

Annex 1 - Turning the recommendations of the Devon Climate Assembly into actions for consultation

Contents

1. What should be the role of onshore wind in the Devon renewable energy strategy?	1
2. What needs to be done to encourage less car use in Devon?	7
3. What would be the best ways of encouraging, or requiring, people to retrofit their homes, properties or business premises to reduce carbon emissions?.....	14

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

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

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

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
(resolution 2 continued) to remove the requirement for 'complete' community support from development planning applications for onshore wind turbines.				
Condition 1. That there is good, clear, high quality information & education for communities (from an objective, trusted and credible source) about the need for action and the crisis nature of climate and energy needs:	Agreed by 87% of members.	c)	The IDCP does not specifically address this condition.	<i>New action proposed, Cross Cutting Themes:</i> "Provide high quality, objective information and education for communities about the need for renewable energy and the crisis nature of the climate emergency."
a) including putting forward an emergency local plan identifying potential sites and the potential benefits; and		d)	The IDCP does not specifically address this condition.	<i>New action proposed, Energy Supply:</i> "Identify potential sites for renewable energy, informed by the emerging Land Use Framework and environmental and social sensitivities, and look to allocate these in Local Plans."
b) providing practical support for affected communities to understand the		e)	The IDCP does not specifically address this condition.	<i>New action proposed, Energy Supply:</i> "Provide practical support for communities wishing to develop their own energy infrastructure."

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
potential benefits, processes and challenges.				
Condition 2. That all reasonable measures are undertaken to minimise potential negative impacts on communities (for example the risk of impacts on house prices due to the proximity to a turbine) and wildlife in the design and positioning of a windfarm, and there are opportunities built in for people to raise and seek redress for negative effects, should they occur, throughout the lifetime of its operation.	Agreed by 87% of members.	f)	Action E1.1 says “Update assessments of the accessible Renewable Energy resource available in Devon.” This will exclude sensitive social and environmental features to minimise negative effects in this initial exercise. The planning system is designed to address remaining effects.	<i>None required due to existing provisions.</i>
Condition 3. That the developments bring lasting local financial, economic, social and environmental benefits, with community ownership and Community Interest	Agreed by 86% of members.	g)	The IDCP does not specifically address this condition.	<i>New action proposed, Energy Supply: “Local Plan updates will look to include policies that, where appropriate, give positive weight to renewable and low carbon energy initiatives, which have clear evidence of local community involvement and leadership.”</i>

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
Companies held accountable for the distribution of funds.				[wording reflects existing guidance https://www.gov.uk/government/publications/community-benefits-and-engagement-guidance-for-onshore-wind Going further than this would risk planning decisions being overturned or Local Plans being unsound]
Condition 4. That communities where sites are identified benefit from them, and that they get really good support to engage and understand the issues.	Agreed by 84% of members.	h)	The IDCP does not specifically address this condition.	<i>Incorporated into action e.</i>
Condition 5. That everyone across Devon understands where wind farms can be sited and can easily access information on potential impacts on range of conditions (including mental health, wildlife, economy) and the range of potential benefits (e.g. lower cost electricity, reduced carbon emissions and impacts on climate change).	Agreed by 84% of members.	i)	The IDCP does not specifically address this condition.	<i>Incorporated into action c.</i>
Condition 6. That the majority are in community ownership, with a democratic	Agreed by 84% of members.	j)	The IDCP does not specifically address this condition.	<i>Same as action g</i>

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
process in place to inform the early stages of planning and development (including funding support at this stage).				
Condition 7. Onshore wind farms are developed where the energy produced is most needed (e.g. near industrial areas where it can be easily connected to the grid) and that the location of developments is considered in a way that is integrated with other wider considerations for Devon, such as the need for a mix of energy production, land use and respect for areas of outstanding natural beauty.	Agreed by 84% of members.	k)	The IDCP does not specifically address this condition.	<i>Same as action d</i>
Condition 8. That planning structures are streamlined and operate in favour of community ownership, where profits are	Agreed by 80% of members	l)	The IDCP does not specifically address this condition.	<i>Incorporated into action g</i>

