2.3 of the CCS to be amended to state this. | ✓ |
| | | J Butwell, Torquay | All | Humans cannot stop global warming | Observation | The Intergovernmental Panel on Climate Change has produced greenhouse gas emissions scenarios that, if implemented, are predicted to reduce the magnitude of climate change. | n/a |
| | | J Butwell, Torquay | 12.2.2 | Use methods to absorb CO ₂ rather than build monstrous windfarms | Objection | The CCS proposes policies and actions to absorb CO ₂ . Whilst absorbing CO ₂ is part of the solution, technologies to reduce CO ₂ emissions in the first instance are also required. Wind turbines are just one of these technologies. A full and extensive public consultation and environmental impact assessment would have to be performed before any large scale renewable energy plant was constructed. | n/a |
| | | J Butwell, Torquay | n/a | Cooling towers at power stations emit steam, not pollution | Observation | Noted and agreed. | n/a |
| | | J Butwell, Torquay | 10.2 | Stop damaging rainforests by tree felling. | Suggestion | Forest Stewardship Council products are promoted in Section 12 of the CCS. | n/a |
| | | J Butwell, Torquay | 14.2 | Create new forests and repair others | Suggestion | Torbay Council's Tree and Woodland Strategy will ensure that “the tree population continues to be protected, developed and enhanced where appropriate” as highlighted in the CCS. | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|--|------------------|---|--------------------|---|---------|
| | | J Butwell, Torquay | 14.2 | Issue tree saplings to every householder with a garden in Torbay | Suggestion | There are more cost effective methods of reducing CO ₂ emissions that should be implemented first, such as improving the energy efficiency of homes in Torbay. | n/a |
| | | J Butwell, Torquay | 9 | Reduce packaging | Suggestion | Waste minimisation is part of Torbay Council's Municipal Waste Management Strategy. As well as strengthening national legislation, consumers have an important role to play in choosing products that have less packaging. Amend Climate Change Strategy to highlight this and emphasise the waste hierarchy. | ✓ |
| 31/03/08 | 4 | Noni Mackenzie, West Country Housing Association | All | I'm e-mailing you to let you know how impressed I am by the climate change strategy I've seen outlined on your web site. How very refreshing to find that Torbay Council are putting in place definite targets for the reduction in carbon emissions...I am working within the Association to develop our environmental policy, and it's encouraging to have this kind of support for our efforts from the Council. | Support | Noted | n/a |
| 27/03/08 | 5 | Barbara Smith, West Country Housing Association | All | As some one who works in Torbay and lives nearby, I would like to say how very much I appreciate this strategy. This issue is one of the most important for everyone to be addressing at this time and your work to highlight the issues is essential. The strategy is extremely comprehensive and let us hope it will wake us all up to what we could each be doing. | Support | Noted | n/a |
| | | Barbara Smith, West Country Housing Association | 7 | Clearly there is a need for ongoing education about the issues and more publicity, in a simple form, about the very serious environmental situation we have created for ourselves. More resources going into publicising and helping people to seriously change their live is essential and it is so encouraging to see the Council taking leads in this area. | Observation | Section 7 of the CCS proposes raising awareness of climate change issues through publicity | n/a |
| | | Barbara Smith, West Country Housing Association | 7 | Good to see that the Council also supporting Transition Torbay and similar initiatives | Support | Noted | n/a |
| 23/03/08 | 6 | Joan Mazumdar, Campaign to Protect Rural England | All | A well constructed document. The document is explicit and educational and it would aid people's understanding and appreciation of the issues if part of it were made available to householders, perhaps as a small booklet. | Support | A concise explanation of climate change has been published in the Bay View magazine which is delivered to each household in Torbay. A more in depth analysis and 'frequently asked questions' will be made available through the Climate Change Awareness Campaign proposed within Section 7 of the CCS. | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|--|------------------|---|--------------------|---|---------|
| | | Joan Mazumdar, Campaign to Protect Rural England | All | The CPRE is concerned that that more far reaching actions will need to be taken to help restore the natural environmental balance. | Observation | This is Torbay Council's first Climate Change Strategy. Whilst Torbay Council acknowledges that more action is required, momentum needs to be created before more significant changes can occur. The document will be fully reviewed and strengthened every 5 years | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 14 | The CPRE is concerned about the impact that housing targets proposed in the area may have on greenspaces and feel that they may be inconsistent with climate change ambitions | Observation | Housing targets are dictated by the Regional Spatial Strategy. The Core Strategy of Torbay's emerging Local Development Framework will be tasked with delivering growth in a manner that minimises carbon emissions. It will address the provision of greenspace at a strategic level in the context of Torbay's adopted LDF Greenspace Strategy Supplementary Planning Document. | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 12.2.2 | Renewable energy will play a part in helping to reduce greenhouses gases, but this should be accompanied by vigorous measures to reduce energy consumption. The CPRE is opposed to wind turbine development in and adjacent to areas of outstanding natural beauty where they would be damaging to the landscape. Developments in renewable energy should value and protect the countryside for its beauty, tranquillity and diversity. | Support & Amend | Countryside protection to be integrated into section 12.2.2 of the CCS. | ✓ |
| | | Joan Mazumdar, Campaign to Protect Rural England | 12.2.1 | Renewable energy from technologies like solar panels, ground source heat pumps and combined heat and power have a part to play | Support | Policy RE5 of the South West Regional Spatial Strategy will require house builders to provide renewable energy generated on-site on developments over 10 dwellings in size, as detailed in the CCS | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 7.2 | A Climate Change Conference in Torbay might be considered as a means of promoting awareness | Suggestion | Will be added to options to investigate in the CCS. | ✓ |
| | | Joan Mazumdar, Campaign to Protect Rural England | 8 | Making more use of public transport would help to reduce traffic congestion and emissions while also lessening the need to use any more unspoilt countryside for road building | Observation | Public transport use is promoted by Torbay's Local Transport Plan and the CCS in Section 8. | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 8.4 | If visitors to Torbay felt that they could have a good holiday without their cars because transport in and around the bay was so good, it would improve accessibility whilst helping to protect the coastline, countryside and villages which create the special character of the area. Package holidays could be offered, including hotel, rail fare and subsidised public transport. | Observation | The Economy & Tourism section of the CCS proposes to promote the use of sustainable transport to the visitors to Torbay | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|--|------------------|---|--------------------|--|---------|
| | | Joan Mazumdar, Campaign to Protect Rural England | 8.4 | The water taxi between Brixham and Torquay needs to be well integrated with other forms of transport | Suggestion | Section 8.4 of the CCS to be amended to state this. | ✓ |
| | | Joan Mazumdar, Campaign to Protect Rural England | 8.4 | Large retailers could be encouraged to support local farmers to avoid the transportation of similar foods using large road vehicles from depots around the country. | Suggestion | Section 8.4 of the CCS to be amended to state this as well as campaigns to highlight the distance that food travels before reaching the table. | ✓ |
| | | Joan Mazumdar, Campaign to Protect Rural England | 8.4 | More use could be made of freight trains | Suggestion | The CCS promotes this | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 8.4 | Using public transport to reduce greenhouse gas emissions and utilise time more effectively is certainly to be encouraged for all council staff. | Support | The CCS promotes this. | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 8.4 | Flexible working and home working can certainly make a contribution to the reduction of carbon emissions. | Support | The CCS promotes this. | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 9 | The CPRE feel that there could be scope to minimise the impact of waste generated by visitors to the area e.g. materials used for food trays, cups, bags etc | Suggestion | This suggestion will be implemented through the waste minimisation activities of the Municipal Waste Management Strategy. | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 9 | Steps which reduce waste and hence the impact on the environment are to be encouraged | Support | Noted. Waste minimisation initiatives will be implemented through the adopted Municipal Waste Management Strategy | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 11 | Special consideration and assistance may be needed for older and historic buildings to adapt to the impacts of climate change | Suggestion | Section 11 of the CCS will be amended to highlight this. | ✓ |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|--|------------------|---|--------------------|--|---------|
| | | Joan Mazumdar, Campaign to Protect Rural England | 14 | The CPRE feels that it is very important to maintain greenspaces and countryside since not only are they valuable in terms of greenhouse gas reduction but they can be enjoyed by everyone for their beauty and tranquillity. | Observation | Torbay's Greenspace Strategy and the CCS promote this. | n/a |
| | | Joan Mazumdar, Campaign to Protect Rural England | 14 | Tree growth takes time, but is recognised as being essential. As well as trees for shade purposes to buildings etc., roadsides could be planted with avenues of trees to cast shade in summer (classic feature of French roads for many years) | Suggestion | Torbay Council's Tree and Woodland Strategy will ensure that "the tree population continues to be protected, developed and enhanced where appropriate" as highlighted in the CCS. Section 8.5 to be amended to consider planting more trees adjacent to roads. | ✓ |
| 28/03/08 | 7 | Gillian Maude, Paignton | All | I am really pleased to know that you have prepared a draft Climate Change Strategy for Torbay, and very much hope that it will be taken seriously by the Mayor, Councillors and Council Officers, as well as the general public, so that we can work together to reduce our Carbon Footprint. | Support | Noted | n/a |
| | | Gillian Maude, Paignton | 8 | I am particularly concerned about our over-use of cars (and the consequent permanent need for more road building), and suggest that the Strategy with regard to public transport should be beefed up. | Suggestion | This is Torbay Council's first Climate Change Strategy. Whilst Torbay Council acknowledges that more action is required, momentum needs to be created before more significant changes can occur and Torbay's Local Transport Plan has been rated as 'Excellent' at the National Transport Awards. The CCS will be fully reviewed and strengthened every 5 years. | n/a |
| | | Gillian Maude, Paignton | 8 | The rail service from Paignton to Exeter, for example, is quite pathetic. The rolling stock (Paignton to Exmouth route) are extremely shabby and at peak hours have insufficient carriages, and the frequency is currently such that to choose to take the train often means the journey takes twice as long as going by car. No wonder so many people drive. Furthermore, the evening timetable gives little incentive to use the train for trips to theatre or other evening entertainment. Has anyone seriously considered a shuttle train to Newton Abbot at (say) 10 minute intervals? | Suggestion | Section 8.4 of the CCS to be amended to demonstrate the ongoing communication between Strategic Transport and local train and bus operators in lobbying for a continuing improvement in service provision | ✓ |
| | | Gillian Maude, Paignton | 8 | The frequency of busses around the Bay eg 12 need to be greatly increased to get people to use them in preference to the car. | Suggestion | | |