Assembly Resolutions and Conditions	% Support	ID	Existing Response in the Interim Devon Carbon Plan (IDCP)	Our Draft Response
reinvested by and for the community.				
Condition 9. That energy is not considered in isolation, but alongside consideration of the space available for other land use development (housing, roads, agriculture, business, industry, schools, sewers) within local planning process and strategic planning.	Agreed by 80% of members.	m)	The IDCP proposes the development of a Land Use Framework to help resolve this issue.	<i>Incorporated into action d</i>
Condition 10. That the development planning process is sped up and ensures dialogue with communities is a continuing part of this.	Agreed by 78% of members.	n)	The IDCP does not specifically address this condition.	<i>Incorporated into actions b and g</i>

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

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

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Resolution 1 In principle, we support the ambition in the Interim Devon Carbon Plan to reduce traffic emissions across Devon by making car use less attractive, while maintaining mobility.	Supported by 74% of members	o)	The opening sections of the Transport chapter of the IDCP explains how emissions from road transport can be reduced and highlights the needs of people to continue to access services, particularly in rural communities.	<i>We will introduce a new goal within the Transport chapter or the Devon Carbon Plan:</i> “Traffic emissions are reduced across Devon by providing reliable, regular, affordable and integrated alternatives to private car use in combination with measures to make car use less attractive.”
Our support for ambitions to reduce emissions by making car use less attractive would increase with the condition...				
Condition 1.1 That there is widespread investment in ensuring that there is a better public and active transport infrastructure across Devon that can be used as a reliable, regular, affordable and integrated alternative, and that significant progress is made on this before the wider implementation of proposals to discourage car use.	Agreed by 89% of members.	q)	The IDCP has a number of actions to improve the provision and investment in active and public travel.	<i>We will incorporate into the supporting text of the Transport chapter in the IDCP that the assembly has said that significant progress should be made on the active and public transport provision before proposals to discourage car use are introduced. This will guide future transport policy and infrastructure decisions but there may be circumstances where proposals to discourage car use are deemed necessary to raise funds to put the active and public transport measures in place.</i>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
<p>Condition 1.2 That there is an independent authority put in place to oversee and ensure accountability in the collection of resources generated by any charging schemes to ensure they are allocated towards public and active travel improvements (and other road emission reduction schemes) and that their findings are regularly reported.</p>	<p>Agreed by 74% of members.</p>	<p>r)</p>	<p>The IDCP does not specifically address this condition.</p>	<p><i>No action proposed.</i></p> <p><i>The revenue from on-street parking charging is ring-fenced for transport purposes under the Road Traffic Regulation Act 1984.</i></p> <p><i>Off-street car parking revenue is used to fund the provision of council services which would otherwise require council tax increases.</i></p> <p><i>The finances of local authorities are published and are subject to review through formal Overview and Scrutiny processes and independent, external audit – a requirement of the Local Audit and Accountability Act 2014.</i></p>
<p>Resolution 2 We recognise that there will likely always be a need for private car use in Devon, particularly in rural areas of the county, and support the initiatives included in the Interim Devon Carbon Plan to help minimise the emissions these cause by investing in the infrastructure to support the increased use of electric vehicles.</p>	<p>Supported by 92% of members</p>	<p>s)</p>	<p>The IDCP includes various actions to support the electrification of transport.</p>	<p><i>None required</i></p>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Resolution 3 In principle, we support taking measures to reduce the road space available to cars and reallocate it to active and public travel modes in Devon	Supported by 74% of members	t)	The IDCP already includes the following action: "T5. Review opportunities to reallocate road capacity to sustainable modes (walking, cycling and public transport), particularly where it can support other objectives (i.e. urban centre regeneration, street cafes)."	<i>None required.</i>
Condition 3.1 That priority is given to making sure that you can still travel cheaply around Devon, in a similar time to now, via active travel/public transport.	Agreed by 88% of members.	u)	The Transport Chapter of the Plan contains a Goal to ensure "Our streets are safe for all and cycling, walking, shared and public transport are prioritised".	<i>Update this goal to:</i> "Our streets are safe for all and using active, shared and public transport is efficient and affordable"
Condition 3.2 That there is the provision of more modern and effective park and ride facilities.	Agreed by 83% of members.	v)	The IDCP already includes the following action: "T33. Create nodal car parks at strategic points to encourage onward car sharing."	<i>Update existing action in the Transport Chapter, T33 to say:</i> "Modernise and create car parks at strategic points to encourage car sharing and onward journeys by active travel or public transport."