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|-----------|----------|--------------------------|------------------|--|--------------------|--|---------|
| | | Gillian Maude, Paignton | 8 | Produce bus maps with interchanges marked. In cities like London, passengers recognise the need to change underground lines or bus routes. I often hear people in Torbay saying there is no bus from A to B, when of course there is if you change route. | Suggestion | Section 8.4 of the CCS to be amended to reflect this | ✓ |
| | | Gillian Maude, Paignton | 7 | I hope that the Council departments, schools, South Devon College etc are all being briefed on the strategy, and think there is lots of scope for presenting it to Ward Partnerships, Church groups, and local chambers of commerce, voluntary groups etc. | Suggestion | Section 7 of the CCS promotes this. | n/a |
| | | Gillian Maude, Paignton | 12 | It is essential that anything that comes out of the Mayor's Vision for Torbay is implemented with the Strategy firmly in place and in accordance with it. Concentrating housing in the town centres, and creating better living spaces there is an important consideration, rather than assuming that housing development will be on greenfield sites out on the edge where car dependency is greatest. | Observation | Torbay's emerging Local Development Framework, adopted Urban Design Guide and the draft Climate Change Strategy promote this. | n/a |
| | | Gillian Maude, Paignton | 13 | Perhaps there should be a reduced room tax for visitors who come to Torbay without their cars! They could be ferried in from Dawlish, Starcross, Exmouth... | Suggestion | Torbay does not currently charge a room tax to holiday makers. Whilst this would be a highly controversial action it is a tool that could be used in the future depending upon Torbay's progress towards meeting carbon reduction targets without such measures. | n/a |
| 27/03/08 | 8 | Dr. Kevin Dixon, Torquay | 8 | Though politically sensitive, a major method of reducing commuting in the Bay is the imposition of town centre parking restrictions in the form of meters, residents' permits, high charges for long-term parking in town centre car parks etc. Though this is apparently now being put into practice - and is to be welcomed - there appears to be mixed messages on the reasons for taking action. In this vacuum, the public perception is of increased charges as a purely revenue-raising exercise. I suggest that we should be proud of our actions and explicitly associate these with sustainability. At present, I fear, these measures are not seen as being a holistic approach, but as piecemeal and reactive - so allowing opposition to build. | Suggestion | Section 8.4 of the CCS to be amended to ensure the public are informed of the environmental reasons for any change in car park charging regimes | ✓ |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|--------------------------|------------------|---|--------------------|--|---------|
| | | Dr. Kevin Dixon, Torquay | 12 | On the national stage, we may need to press for measures to reduce the unfair advantage that out-of-town shopping centres, such as the Willows, have over town centre shopping. For example, due to the topography of Torquay, the loss of town centre food shopping, and a lack of public transport, residents of Tormohun drive to the Willows to shop. | Observation | Torbay's adopted Urban Design Guide promotes the inclusion of good cycling and walking facilities in new developments in order to access local amenities. Strategic land allocation will be addressed through the emerging Local Development Framework. | n/a |
| | | Dr. Kevin Dixon, Torquay | 8 | The school run can be reduced by no parking zones around schools, policed by the new powers to use CCTV to levy parking charges. | Suggestion | Parking is already often difficult near schools. <i>A Climate Change Strategy</i> proposes to continue helping schools implement and monitor their own travel plans to reduce the number of pupils travelling to school by car | n/a |
| | | Dr. Kevin Dixon, Torquay | 8 | There should be more consideration of the benefits of home working - either part time or full time - and the exploitation of new technologies. | Suggestion | The CCS promotes this. | n/a |
| 26/03/08 | 9 | C.J.Jackson, Brixham | All | If Britain were to disappear off the face of the earth our less than 2% contribution to World CO ₂ levels would be taken up by China in a matter of months. | Observation | Individually the UK does only make a small contribution to global CO ₂ emissions. However, demonstrable action in reducing CO ₂ emissions is required in more developed countries, such as the UK, before successful negotiations regarding CO ₂ reduction targets can begin with less developed countries. | n/a |
| | | C.J.Jackson, Brixham | All | The CO ₂ generated by all the proposed improvements [development] to Torbay will be more than any of the savings mentioned in your feature [<i>A Climate Change Strategy for Torbay</i>] | Observation | Development in Torbay will produce further CO ₂ emissions, however the CCS, the adopted Urban Design Guide and the emerging Local Development Framework will be used to ensure the new development is as 'low carbon' as possible. From 2016 all new homes in the UK will be carbon neutral. | n/a |
| | | C.J.Jackson, Brixham | All | If Al Gore's theories are correct we are already past tip over point | Observation | Al Gore's "theories" demonstrate current scientific thought on climate change, which suggests society has a short period, a couple of decades at the most, to significantly reduce the CO ₂ emitted from our everyday lives | n/a |
| | | C.J.Jackson, Brixham | All | In practical terms climate change is probably cyclical and caused by variations in solar activity. | Observation | Climate models published in 2007 by the Intergovernmental Panel on Climate Change demonstrate that it is very likely (more than 90% certainty) that global warming is caused by human activity. | n/a |
| | | C.J.Jackson, Brixham | All | By all means restrict usage of fossil fuels and bring about alternatives as long term the oil will run out. The implications of this are that the main danger to mankind will be food shortages as oil is the feedstock for fertilizer manufacture and chemical sprays. | Support | The CCS proposes to raise people's awareness of the distance their food travels before arriving on the table. Purchasing locally produced, organic food will reduce the impact that rising fuel costs and dwindling fuel supplies will have on the food supply network. | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---------------------|------------------|---|--------------------|---|---------|
| 17/03/08 | 10 | T Durrant, Paignton | All | I strongly support activities that will reduce our carbon footprint. We must do something to change our habits and especially those of the doubters and the care-less. | Support | The CCS details a range of communication methods to raise awareness of climate change in the Bay | n/a |
| | | T Durrant, Paignton | 8 | Please work on more cycle lanes, especially when the roads get tricky. It is improving a little, but when roads narrow the lanes disappear! Make the cars give way to cycles, not the other way round. Good quality (under cover, lockable, central, conspicuous, easy to get to) cycle storage in town and at council facilities would also encourage [people to cycle]. | Suggestion | The CCS supports the completion of the National Cycle Network | n/a |
| | | T Durrant, Paignton | 12 | Encourage local shops, at the expense of out-of-town shops. Get people walking to local shops. | Suggestion | Torbay's adopted Urban Design Guide promotes the inclusion of good cycling and walking facilities in new developments in order to access local amenities | n/a |
| | | T Durrant, Paignton | 11 | Target areas with poorly insulated homes through mail drops. | Suggestion | Section 11.4 of the CCS will be amended to mention the recently announced 'Warm Zones' project which will use a variety of techniques to engage with residents, including mail drops. | ✓ |
| | | T Durrant, Paignton | 9 | Encourage local composting schemes | Suggestion | Torbay's Municipal Waste Municipal Strategy states that Torbay Council will continue to work with local groups to establish community composting schemes. Section 9 of the CCS will be amended to highlight this. | ✓ |
| | | T Durrant, Paignton | 9 | Lose the plastic bags, return bottles, refill containers | Suggestion | Torbay's Municipal Waste Management Strategy proposes a 'Plastic Bag Free Zone' campaign. Section 9 of the CCS will be amended to highlight this. | ✓ |
| | | T Durrant, Paignton | 9 | Local produce | Suggestion | The CCS will be aim to promote local produce | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|------------------------------|------------------|--|--------------------|---|---------|
| 16/03/08 | 11 | Stephen Linley-Shaw, Brixham | All | <p>My main concern is that the whole thing is not being taken very seriously and that the effects will happen very quickly. I predict meltdown before 2030 unless there is a catastrophe which wipes most of us out. The process is inevitable.</p> <p>We should be gearing up for unprecedented problems in 10 to 20 years. The climate change and resulting holocaust are irreversible. When there is no food civil unrest and security are the main problems to start with and quite quickly anarchy will result.</p> <p>I would advise a plan for Marshall law, protection of food and water supplies, boarder controls to stop the sea of incoming migration (like climate change this has already started) and a health plan to meet the spread of pandemics.</p> <p>Any long term planning for growth and sustainability can be shelved as we hurtle towards Armageddon. None of the sustainable solutions will work so long as population growth outstrips the resources of the planet.</p> <p>Maybe we should think more about having a great time whilst we can – this is what I am doing.</p> | Observation | <p>This is Torbay Council's first Climate Change Strategy. Whilst Torbay Council acknowledges that more action is required, momentum needs to be created before more significant changes can occur. The document will be fully reviewed and strengthened every 5 years</p> | n/a |
| 15/03/08 | 12 | Alan Davies | All | <p>My advice on climate change is to do nothing. Climate change is a natural phenomenon. Stop pointless council junkets. Now if you want to save the planets resources, that is something else and everyone would believe that.</p> | Observation | <p>Climate models published in 2007 by the Intergovernmental Panel on Climate Change demonstrate that it is very likely (more than 90% certainty) that global warming is caused by human activity. Using fewer resources is one of the main ways society can help mitigate climate change.</p> | n/a |
| | | Alan Davies | 8 | <p>The local council could set an example by changing the mayoral car for an electric one.</p> | Suggestion | <p>The problem with powering a car by electricity is that the electricity would currently be derived from mainly fossil fuel fired power stations, therefore simply re-locating the CO₂ emissions associated with the travel. The CCS proposes replacing the Chairman of the Council's car with a model that emits 35% less CO₂ per kilometre than the current model.</p> | n/a |
| | | Alan Davies | 8 | <p>Provide more free parking so that people don't drive round and round trying to avoid expensive car parks.</p> | Suggestion | <p>Car park charging is one of the mechanisms used to control demand for car parks and to encourage Torbay residents to use more sustainable modes of transport</p> | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|-----------------------------------|------------------|--|--------------------|--|---------|
| 14/03/08 | 13 | Peter Carroll, Paignton | 8 | [I would like to see] a lot more hints directed to motorists by way of cutting down car emissions, like refraining from revving engines, watching speeds and turning off engines whilst stopped or idling | Suggestion | The CCS proposes this action within Section 8 | n/a |
| 14/03/08 | 14 | Kay Giles and Joe Cloake, Torquay | 13 | Whilst I am aware that Green Tourism is still in its infancy stage it would be great to see more support and businesses who are already committed to 'green issues' given a much higher profile in any marketing opportunities and linked with not spoiling the beautiful surroundings we have here in south Devon. | Suggestion | Section 13 of the CCS will be amended to reflect this | ✓ |
| | | Kay Giles and Joe Cloake, Torquay | 13 | We still see many inequalities throughout the local region with regards to recycling opportunities and doorstep collections of recyclable items. Why can Teignbridge council run such a successful recycling depot with rich pickings to be made by all in their shop? In Torbay we should have the same facilities.... | Suggestion | Torbay's Municipal Waste Management Strategy proposes to address these issues | n/a |
| | | Kay Giles and Joe Cloake, Torquay | 13 | We would love to use solar energy systems etc but there are no government incentives or interest free loan schemes to help small businesses like ours fund these major purchases | Observation | Sections 11 and 13 will be amended to propose action to raise awareness of the loans and grants that can be applied for | ✓ |
| | | Kay Giles and Joe Cloake, Torquay | 13 | Both Torquay and Torre railway station are in a dreadful state of repair. How can we encourage visitors to use public transport when the station platforms and waiting areas are no more than a boarded up corridor? Why has Avenue Road (a busy main highway and one of the busiest tourist accommodation roads) NO bus service? This isn't encouraging our visitors to use public transport is it? | Observation | Section 8.4 of the CCS to be amended to demonstrate the ongoing communication between the authority and local train and bus operators in lobbying for a continuing improvement in service provision and the aspirations of the Mayor's Vision | ✓ |
| 13/03/08 | 15 | Bill Deakins, Kingskerswell | All | The most important thing is that such a plan has been produced. Well done. Not perfect and not radical enough but a pretty good starting point. | Support | Noted. This is Torbay Council's first Climate Change Strategy. Whilst Torbay Council acknowledges that more action is required, momentum needs to be created before more significant changes can occur. The document will be fully reviewed and strengthened every 5 years | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|--------------------------------|------------------|---|--------------------|--|---------|
| | | Bill Deakins, Kingskerswell | 14 | Every community needs a good area of play space; dog walking area; ornamental gardens but Torbay seems to be in the process of reducing this provision! If there is nothing locally then people get in their cars, producing CO ₂ , and drive elsewhere. "Dog miles" in Torbay must already be horrific. Trouble is that the best of it locally needs an open tree-free coastal fringe. Lots of invasive non-native trees need removing, rather different to the tree planting that's envisaged to help offset the CO ₂ . | Observation | Torbay's Greenspace Strategy, Local Geodiversity and Biodiversity Action Plan and the CCS promote the enhancement of Torbay's greenspaces and biodiversity | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|----------------|------------------|--|--------------------|---|---------|
| 04/03/08 | 16 | Anthony Taylor | 12 | <p>I object to any windfarm let alone one on my doorstep for the following reasons:-</p> <p>1) The wind only blows at the correct wind velocity for approximately 27% of the available time – in other words 6 hours 48 minutes. You can check this figure via the met office. Therefore they do not produce electrical energy but an intermittent electrical current.</p> <p>2) Claims for output from a wind turbine are never substantiated by the promoters and developers as they use the ridiculous figure of 1 kWh per day average domestic usage. My modest house uses 15 kWh per day on average according to my supplier.</p> <p>3) Denmark, the “wind farm capital of the world” has now stopped any further development as they learnt a big lesson in February 2003 when the wind didn’t blow for one week resulting in supply chaos. 80% of Denmark’s electrical energy comes from one base load power station in Sweden.</p> <p>4) Many people gain with windfarms in the form of huge payments:-</p> <p>a) The developers - £400,000.00 per annum half of which is paid by the taxpayer.</p> <p>b) The land owner - £10,000.00 per annum rent for each turbine for 25 years after an unknown but large “entry” fee. £100,00.00 pr turbine?</p> <p>c) The manufacturer of the equipment in the form of big profits.</p> <p>d) The local authority who are able to achieve an ill thought through target set by central government at little cost to themselves. 10% by year 2010 and 20% by year 2020. That took a lot of working out!</p> | Amend | <p>The CCS highlights wind power as one of the more feasible large scale renewable energy technologies for Torbay. This does not mean that a wind farm would be constructed. Renewable energy is just one of the many mechanisms that can be used in Torbay to reduce CO₂ emissions.</p> <p>The capacity factor of British wind farms ranges between 27% and 30%. Any energy network requires the capacity to cope with fluctuations in demand and supply. The integration of intermittent renewable energy sources into an energy grid will require a modest amount of extra capacity due to the lower capacity factors of renewable energy in comparison to fossil fuel sources. Despite this, if wind energy supplies 20% of Britain’s electricity, the resultant intermittency from the integration of wind energy into the energy grid will only increase UK electricity costs by 1%¹.</p> <p>The British Wind Energy Association and its members assume a capacity factor of 30% to calculate the output from a wind turbine installation. An average daily consumption of 12.88kWh for a UK house is used to calculate the number of homes that a wind farm will power.</p> <p>The payments received by interested parties to a windfarm development will vary greatly between developments. The community ownership of a windfarm is an effective way to ensure financial profits remain in the local area. Section 12.2.2 of the CCS will be amended to reflect the possibility of community ownership of any proposed scheme.</p> | ✓ |