Condition 3.3 That proper cycling infrastructure is created across the county.	Agreed by 80% of members.	w)	The IDCP already includes the following actions: "T6. Develop local cycling and walking infrastructure plans with communities." [updated version of T6 following consultation] "T7 Improve strategic cycle routes within and between settlements." "T9 Where possible, design pavements and junctions to prioritise pedestrians and cyclists over vehicular traffic."	<i>None required.</i>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Condition 3.4 That there is differentiation in public transport fares depending on user categories (e.g. discounted fares for residents and/or means tested travel passes).	Agreed by 68% of members.	x)	The IDCP does not specifically address this condition.	<i>Proposed new action, Transport:</i> “Explore opportunities to set fares to support equal opportunities to access mobility for all”
Condition 3.5 That Devon investigates introducing a Tourist Levy: where the tax on tourists visiting is allocated to the local community to fund initiatives to reduce carbon emissions.	Agreed by 68% of members.	y)	The IDCP does not specifically address this condition.	<i>Proposed new action, Transport:</i> “Investigate the concept and mechanisms of a Tourist Levy to enable the tourism sector to consider how visitors can contribute to the transition to net-zero.”
Resolution 4 We recognise that there is the need to introduce some ‘financial sticks’, like parking charges, congestion charges and parking levies in order to help fund the provision of wider improvements, ‘the carrots’, that will help reduce emissions while maintaining mobility across Devon.	Not supported by the majority of members (only 50% support achieved).	z)	The IDCP identifies the issue but doesn’t propose an action.	<i>No action proposed as not supported by CA unless the partnership strongly feel that this should be considered.</i>
Resolution 5 In principle, we support taking measures to reduce space available for parking and introduce	Not supported by the majority of	Aa)	The IDCP identifies the issue but doesn’t propose an action.	<i>No action proposed as not supported by CA unless the partnership strongly feel that this should be considered.</i>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
parking charges in areas across Devon.	members (only 46% support achieved).			
Condition 5.1 That parking charges are ringfenced and reinvested in the public transport network to reduce the public's resistance to paying parking fees.	Agreed by 75% of members.	Ab)	The IDCP identifies the issue but doesn't propose an action.	<i>No action proposed.</i> <i>The revenue from on-street parking charging is ring-fenced for transport purposes under the Road Traffic Regulation Act 1984.</i> <i>Off-street car parking revenue is used to fund the provision of council services which would otherwise require council tax increases.</i>
Condition 5.2 That there are differentiated parking charges based on: a) type of vehicles (electric / polluting); and b) users' needs (e.g. essential work use, people with limited mobility)	Agreed by 66% of members.	Ac)	The IDCP identifies the issue but doesn't propose an action.	<i>No action proposed. Early feedback indicated that the initially proposed additional action was not feasible and would not achieve the desired outcomes.</i>
Resolution 6 In principle, we support the introduction of workplace parking levies in areas across Devon	Not supported by the majority of members	Ad)	The IDCP identifies the issue but doesn't propose an action.	<i>New action in the Transport section: 'Employers to be encouraged to make commuting by active, shared and public transport more attractive'.</i>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
	(only 45% support achieved).			
Our support for workplace parking levies would increase with the condition...				
Condition 6.1 That money gained from Workplace Parking Levies is spent on supporting public transport routes, or viable alternatives for employees, including employers providing shuttle busses for workers or paying for bike hubs and shower facilities at workplaces.	Agreed by 75% of members.	Ae)	The IDCP identifies the issue but doesn't propose an action.	<i>No action required.</i>
Condition 6.2 That it only applies to businesses with a certain level of turnover and/or a certain number of staff (level to be determined based on learning from successful models elsewhere).	Agreed by 71% of members.	Af)	The IDCP identifies the issue but doesn't propose an action.	<i>No action required.</i>
Condition 6.3 That it is the employer who pays and the cost cannot be passed on to the employee.	Agreed by 68% of members.	Ag)	The IDCP identifies the issue but doesn't propose an action.	<i>No action required.</i>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Resolution 7 In principle, we support introducing congestion charges and low emission zones in areas across Devon.	Supported by 62% of members	Ah)	The IDCP identifies the issue but doesn't propose an action.	<i>Proposed new action, Transport chapter:</i> "Review the potential for the introduction of congestion charges and low emission zones in appropriate areas across Devon on a place-by-place basis, giving consideration to local impacts and likely effectiveness."
Our support for congestion charges and low emission zones would increase with the condition...				
Condition 7.1 That they won't be introduced as a 'one size fits all' approach for all areas of the county and groups of people.	Agreed by 84% of members.	Ai)	The IDCP identifies the issue but doesn't propose an action.	<i>Incorporated into action Ah) above.</i>
Condition 7.2 That there is careful consideration, and review, of the economic impact on the area.	Agreed by 76% of members.	Aj)	The IDCP identifies the issue but doesn't propose an action.	<i>Incorporated into action Ah) above.</i>