¹ Gross, P. et al. (2006). The Costs and Impacts of Intermittency: An Assessment of the Evidence on the Costs and Impacts of Intermittent Generation on the British Electricity Network. UK Energy Research Centre. URL: <http://www.ukerc.ac.uk/ResearchProgrammes/TechnologyandPolicyAssessment/TPAProjectIntermittency.aspx>

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|-----------------------|------------------|---|--------------------|---|---------|
| | | Anthony Taylor | 9 | Why don't you take a leaf out of Hampshire County Councils book and build local power stations that are fired by non-recyclable rubbish instead of putting it into landfill? | Suggestion | Energy from Waste technology is one of a range of options being explored by Torbay's Municipal Waste Management Strategy for the disposal of Torbay's residual waste stream | n/a |
| 01/03/08 | 17 | Helen Ireland | 13 | Fundamental to any climate change policy is the issue of Growth. I expect it is much too challenging and contradictory for the Council to suggest that anything but continuous economic growth is the way forward, but.... something will have to give! It can't all be "opportunity" | Observation | It is often hypothesised that economic growth is reliant upon fossil fuels and therefore mitigating climate change must require economic stagnation. However, the evidence doesn't support this; between 1990 and 2004 UK GDP per head increased by 36% while CO ₂ emissions reduced by 5.5%. To continue this trend, sustainable economic development is required to provide the driver for research into low-carbon technologies and to reduce their prices to allow wide market penetration. As the economy grows, the businesses of Torbay can proactively help mitigate climate change by reducing emissions of GHGs associated with their energy consumption and transport requirements. | n/a |
| 01/03/08 | 18 | John Thomas, Paignton | All | Much of the report makes devastating logic and sense and no reasonable person could forcibly argue against the general thrust of the report contents. | Support | Noted | n/a |
| | | John Thomas, Paignton | 11 | I do not see much in the report about the real need to encourage all citizens to grasp the opportunity to install domestic means of energy generation from renewable sources thereby contributing to the reduction of green house gases. The greatest hurdle facing responsible householders who wish to install such equipment are the arcane planning laws that in reality create an almost insurmountable hurdle to such domestic installations. My opinion is that whilst your report is a welcome, valuable and legitimate start to debate, a major step change in planning regulations and time period to obtain planning permission is vital if a real dent is to be made in the household use of emission making energy sources. | Observation | Section 11.2 of the CCS demonstrates Torbay Council's support for micro-generation technologies. The national Permitted Development Order has recently been revised to relax the planning requirements surrounding micro-generation technologies but it is recommended that residents contact the Development Management team to discuss individual cases. | n/a |
| 29/02/08 | 19 | Jane Hill | 9 | It would be useful for the council to give advice to shoppers on shopping without using plastic bags. | Suggestion | Torbay's Municipal Waste Management Strategy proposes a 'Plastic Bag Free Zone' campaign. Section 9 of A Climate Change Strategy for Torbay will be amended to highlight this. | n/a |
| | | Jane Hill | 9 | Much advice needs to be given to owners of flats [regarding] recycling of waste - especially glass | Suggestion | Torbay's Municipal Waste Management Strategy proposes to address this issues | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---|------------------|--|--------------------|--|---------|
| | | Jane Hill | 11 | Please could you issue guidance on solar heating for apartment blocks | Suggestion | Torbay Council would not be able to issue specific advice but a signposting service to approved installers could be provided. Section 11.2 of the CCS will be updated to reflect this. | ✓ |
| | | Jane Hill | 7 | Why not set up an Energy Saving conference at the Riviera centre? | Suggestion | Will be added to options to investigate in the CCS | ✓ |
| 19/03/08 | 20 | Centre for Energy and the Environment, University of Exeter | All | The document provides a good discussion of climate change mitigation and adaptation and the resulting issues facing Torbay and the Council and is, we feel, a useful reference point for the Bay's journey towards a low carbon economy. | Support | Noted | n/a |
| | | Centre for Energy and the Environment, University of Exeter | All | It [A Climate Change Strategy for Torbay] does not give clear guidance as to which activities are the priorities. In our view it is important that a strategy provides criteria for assigning both importance and urgency to each action and then ranks the actions according to these criteria to set clear priorities for action among the responses and within each response. | Suggestion | The resources are not available to quantitatively identify exactly how effective at reducing CO ₂ each action will be. Section 5 will be updated to suggest that this work could be performed for future revisions to the CCS. The Actions proposed are due for implementation between 2008 – 2013 and many will be ongoing. Exactly when the Actions are implemented within this timescale will not impact greatly upon the achievements of the strategy document. A 'Timescale' column will be added to the Response tables throughout the strategy to suggest when, and for how long, a particular action will be implemented. | ✓ |
| | | Centre for Energy and the Environment, University of Exeter | All | Adaptation measures require an assessment of the risk and economic effect of each threat and a ranking of the net economic impact. | Suggestion | The resources to perform a quantitative risk assessment to prioritise the adaptation actions required in response to climate change impacts are not available. A qualitative assessment of the risks associated with climate change impacts within each Response has been performed. | n/a |
| | | Centre for Energy and the Environment, University of Exeter | All | [There is] A lack of the sense of urgency to drive for immediate emissions reduction. | Observation | The CCS sets carbon reduction targets that complement intentions of the UK national Climate Change Programme. The targets within the strategy will be updated if national or international climate policy calls for more ambitious carbon reductions. | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---|------------------|--|--------------------|---|---------|
| | | Centre for Energy and the Environment, University of Exeter | Foreword | [There is a lack of] commitment to firm action by the Council in the Foreword | Observation | The ongoing action detailed in the Foreword suggests that Torbay Council is working to address climate change through a variety of mechanisms. This is Torbay Council's first strategy document to address climate change and the issue needs to be introduced to the community in an engaging and affable manner. | n/a |
| | | Centre for Energy and the Environment, University of Exeter | All | The document reads with the feeling that adaptation needs at least equal urgency and priority [as mitigation]. | Observation | Adaptation is required in response to the climate change that is already built into the atmospheric system due to past emissions of greenhouse gases. While the relative importance of climate change adaptation over mitigation is subjective, the requirement for effective adaptation is of particular relevance to a coastal location such as Torbay. | n/a |
| | | Centre for Energy and the Environment, University of Exeter | All | [There is concern over] The discussion of the seemingly potentially positive direct local impacts of climate change for Torbay and the way in which these may detract from the urgency of the mitigation message. | Observation | Positive direct local impacts mentioned in <i>A Climate Change Strategy</i> will be revised to state that these benefits will only be realised if warming is capped at 2°C. | ✓ |
| | | Centre for Energy and the Environment, University of Exeter | 2 | The overwhelming negative direct impacts further a field and the secondary impact of these on Torbay could perhaps be given more emphasis. | Suggestion | These will be added to section 2.3 of the CCS | ✓ |
| | | Centre for Energy and the Environment, University of Exeter | 2 and 3 | [There is concern over] The approach to the discussion of climate change which may give the impression that 5°C of warming is viable for global society. A preferred approach might be to make the case for limiting global mean temperature rise to below 2°C and a discussion of the global collapse that is likely if higher levels of warming are reached. | Suggestion | Agreed. Statements will be re-worded where necessary | ✓ |
| | | Centre for Energy and the Environment, University of Exeter | All | [There is concern over] The omission of industrial emissions | Observation | In the 2004 Defra CO ₂ emissions data industrial process emissions are included within the 'Commercial and Industrial' emissions sector and are therefore included in the baseline and remit of the CCS | n/a |
| | | Centre for Energy and the Environment, University of Exeter | 11.4 | Details [need improving] on how the target of a 16% cut in non-transport emissions from 2004 levels by 2012 will be delivered, for example in actions EM1 and EM2 | Suggestions | The CCS will be updated to detail the further research that is needed to assess the potential carbon reductions available in Torbay | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---|-----------------------|---|--------------------|--|---------|
| 18/03/08 | 21 | South West Climate Change Impacts Partnership | All | The Strategy covers both mitigation and adaptation There is a clear focus on both the threats and opportunities presented by climate change The Strategy covers a range of key sectors/themes and considers the impacts of climate change in each of these; and that consideration is given to the inter-related nature of these sectors There is a clear recognition that awareness raising underpins all the actions and responses in the Strategy. Utilising SWCCIP's 'Warming to the Idea' scoping report for setting the scene of the impacts of climate change for the region. | Support | Noted | n/a |
| | | South West Climate Change Impacts Partnership | 1.1 | In the policy context, there is no mention of the SW Regional Climate Change Action Plan. | Observation | The Regional Climate Change Action Plan is behind the development of the CCS, but reference will be made to it in the mature draft | ✓ |
| | | South West Climate Change Impacts Partnership | Exec. Summary and 5.2 | The Torbay climate change strategy states that it will facilitate 'the adaptation of Torbay infrastructure to the likely impacts and opportunities of inevitable climate change'. This is good, but infrastructure should not be the only focus, adaptation is applicable to all sectors and parts of this strategy. | Suggestion | Agreed. Exec. Summary and Section 5.2 will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | Foreword | '...adapt our community's infrastructure and services to the inevitable change in climate that will be a result of GHG emissions in the recent past'. Climate change is already happening and would suggest the wording reflects this by saying '.... to the inevitable changes in climate that are the result of GHG emissions in the recent past'. | Amend | Agreed. Foreword will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | Glossary | In the glossary, the definition of CO ₂ refers only to CO ₂ from burning fossil fuels. While this is a major source, should reference to CO ₂ of actions like removal of trees etc also be included in the definition? | Amend | Agreed. Glossary will be amended | ✓ |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---|------------------|---|--------------------|---|---------|
| | | South West Climate Change Impacts Partnership | Glossary | In the glossary GHG are defined as greenhouse gas – there is more than one GHG and would argue that it should be defined as ‘greenhouse gases’. It might it be a good idea to list the main GHG in the definition as CO2, methane and nitrous oxide. | Amend | Agreed. Glossary will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | Glossary | In the glossary the SWCCIP definition should be slightly updated, to reflect the current business plan. Can it say ‘The aim is to investigate, inform and advise on the impacts of climate change in SW England, and develop and promote sustainable adaptation responses.’ | Amend | Glossary will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | Glossary | In the document you also mention carbon sinks and the term peak oil – these are not in the glossary and maybe they should be for purposes of clarity. | Suggestion | Agreed. Glossary will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | Exec. Summary | ‘the impacts of future climate change can be further reduced by mitigating our own emissions of GHGs’, rather than just ‘the impacts of climate change can be further reduced....’ | Amend | Agreed. Exec. Summary will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | 3.1 | At the end of table 3.1 there reference to sea level rise of 10-39cm by 2050. Where are these figures from? They are not figures that SWCCIP quote, and seem lower than those figures we would use. The Environment Agency has produced a briefing paper (based on Defra and UKCIP guidance) on sea level rise for the SW which I have attached. I would suggest making reference to these figures to ensure consistency across the region. | Amend. | Agreed. Figures initially quoted in Table 3.1 were for 2020. These will be amended to detail an approximate 450mm rise in sea level by 2050 | n/a |
| | | South West Climate Change Impacts Partnership | 6.2 and 6.3 | Most of the graphical figures all add up to slightly over 100%, is this intentional? | Observation | Not intentional, but due to data rounding. | n/a |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---|------------------|---|--------------------|---|---------|
| | | South West Climate Change Impacts Partnership | 8.5 | Action TA2 should not just focus on assessing the susceptibility of roads, but all infrastructure. And should also investigate thresholds/ opportunities to minimise risks and take adaptive action. | Suggestion | TA2 does focus on all highways structures. Opportunities to minimise risks and take adaptive action will be assessed by Torbay Council's Highways and Engineering unit once the database of susceptible infrastructure has been prepared and the current susceptibility of those assets to climate change has been assessed | n/a |
| | | South West Climate Change Impacts Partnership | 8.5 | TA3 – should not just focus on air conditioning, but also investigate opportunities for increased ventilation/improved airflow to reduce need for fuel intensive cooling methods like air conditioning. | Suggestion | Agreed. TA3 and accompanying explanation will be amended. | ✓ |
| | | South West Climate Change Impacts Partnership | 11.5. | EA2 – this action's indicator should not just focus on number of residents aware of how climate change will affect buildings, as this is an issue that council officers, business etc also need to be aware of. There is also an opportunity to promote messages from a recent 3 regions (SE, London and East of England) reporting on retrofitting existing homes to climate change impacts (www.london.gov.uk/trccg). Reference to this adaptation report would also support action EA3 | Suggestion | The indicator data will be researched through Torbay's representative residents' panel which should sample business owners in the Bay. Business accommodation adaptation will be implemented through Response ETA1. The three regions' report will be mentioned in the CCS, as well as the UKCIP document 'Beating the Heat: Keeping UK Buildings Cool in a Warming Climate' | ✓ |
| | | South West Climate Change Impacts Partnership | 13 | The second bullet point of action on ETA1 says 'Work in partnership with TDC, the TSP and SWCCIP to raise awareness of Envision and the possible impacts of climate change upon local businesses'. SWCCIP does not directly raise awareness of Envision and does not have the capacity to do so. However SWCCIP has 7 key sector groups, one of which is a 'utilities and business sector group', through which we work to raise awareness of the impacts of climate change and promote tools (i.e. UKCIP Business Area Climate Impacts Assessment Tool (BACLIAT)) and develop adaptation responses and would welcome support from Torbay Council to help engage business in the area at appropriate events and through dissemination of information and tools on adaptation. | Amend | Agreed. This is an editing error. The existence of the BACLIAT will be inserted into section 13. | ✓ |

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|---|------------------|--|--------------------|--|---------|
| | | South West Climate Change Impacts Partnership | 13 | In relation to the Tourism actions, SWCCIP produced a tourism adaptation tool with the SE Climate Change Partnership. 'Climate Change and Tourism in the South of England: What can your tourism business do to adapt?' is a checklist of issues that tourism businesses need to consider in adapting to the impacts of climate change. This tool is freely available on our website and could be referred to in the action plan as a tool tourism businesses can use to help them think about adaptation: (http://www.oursouthwest.com/climate/archive/archive.htm#tourism) | Suggestion | Agreed. The new tool will be mentioned in the CCS. | ✓ |
| | | South West Climate Change Impacts Partnership | 14 | Green spaces and Biodiversity: in the introductory text there is reference to increased irrigation requirements as a result of climate change impacts on green spaces. However, there is also the opportunity to consider drought resistant plants that require less watering and will be more resilient to the hotter drier summers the SW will experience more frequently in the future. This is important as changing rainfall patterns and other factors will mean there will be an increased demand for water resources, and opportunities to reduce water consumption should be exploited where possible. This would be a good adaptation response to in this theme. | Suggestion | The use of drought tolerant plant and tree species is mentioned in Response GA2, but will be made more explicit within the explanatory text. | ✓ |
| | | South West Climate Change Impacts Partnership | 14 | Green spaces: in the introductory text there is mention that trees provide shade to make both urban and green locations more useable in hotter weather. However there is also scientific evidence that trees and vegetation also have the added benefit of playing a part in helping to reduce the urban heat island effect. I.e. planting trees and vegetation in urban areas can also help tackle heat by having a cooling effect, not just from shade. This is an important point and should also be reference in the text. More information is available from Heat Island Effect: Trees and Vegetation, US Environmental Protection Agency: www.epa.gov/heatisland/strategies/vegetation.html | Suggestion | Agreed. Section 14.1 will be amended to reflect this. | ✓ |

Appendix 2 – Stakeholder Workshop Responses

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|---|---|--------------------|--|---------|
| Do you disagree with/have concerns about any of the Responses or Actions in this chapter? How could these concerns be reduced? | | | | |
| Economy & Tourism | More joined up, strategic approach required | | The sustainability aspirations of the TDA's Strategic Investment Framework to be mentioned in section 13 of the CSS | |
| Economy & Tourism | Mention that businesses will benefit from seeking sustainability advice | | To be added to section 13 of the CSS | ✓ |
| Transport | Mention the percentage of trips made on Torbay's transport network that are made by holiday makers | | This data is currently unavailable. | n/a |
| Transport | Increase the number of cycle lanes | 3 | The CCS supports the completion of the National Cycle Network | n/a |
| Transport | Would newer/better roads reduce congestion? | | Only for a limited time if methods to encourage people to use sustainable transport are not implemented as well | n/a |
| Transport | Only limiting growth rather than reducing overall carbon emissions from this sector is woefully unambitious | | Since the preparation of the draft CCS, a report ² commissioned by Defra has predicted that Torbay Council can achieve savings from the transport sector in the of approximately 19% over 2004 levels by 2020. The findings of this report will be used to update the sector specific targets within the CCS. | ✓ |
| Transport | Transport Responses need to take into consideration the elderly and less able bodied | | These vulnerable groups will be mentioned in section 8 of the CCS | ✓ |
| Transport | Replace the phrase 'hybrid cars' with 'low emissions vehicles' | | Agreed. Section 8 of the CCS will be updated. | ✓ |
| Transport | There are lots of 'we will consider...' actions – could these be made more concrete? | | These actions need feasibility studies performed to determine whether they are workable. The resources assigned to the creation of the CCS have not yet been able to complete this work. | n/a |
| Transport | Dawlish rail line needs more attention. Wider, regional issues need to be pressurised | | Agreed. Section 8 of the CCS supports this. | n/a |
| Transport | 'Traffic free areas' and 'low emissions zones' are definitely needed | | Noted. Section 8 of the CCS suggests this. | n/a |
| Greenspace & Biodiversity | How would you harvest rainwater in parks? The Torbay Coast and Countryside Trust have specific plans on this. | | Storage tanks would be used to harvest rainwater from the roofs of existing buildings in greenspaces. | n/a |

² AEA Technology Plc. (2008). *Analysis to Support Climate Change Indicators for Local Authorities*. Commissioned by Defra. URL: <http://www.defra.gov.uk/environment/localgovindicators/documents/ni186-report-2008.pdf>