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

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

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

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Resolution 1 We believe that the existing financial supports available across Devon are not effective for encouraging people to undertake the degree of retrofitting work in their properties that will be required to meet net zero targets.	Supported by 94% of members	Ak)	The IDCP identifies the issue but doesn't propose an action.	<i>Covered by proposed action Al) below</i>
Resolution 2 In principle, we support there being financial support available for people to retrofit properties across Devon.	Supported by 93% of members	Al)	The Built Environment chapter of the IDCP already includes the following actions: "B3 Explore opportunities to use the carbon offset market to fund the retrofit of domestic and commercial buildings" "B4 Work with government to achieve VAT breaks on retrofit activity and products."	<i>Replace B3 with: "Explore opportunities to enhance financial support available for people to retrofit their properties." B4 remains.</i>
We believe the implementation of packages to support people to retrofit their properties would be strengthened by the following...				

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
<p>Supporting Recommendation 2.1 There needs to be more accountability and reporting regarding government expenditure on retrofitting, with ongoing progress reports that show the money spent and progress towards meeting targets.</p>	<p>Agreed by 94% of members.</p>	<p>Am)</p>	<p>Progress towards targets is already recorded by these indicators in the IDCP:</p> <p>“Number of Devon’s homes with an Energy Performance Certificate of D – G”</p> <p>And</p> <p>“Number of Devon’s commercial premises with an Energy Performance Certificate of D – G”</p>	<p><i>No proposed for this. Instead, the monitoring indicators for the Carbon Plan will be updated to include indicators for:</i></p> <p>“Amount of funding spent through dedicated public grants on domestic retrofitting in Devon”.</p> <p>“Amount of funding spent through dedicated public grants on commercial retrofitting in Devon”</p>
<p>Supporting Recommendation 2.2 There needs to be widespread education and awareness raising about: a) the climate emergency; b) what actions authorities are taking; and c) what people can do to retrofit and improve energy efficiency and what impact that will have.</p>	<p>Agreed by 93% of members.</p>	<p>An)</p>	<p>Part B is already delivered through the Devon Climate Emergency communication channels resourced by a full-time communications officer and new staff resources in the partner organisations.</p> <p>Part C is already included in the Built Environment Chapter of the IDCP by these actions:</p> <p>“B5 Sell the co-benefits of living in warm, net-zero ready homes through awareness-raising campaigns and open-home events.”</p> <p>“B6 Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent</p>	<p><i>Part A of this supporting recommendation is covered by proposed action C) above “Ensure access to high quality, objective information & education for communities about the need for action and the crisis nature of the climate emergency.”</i></p>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
			energy assessors, skilled installers and market offers.”	
Supporting Recommendation 2.3 There needs to be a centralised, Devon based, source of high-quality information regarding measures that can be taken on properties and the types of support available to people to undertake them.	Agreed by 93% of members.	Ao)	The IDCP already includes the following action: “B6 Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent energy assessors, skilled installers and market offers.”	<i>No action required.</i>
Supporting Recommendation 2.4 There needs to be personalised advice available about options for your home and any financial support you are eligible for.	Agreed by 93% of members.	Ap)	The IDCP already includes the following action: “B6 Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent energy assessors, skilled installers and market offers.”	<i>No action required.</i>
Supporting Recommendation 2.5 All authorities need to demonstrate ambition and allocate significant budget to retrofitting.	Agreed by 92% of members.	Aq)	Ambition is demonstrated in the IDCP by this action: “B11 South West to promote its status to government as the leading region on low-carbon buildings, including embodied carbon, founded on the low-carbon buildings already here and anchor	<i>Local authorities don't have existing resources for retrofitting, so we will need to work with government on this. Therefore, this is addressed by proposed action A1 above:</i> “Explore opportunities to enhance financial support available for people to retrofit their properties”