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|----------------------------------|--|--------------------|---|---------|
| Greenspace & Biodiversity | Site Management Plans and Geopark Status need more support and resources | | Section 14 of the CCS supports the preparation of site management plans and the inclusion of climate change adaptation issues within them. This will provide added weight for the allocation of funding towards the preparation of site management plans and continuing Geopark Status. | n/a |
| Energy Use in Existing Buildings | Council tax rebate scheme needs explaining | | This will be explained in more detail in Section 11 of the CCS | ✓ |
| Energy Use in Existing Buildings | Need sharper, more specific targets for these Actions | | The number of targets within the CCS needs to be a balance between their effectiveness and the ease with which the document's progress can be reported. Section 11 currently has 9 indicators and targets. Progress Reports against these indicators and targets will be reviewed annually. | n/a |
| Procurement | Torbay Council needs to challenge the tenders on measures to encompass meaningful sustainability in procurement | | This Action will be added to Section 10 of the CCS | ✓ |
| Procurement | For these Actions to be effective, the Procurement Manager has to be able to control procurement throughout the whole organisation – strong governance | 2 | The Procurement Driving Licence has this intention which will include education of sustainability issues to those members of staff with purchasing responsibilities. | n/a |
| Planning & New Development | Sub regional context needs further emphasis | | The requirements of the Regional Spatial Strategy will be made more explicit in Section 12.2.1 of the CCS | ✓ |
| Planning & New Development | Clarity required on CHP requirements in Response PDM2 | | An 'Energy Efficiency Statement' within a 'Sustainability Appraisal' will be requested with all major applications that will include a requirement to justify why CHP has not been used. Response PDM2 will be amended to reflect this. | ✓ |
| Raising Awareness | Important to start communicating with primary schools at grass roots level | | Agreed. Section 7 of the CCS highlights this issue | n/a |
| Raising Awareness | How to communicate with trade and commercial sectors? | | Communication with these sectors will be through the Chamber of Commerce and the Torbay Business Forum | n/a |
| Raising Awareness | Need to engage with Community and Business Forums | | These groups will be added to Section 7 of the CCS | ✓ |
| Raising Awareness | How will hard to reach groups be contacted? | | The use of Torbay Council's Consultation and Community Engagement Wheel will be integrated into Section 7 of the CCS to ensure hard to reach groups are contacted | ✓ |
| Waste | Concern with cost and appearance of kitchen waste collection in tourist area | | Kitchen waste collections are not specifically mentioned in the CCS but Section 12 of Torbay's Municipal Waste Management Strategy addresses these issues | n/a |

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|---|---|--------------------|--|---------|
| Waste | How will Climate Change Strategy link with the Municipal Waste Management Strategy? | | The CCS has advised the development of the Municipal Waste Management Strategy and will continue to do so at subsequent document reviews. The Municipal Waste Management Strategy will seek waste disposal and treatment that reduce the 'carbon intensity' of Torbay's waste operations. Many of the Actions within Section 9 of the CCS will be implemented through the Municipal Waste Management Strategy. | n/a |
| Waste | CA site needs improving | | This issue is addressed by Torbay's Municipal Waste Management Strategy | n/a |
| Waste | Increasing summer temperatures affecting prevalence of pests on community composting schemes | | Pest prevalence in community composting schemes will be added as a concern to Response WA1 | ✓ |
| Waste | How significant is the carbon footprint of people travelling to recycling banks in comparison to the energy saved by recycling? | | If walking, cycling or public transport is used then the impact of travel to the recycling bins is negligible. If a dedicated trip to the recycling banks is made in a car emitting 160gCO ₂ /km and 10 glass bottles and 1kg of paper are recycled, then the return journey can be as far as 13.8 miles before the car journey emits more CO ₂ than is saved by recycling ³ . The impact of driving to the recycling bin can be reduced further by ensuring the sole purpose of the car journey is not just taking waste to the recycling bins. This is the reason for recycling bins being located near supermarkets etc. | n/a |
| Waste | Business waste needs a wider focus than just Torbay Council | | Response EM2 will help publicise the help that is available for businesses in Torbay to reduce their waste arising and hence improve their business efficiency | n/a |
| Waste | Concerns raised that Torbay's recycling is travelling to Oxford for processing | | This issue is being addressed by Torbay's Municipal Waste Management Strategy. | n/a |
| Are there any additional Responses or Actions that you would like considered for this chapter? | | | | |
| Economy & Tourism | Campaign for more through trains from London to Paignton and more resources for rail infrastructure improvement | 3 | Torbay Council's Strategic Transport Team are involved in lobbying public transport providers to continuously improve the service provided. This will be mentioned in the CCS. | n/a |
| Economy & Tourism | Promote more sustainable modes of transport for holiday makers travelling to Torbay. Should Torbay Council be opposing the expansion of Exeter and Plymouth airports? | | Section 13 of the CCS does advocate the use of sustainable transport by holiday makers. This will also be added to section 8. | ✓ |
| Economy & Tourism | Separate Responses for key sectors – i.e. Tourism | | All sectors need to reduce carbon emissions and adapt to climate change. Concentrating efforts on key sectors could cause less prominent sectors to disappear, due to a lack of adaptation effort, making Torbay's economy even more reliant on one sector - Tourism, for example. More detailed responses for key sectors of Torbay's economy will be considered for future revisions to the CCS. | n/a |

³ Environment Agency (unknown). *Recycling, Reusing and Reducing*. URL: http://www.environment-agency.gov.uk/commondata/acrobat/recycle_975614.pdf

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|-------------------|---|--------------------|--|---------|
| Economy & Tourism | Mention supply chain issues | | The CCS mentions supply chains issues in section 3. These will be reiterated in section 13 | ✓ |
| Economy & Tourism | Torbay Council should be trying to achieve ISO14001 accreditation | 2 | A commitment to investigate feasibility will be integrated into section 10 as a long term aspiration for Torbay Council. | ✓ |
| Economy & Tourism | Use video conferencing within Torbay Council | | Telephone conferencing facilities will be promoted as a first step within the Local Authority Carbon Management Programme | n/a |
| Economy & Tourism | Torbay Council needs to adopt a 'Merton Rule' to encourage use of renewable energy | | A 'Merton Rule' is proposed for inclusion in the emerging LDF within section 12 of the CCS, as detailed in the emerging South West Regional Spatial Strategy | n/a |
| Economy & Tourism | A measurement of the sustainability of a building is required in addition to a sustainability checklist for developers | | The Code for Sustainable Homes and BREEAM methodologies perform this role | n/a |
| Transport | Education in schools and colleges and with hard to reach groups to increase awareness of travel choices | | Hard to reach groups will be mentioned in Section 7 of the CCS | ✓ |
| Transport | Introduce a Torbay Council 'terms of employment' policy to ensure Officers and Members use sustainable transport for business purposes | 2 | This issue will be discussed further as the review of the Staff Travel Plan continues | n/a |
| Transport | No Torbay Council staff to take flights for business purposes | | This issue will be discussed further as the review of the Staff Travel Plan continues | n/a |
| Transport | Pool cars for Torbay Council staff travel | | This issue will be discussed further as the review of the Staff Travel Plan continues | n/a |
| Transport | Will the South Devon Link Road increase carbon emissions? | | NO _x , PM ₁₀ , and CO ₂ emissions will increase in total by 17%, 18% and 14% respectively by 2025 if the South Devon Link Road were built compared to the 'Do Minimum' scenario ⁴ . This will be mentioned in Section 8 of the CCS in relation to meeting CO ₂ reduction targets. | ✓ |
| Transport | Mention of rising fuel prices is missing | | Mention of rising fuel prices will be added to Section 8 of the CCS | ✓ |
| Transport | New development must have carbon emissions at the heart of its design. Developments such as the Willows have a great reliance on the private car and are ultimately unsustainable | | Torbay Council's Adopted Urban Design Guide and Section 12 of the CCS support this. | n/a |
| Transport | Torbay Council needs to work with developers with good 'green' credentials | | This will be added to section 12 of the CCS | ✓ |
| Transport | Allow verges to grow for longer to store carbon and encourage wildlife | | An Action to investigate allowing certain verges to become 'nature strips' will be integrated into section 14 of the CCS | ✓ |

⁴ Parsons Brinckerhoff, on behalf of Devon County Council and Torbay Council, (2004). *A380 Kingskerswell Bypass: Environmental Statement Volume 1*. URL: <http://www.devon.gov.uk/index/transport/kingskerswellbypass/kingkerswellbypass-environmentalassessment.htm>

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|----------------------------------|---|--------------------|--|---------|
| Transport | Make the carbon reduction targets 'per capita' to encourage individual action | | National Indicator NI 186 uses a per capita emissions statistic. The data used to set the NI 186 is less comprehensive than that used for baselining the CCS. The types of target will be kept separate to demonstrate the difference in the data behind them. | n/a |
| Greenspace & Biodiversity | Re-use garden waste as compost | | Garden waste from the Civic Amenity Site is currently composted. | n/a |
| Greenspace & Biodiversity | Will parks and gardens be under threat from housing? Halt the gradual loss of areas of biodiversity value | | Torbay Council's Greenspace Strategy and Tree and Woodland Strategy are tasked with addressing these issues, as detailed in Section 14 of the CCS | n/a |
| Greenspace & Biodiversity | Coastal defences could be a natural habitat | | Agreed. This will be made more explicit in Section 12 of the CCS | n/a |
| Greenspace & Biodiversity | Torbay's woodlands are under resourced and neglected. Coppicing and biofuels could be developed from these sources as a resource. | | This suggestion will be integrated into Section 14 of the CCS | ✓ |
| Greenspace & Biodiversity | Management of trees should be 'planting' not 'removal'. A policy is required that would replace each removed tree with five new ones, for example | | Torbay Council's Tree and Woodland Strategy will ensure that "the tree population continues to be protected, developed and enhanced where appropriate" as highlighted in Section 14 of the CCS | n/a |
| Greenspace & Biodiversity | Ensure new developments incorporate greenspace and new trees | 2 | Torbay Council's adopted Urban Design Guide addresses this issue. | n/a |
| Greenspace & Biodiversity | Tree planting in urban areas provides shade and cools surroundings | | Agreed. Section 14.1 will be amended to reflect this. | ✓ |
| Greenspace & Biodiversity | Sell off poor quality greenspace to reinvest in high quality greenspace | | The density of greenspaces is just as important as the quality of greenspaces. Disparate greenspaces do not allow species to adapt and migrate easily to a changing climate and encourage people to travel to find greenspace. | n/a |
| Energy Use in Existing Buildings | Work with South West Water as an obvious partner in Response EA1 | | Agreed. This initiative will be added to Response EA1 | ✓ |
| Energy Use in Existing Buildings | Promote grants available for insulation and renewable energy in Response EM2 | 2 | This Action will be integrated into Response EM1 and EM2 | ✓ |
| Energy Use in Existing Buildings | Include a policy on 'green' electricity procurement in Response EM3 | | Most 'green' electricity tariffs do not contribute to reducing carbon emissions, including the tariff used by Torbay Council. This is explained in Section 6.3 of the CCS. | n/a |
| Energy Use in Existing Buildings | Suggest that residents and business makes plug sockets more accessible so that appliances can be easily switched off | | This suggestion will be integrated into a subsequent revision of the '25 simple ways to reduce climate change and save money' leaflet currently available at www.torbay.gov.uk/climatechange | n/a |

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|----------------------------------|--|--------------------|---|---------|
| Energy Use in Existing Buildings | Need to consider carbon reduction targets with the corporate accommodation review | | The corporate accommodation review has been taken into consideration when preparing Torbay Council's Carbon Management Programme | n/a |
| Energy Use in Existing Buildings | Engage with the commercial sector through the Chamber of Commerce | | The Chamber of Commerce and the Torbay Business Forum will be mentioned in Section 13 of the CCS | ✓ |
| Energy Use in Existing Buildings | Extend 'Switch Off!' Campaign to schools – give them a ready to use resource pack | | This is a planned Action within Torbay Council's Carbon Management Programme | n/a |
| Energy Use in Existing Buildings | Promote the fact that installing energy efficiency measures will reduce utility bills | | This is mentioned in Section 11.2 of the CCS | n/a |
| Energy Use in Existing Buildings | A clear plan is required for the implementation of the HECA target | | Torbay Council's Housing Services are required to plan and report on HECA projects | n/a |
| Energy Use in Existing Buildings | Implement demonstration projects of the measures being promoted | | This suggestion will be added to Section 11 of the CCS for future consideration | ✓ |
| Procurement | Quantity of paper purchased by the Council could be reduced by 50% | | A 'paper reduction campaign' will be added to the Actions of Section 10 of the CCS | ✓ |
| Procurement | Staff need to be trained on the issues of sustainability | | Section 7 of the CCS proposes to raise staff awareness | ✓ |
| Procurement | Need to emphasise that cost is no the only criteria that needs to be assessed when making a procurement decision | | This will be made more explicit in Section 10 of the CCS | ✓ |
| Procurement | Response PM2 needs to cover more than paper. Limit stationary products to sustainable products. | | Response PM2 can be applied to a range of products. An Action to investigate the specifying of 'sustainable' stationary products will be added to Response PM2. | ✓ |
| Planning & New Development | Request that an 'Energy Efficiency Statement' is submitted with all major applications and its content assessed by a qualified authority | | This Action will be added to Section 12 of the CCS | ✓ |
| Planning & New Development | Link Planning and New Development to the Transport section | | A link will be incorporated into Section 12 of the CCS | ✓ |
| Planning & New Development | Structural durability needs to be improved to accept more extremes in weather conditions | | This is addressed by PDA4 and in the long term should be controlled nationally by Building Regulations | n/a |
| Planning & New Development | 'Existing' buildings to be added to Response PDM1 | | Existing buildings are addressed through Response EM1 and EM2 | n/a |

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|----------------------------|---|--------------------|---|---------|
| Planning & New Development | Structures need to take into account their 'Building for Life' performance | | The 'Building for Life' document will be referenced in Section 12 of the CCS | ✓ |
| Planning & New Development | Add energy targets to the BREEAM ratings in Response PDM1 | | Agreed. The energy reduction targets used will be those detailed Development Policy G following the Panel Report of the Examination in Public of the draft Regional Spatial Strategy. | ✓ |
| Planning & New Development | Why BREEAM Very Good, why not Excellent? | | The Regional Spatial Strategy requires BREEAM Very Good. This decision was made using a wide evidence base and extensive consultation. Torbay Council would need additional evidence to increase the local requirement to BREEAM Excellent for all non residential development. | n/a |
| Planning & New Development | Will new buildings add to the heat island effect? | | Yes. Ensuring new buildings have exemplary levels of insulation will help reduce the heat island effect. | n/a |
| Planning & New Development | Look at the council's existing building stock and evaluate long term performance/energy use | | This has been performed through Torbay Council's Corporate Energy Management Strategy and the Carbon Management Programme | n/a |
| Planning & New Development | Construct buildings on stilts to be flood proof | | This is an option that could be considered for buildings in high risk flood zones. What is more preferable is to avoid development in high risk flood zones in the first instance. | n/a |
| Planning & New Development | Change carbon reduction target to be 'per building' to reflect growth forecast for Torbay | | To effectively address climate change an overall reduction in carbon emissions is required from the Torbay area, regardless of new development. Setting a 'per building' reduction target would allow total emissions to rise with the number of buildings in Torbay. | n/a |
| Planning & New Development | SuDS are very important | | Agreed. Response PDA1 acknowledges this. | n/a |
| Planning & New Development | Water harvesting should be required in new developments | | The use of water harvesting increases a BREEAM and CSH score. Developers will be encouraged to use water harvesting through the region's BREEAM and CSH requirements. | n/a |
| Planning & New Development | 'Climate proofing' of council policies and strategies should occur | | This is an Action suggested in Section 7 of the CCS | n/a |
| Planning & New Development | Sustainability of new buildings to be discussed at an early stage in the design phase | | An statement to encourage developers to contact Torbay Council's Development Management team early in the design phase of new development through the will be added to Section 12 of the CCS | ✓ |
| Raising Awareness | TV advertising – link with regional initiatives | | TV advertising will be added to the list of potential media that could be used to raise awareness of climate change issues in Section 7 of the CCS | ✓ |

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|---|---|--------------------|--|---------|
| Raising Awareness | Annual sustainability conference for schools | | Will be added to options to investigate in Section 7 of the CCS | ✓ |
| Raising Awareness | Environment Champions within the council and the community to advertise the green agenda | 2 | Torbay Council has 'Energy Envoys' within the organisation. Section 7 of the CCS proposes to support and encourage local environmental action groups. | n/a |
| Raising Awareness | Better use of experts – business, community, HE and FE | | The CCS proposes to continue using existing knowledge networks within the southwest | n/a |
| Raising Awareness | Quantitative data rather than qualitative data | | The data within Section 7 of the CCS will be quantitative once the Viewpoint Panel has been consulted | n/a |
| Waste | Focus on waste minimisation | 3 | Section 9 of the CCS will be updated to focus on waste minimisation | ✓ |
| Waste | Include waste minimisation in induction for new staff | | This will be added as an Action in Response WM2 | ✓ |
| Waste | Get rid of disposable cups in Council offices | 2 | This is an Action proposed in Response WM2 | n/a |
| Waste | There is great confusion over what residents in the Bay can recycle – this needs addressing | | This issue will be addressed by Torbay's Municipal Waste Management Strategy and is suggested in Response WM1 of the CCS | n/a |
| Waste | Recycling facilities for flats | 2 | This is an Action proposed in Response WM1 | n/a |
| Waste | Detail what we're good at – Green Apple award | | The Green Apple awards will be mentioned in Section 9 of the CCS | ✓ |
| Waste | Torbay Council needs to recycle more corporate waste, not just paper | | A waste audit will be performed to determine how much recyclable waste is available | n/a |
| Waste | Collect a wider range of plastics from households | | This issue will be addressed by Torbay's Municipal Waste Management Strategy and is suggested in Response WM1 of the CCS | n/a |
| Are any of the Responses or Actions likely to be controversial? How could this controversy be minimised? | | | | |
| Transport | The benefits to staff of the Staff Travel Plan need to be sold to Torbay Council staff members to increase the willingness for implementation | 4 | Agreed. The 'carrots' for implementation are mentioned in Section 8 of the CCS | n/a |
| Transport | Switching off street lights would be controversial | | Agreed. Before any streetlights would be switched off a full consultation with community partnerships would occur. | n/a |
| Transport | Car free zones would be controversial | 2 | Agreed, but in the right location and development site Car Free Zones have a great deal of scope to change people's mindset about how often they use their car | n/a |
| Transport | Promotion and advertising of initiatives is a good approach, taking things/choice from people would be less successful | | Noted. | n/a |
| Transport | Safety concerns need to be addressed for school travel – wardens on school crossings, walking groups etc. | | Torbay Council's School Travel Advisers are addressing these issues. | n/a |