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Condition 3.1 That there is recognition that buildings are not all the same. The requirement, and any support to do it, needs to be targeted so the poorest rated buildings are done first.	Agreed by 89% of members.	Au)	The Built Environment Chapter in the IDCP identifies the issue but doesn't propose an action specifically relating to this condition.	<i>This will be described in the supporting text for action At, with the caveat that such schemes should also be means tested if they are to contribute to a just transition.</i>
Condition 3.2 That affordability is taken into account.	Agreed by 88% of members.	Av)	Principle 9a of the IDCP says: "A just transition is required to ensure that vulnerable and low-income segments of society and rural communities are not disadvantaged."	<i>Update Principle 9a to say: "A just and affordable transition is required to ensure that vulnerable and low-income segments of society and rural communities are not disadvantaged."</i>
Condition 3.3 That VAT is removed from specialist items used for retrofitting.	Agreed by 82% of members.	Aw)	The IDCP already includes the following action: "B4 Work with government to achieve VAT breaks on retrofit activity and products."	<i>None required</i>
Condition 3.4 That DIY is encouraged, with experts then able to undertake an assessment of impacts and approve reduced tax rates.	Agreed by 66% of members.	Ax)	The IDCP does not address this specific condition, however, it does propose an energy advice service: "B6. Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with independent assessors, skilled installers and market offers."	<i>Update action B6 in the Built Environment chapter of the IDCP to say: "B6. Establish a Devon-wide energy advice service that links home-owners, landlords and tenants with DIY guidance, independent assessors, skilled installers and market offers."</i>
Resolution 4 In principle, we support introducing policies in Devon that use	Supported by 84% of members	Ay)	The IDCP identifies the issue but doesn't propose an action.	<i>Implemented by proposed action As</i>

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
planning permission to trigger the need for retrofitting measures.				
Our support for using planning permission as a trigger for requiring retrofitting would increase with the condition...				
Condition 4.1 That conservatories and permitted buildings should be included.	Agreed by 76% of members.	Az)	The IDCP identifies the issue but doesn't propose an action.	<i>Conservatories will be mentioned in the supporting text for Action As</i> <i>Permitted buildings by definition do not need planning permission and so could not be covered by this mechanism.</i>
Condition 4.2 That the extent of retrofitting required by the planning permission would be in proportion to the size of the house and extension.	Agreed by 75% of members.	Ba)	The IDCP identifies the issue but doesn't propose an action.	<i>This will be mentioned in the supporting text for Action As</i>
Condition 4.3 That the energy consumption of the whole property needs to be reduced, in proportion to the size of the extension / alteration.	Agreed by 73% of members.	Bb)	The IDCP identifies the issue but doesn't propose an action.	<i>This will be mentioned in the supporting text for Action As</i>
Resolution 5 In principle, we support introducing policies in Devon that link Council tax and business rates to energy efficiency performance.	Supported by 71% of members	Bc)	The IDCP identifies the issue but doesn't propose an action.	<i>New action proposed, Built Environment: "Work with government to continue exploring the use of Council Tax and Business Rates to encourage energy efficiency upgrades of buildings."</i> [Law changes are required for this to occur.]

Resolution	% Support	Ref	Existing Response in the Interim Devon Carbon Plan	Our Draft Response
Our support for linking a property's energy efficiency to the level of council tax and business rates paid would increase with the condition...				
Condition 5.1 That there is also a requirement on private landlords and social housing providers to bring properties up to a minimum level of energy efficiency.	Agreed by 85% of members.	Bd)	The IDCP already includes the following action: "B9 Work with government to review The Domestic Minimum Energy Efficiency Standard Regulations to make it more effective and practical for local authorities to enforce non-compliance."	<i>No action required</i>
Condition 5.2 That there is a simple and consistent way for the effect of energy efficiency improvements to be verified by the Council before discounts are applied.	Agreed by 75% of members.	Be)	The IDCP identifies the issue but doesn't propose an action.	<i>This would be intrinsic to the operation of a successful scheme. This requirement will be mentioned in the supporting text for action Bc.</i>
Condition 5.3 That Councils promote widely the opportunity to benefit from reductions in Council tax and business rates by increasing the energy efficiency of your property.	Agreed by 72% of members.	Bf)	The IDCP identifies the issue but doesn't propose an action.	<i>This would be implemented by the Devon Energy Efficiency Advice Service if it were deemed appropriate after being explored further with government.</i>

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