| Document Section | Comment | Number of Comments | Proposed action and additional notes | Amended |
|----------------------------------|---|--------------------|---|---------|
| Planning & New Development | Managed retreat of the coastline will be controversial | | Agreed. But it is an option that may need serious consideration in light of rising relative sea levels. | n/a |
| Energy Use in Existing Buildings | Equity issue with assessing the potential for council tax rebates for residents who install energy efficient technologies in their homes. The rich can afford the technologies, the less well off will get grants, but those in the middle lose out | | This is an issue for discussion by Members if the scheme is considered viable | n/a |
| Energy Use in Existing Buildings | Asking Torbay's businesses and householders to reduce their energy consumption will be controversial if Torbay Council doesn't have its own house in order | | Torbay Council's Carbon Management Programme aims to reduce carbon emissions from the council's operations by a minimum of 20% by 2012/13 | n/a |
| Procurement | Staff may not wish to put extra effort into procurement | | Public authorities have to lead on the issue of sustainable procurement. Staff will need to apply extra effort. | n/a |
| Procurement | It takes time to procure from sustainable sources | | Time may be required to find a supplier in the first instance, but the groundwork will then have been completed for subsequent orders. | n/a |
| Procurement | Strong governance of procurement may upset staff not keen on change | | Change management workshops are now provided by Torbay Council for staff | n/a |
| Planning & New Development | Cost increase of building to higher sustainability standards will be controversial | | Sustainable building has a price tag. Equally, failing to build sustainably, potentially, has large hidden costs to the UK in terms of the effects of climate change and, for example, the need to invest in extra supplies of water and the cost of additional energy generation and transmission capacity. Equally, higher initial construction costs will achieve savings in lowering running costs ⁵ . | n/a |
| Planning & New Development | Locating development in the lowest flood risk zones possible may be controversial | | This controversy should be reduced once it has been explained to the applicant that their development would be subject to an unacceptable flooding risk | n/a |
| Planning & New Development | Sea defences – allow threatened area to be realigned or spend more money strengthening and improving existing defences | | These issues are detailed in Section 12.3.1 of the CCS | n/a |
| Planning & New Development | Renewable energy – need public consultation and education early in process | | Public consultation would have to occur early in the planning process of any large scale renewable energy development | n/a |
| Planning & New Development | Renewable energy on new development may be controversial, but public education could alleviate this | | Education of renewable energy technologies is an Action proposed in Section 11 of the CCS | n/a |
| Raising Awareness | Big Brother? Could be more positive to highlight opportunities | | Paragraph 2 of Section 7.1 of the CCS highlights the opportunities of raising awareness | n/a |
| Waste | Getting rid of disposable cups may be controversial | | The controversy can be minimised by encouraging staff to bring a cup from home | n/a |

⁵ Office of the Deputy Prime Minister (2005). *Proposals for Introducing a Code for Sustainable Homes*. URL: <http://www.communities.gov.uk/archived/publications/planningandbuilding/proposalsintroducing>

Appendix 3 – Overview and Scrutiny Responses

| Date Rcvd | Ref. No. | From | Document Section | Comment | Nature of Response | Proposed action and additional notes | Amended |
|-----------|----------|-------------------------------|------------------|---|--------------------|--|---------|
| 28/03/08 | 22 | Overview & Scrutiny Committee | Foreword | The foreword of the Climate Change Strategy for Torbay be amended to reflect the view of some scientists that climate change is not human-induced | Amend | <p>Disagree, for the following reasons:</p> <p>In a sample of 928 peer reviewed academic journals published between 1993 and 2003, not one article disagreed with the consensus that human activities are affecting Earth's climate⁶.</p> <p>The Fourth Assessment Report from The United Nations' Intergovernmental Panel on Climate Change, representing 140 governments, has concluded that it is 'very likely' (more than 90% certainty) that humans' emissions of greenhouse gases are the main cause of climate change.</p> <p>EU, UK and Regional policy is now focussing on 'what can be done' to address climate change and is no longer questioning the science.</p> <p>The Mayor's Vision Project details 'Two clear drivers for change: Economic Growth in the South West Region and Climate Change'.</p> | n/a |
| | | Overview & Scrutiny Committee | Foreword | The foreword of the Climate Change Strategy for Torbay be amended to reflect the source of predicted summer temperature rises. | Amend | Agreed. Foreword will be amended. | ✓ |
| | | Overview & Scrutiny Committee | Exec. Summary | The term "relative sea level" within the Executive Summary be expanded upon to differentiate between rising water levels and sinking ground. | Amend | Agreed. Definition also to be placed within the Glossary. | ✓ |
| | | Overview & Scrutiny Committee | 12.5 | Update Response PDA2 to explicitly mention sea defences | Amend | The Actions within PDA2 will be re-worded to explicitly mention sea defences | ✓ |
| | | Overview & Scrutiny Committee | 8.4 | The action relating to 'consider summer low emission zones in town centres and car-free residential zones' be disregarded | Amend | Disagree. Summer low emission zones and car-free residential zones were mentioned to be 'very important' at the consultation workshop held on the 14 th March 2008. A greater explanation of these zones will be included in section 8.2 but action not disregarded. | ✓ |

⁶ Oreskes, N. (2004). 'The Scientific Consensus on Climate Change'. *Science*. 306, 1686 - 1686

| | | | | | | |
|--|-------------------------------|------|--|-------|---|---|
| | Overview & Scrutiny Committee | 8.4 | Response TM3: The action relating to allowing public transport users to begin their paid working day as they alight at the transport terminus be disregarded | Amend | Agreed. Section 8.4 will be amended | ✓ |
| | Overview & Scrutiny Committee | 13.5 | Response ETA1: The action relating to using Torbay's Sustainable Tourism Strategy to reduce the reliance of Torbay's tourism industry on private transport and air travel be disregarded | Amend | <p>The Green Tourism Business Scheme, promoted by the TDA, and adopted by many hoteliers in Torbay requires participants to promote sustainable travel to and from Devon and within Torbay.</p> <p>Additionally, Project 1 'Torquay Central Station Gateway' of The Mayor's Vision Project aims for the 'Development of an accessible interchange bringing together rail, bus, park and ride cycle, car and town centre and hospital fast transit services', demonstrating the commitment in Torbay to easier, greener transport to, and within, Torbay.</p> <p>This Action will be reworded to encourage visitors to use sustainable transport, rather than the present wording that discourages air or private transport.</p> | ✓ |
| | Overview & Scrutiny Committee | 12.4 | Response PDM2: The action to identify potential sites for a Torbay wind farm within the Local Development Framework be disregarded | Amend | It is important that Torbay does not lose the opportunity to contribute towards increasing the security of the south west's electricity supply and reducing its carbon intensity by using potentially suitable land for some other purpose. This Action will be reworded to identify potential sites for large scale renewable energy deployment, rather than specifically a wind farm. | ✓ |

Appendix 4 – Invited External Consultees

All Torbay Schools
Brixham 21 Regeneration
Brixham Town Action Group
Brixham Town Council
Centre for Energy and the Environment
CHAD Disabled Information Service (DIS)
Chelston Parks Friends Group
Devon & Cornwall Housing Association Ltd
Devon Churches Green Action
Devon County Council
Devon Sustainable Energy Network
East Devon District Council
English Heritage
Environment Agency
Exeter City Council
Federation of Small Businesses
Force for Change Environmental Trust
Friends of Furzeham Green
Government Office for the South West
Ilsham Neighbourhood Group Groundwork
Mid Devon District Council
Natural England
North Goodrington Action Group
Plymouth City Council
REACH and Ellacombe Parks
Safer Communities Torbay
Somerset County Council
South Hams District Council
South West Climate Change Impacts Partnership
South West Energy and Environment Group
South West Regional Assembly
South West Regional Development Agency
South West Tourism
St Marychurch Town Action Group
St Mary's Park Friends Group
Torbay & Teignbridge Campaign for Rural England
Torbay Business Forum
Torbay Care Trust
Torbay Development Agency
Torbay Strategic Partnership
Upton Park Friends Group
Victoria Park Action Group



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