Stretton Climate Care
Community Led Plan
Revised Submission to Environment Brief November 2021

1	**Introduction**
1.1	The Environmental dimension of the Community Led Plan (CLP) is especially important in placing our concerns about the here-and-now in a global and historic context. We cannot respond just in the role of local residents in this secure and relatively privileged corner of the world. We are global citizens, fragments of an ever-changing kaleidoscope of generations, fleeting guests sharing this beautiful and fragile planet with countless other creatures with whose survival our own is bound together. The Climate Emergency and the Covid-19 crisis are bringing home to us that the decisions, the values and the lifestyles with which we shape our community in the next few years will have wide and lasting repercussions for good or ill.
1.2	This response to the Environment Brief of the CLP must therefore focus on the overriding challenge of Climate Change. Efforts to reduce its scale and mitigation measures to compensate for its impact will have wide ranging effects on most of the issues likely to be included in the CLP. This version has been revised in relation to transport issues in the light of the Next Steps Report by South Shropshire Climate Action.
1.3	We have considered the likelihood of financial resources being tightly restricted in the coming years due to the Covid-19 crisis. One view is that the prospect of a severe recession might possibly force the government to borrow and spend its way back to prosperity through infrastructure projects including major investment in energy efficiency measures to achieve the decarbonisation targets. If so, the resources available to local authorities could increase. However the CLP is intended to guide policies and actions up to 2036 and it is not possible to predict the resources that may or may not be available over such a long period.
1.4	In the in the immediate future, we cannot assume such an optimistic scenario, not least because of the urgent and competing claims of the social care system. It will be wise for the CLP to assume that Church Stretton Town Council will continue to be extremely limited in their ability to put extra money into the kind of programme we think necessary. Its role will be rather to promote the changes needed by networking with interested parties, encouraging voluntary bodies to champion particular themes, and holding public consultations to increase awareness.
1.5	We believe this is what is intended, and is already beginning in the Sector Groups referred to in section 5 (in relation to the Coronavirus) of the CLP document. Our own recommendations in this paper should be made available to these Sector Groups.

1.6	Bearing in mind the CLP time scale leading up to 2036 the most successful approach may be to adopt a phased programme, with a series of high-profile initiatives focussing on different themes.
1.7	All these consultations and projects should seek the maximum involvement of young people.
1.8	Church Stretton Town Council should carry out an environmental audit of its own premises and activities with a view to achieving Net Zero Emissions by 2030.
1.9	The dimensions of Climate Change require this response to the consultation to include the historic centre of Church Stretton. It is not practical to separate out this issue, and we have therefore included measures related to the town centre.
1.10	The Brief also asks what other issues may be relevant: a) Under Built Environment, there are clearly issues related to the government's 'Build Beautiful' agenda which should be addressed locally. (the government have published proposals to change the Planning Acts which have proved controversial). b) There are also many environmental issues related to transport including air quality. c) Although the CLP highlights re-cycling, litter and fly tipping as separate topics, we have brought these together under the heading of waste management.
2	**Climate Change**
2.1	The international context for Climate Change was set by the Paris Convention in 2016 which urged all nations to introduce measures to limit the temperature increase to 1.5° C. The Glasgow summit originally scheduled for this year and now postponed to 2021 was to get commitments from all nations to this. The UK parliament has declared a Climate Change emergency as have both Shropshire Council and Church Stretton Town Council. There is therefore a consensus that urgent actions are required to address this issue. These will require changes to the way we organise our society, our economy, our way of life and the management of land and buildings. They will include changes to our diet, the type of holidays we take and the products we purchase. Alongside changes to reduce the severity of climate change, mitigation measures will also be necessary to reduce the impact that rising temperatures are already causing.
2.2	The UK Government has set a target of **Net Zero Greenhouse Gas Emissions by 2050** (hereafter referred to as Net Zero Emissions). Some areas of the UK have set out the intention to meet this target earlier, with 2030 being pledged by Bristol City Council. The Climate Change Committee (CCC) has been appointed as the statutory government adviser to guide how we achieve Net Zero Emissions. In

	May 2019 CCC published its advice to Government on how net zero emissions could be achieved in a main report accompanied by a Technical Report. These are available on the CCC website. Alongside this the CCC have set out a series of 5-year tranches of work that should that should be achieved by government to keep to the statutory commitment of the Climate Change Act. The government is in breach of these targets at present and these were set before the net zero emissions target was set. There is a lot of catching up to do. The Reports made by the CCC in June 2021 set out a wider gulf between what should have been actioned and what has actually happened with only 5 of 35 sectors showing any significant progress in adaptation. Despite the declaration of a climate emergency 12 months on, we have yet to see how the government intends to respond to that advice. Assuming the advice is to be followed, the issues and potential actions are set out below in accordance with sectors addressed by the CCC relevant to the CLP.
2.3	The first priority of the Environmental aspect of Church Stretton's Community-Led Plan should be **to contribute to the achievement of Net Zero Emissions by 2050, or sooner if possible**. Many of our local efforts will, of course, depend on national policies: for example, we are already benefitting from the progress being made in decarbonizing electricity generation through the National Grid; and rail electrification and the future of agriculture depend on national decisions over which we have no direct control. But even in the best policy context all communities and households will need to do their utmost to achieve or exceed the target. We cannot postpone action while we wait for higher authorities to implement policy decisions.
2.4	For **Buildings** in the CLP area the aim should be to work towards eliminating greenhouse gas emissions from domestic and commercial buildings. The majority of electricity used is in residential properties for heating, lighting and appliances. While there are policies for de-carbonising electricity generation, the overall demand for electricity will increase due to the conversion of space heating from gas to the use of air and ground source heat pumps. Alongside this will be the need to improve the energy efficiency of buildings through measures such as improved insulation. Many local buildings have inadequate loft insulation resulting from loft decking, accommodation in the roof space with no loft, inadequate loft access, dormer windows without insulation and so on. There are still buildings with un-insulated cavity walls and many more with solid un-insulated walls.
2.4.1	Energy Performance Certificates (EPC's) for all properties are required by law and are available to purchasers. However, they now need reforming to show the changes needed to reach the Net Zero Emissions standard and produce realistic outcomes in relation to renewable heat for example. We have taken this up with Philip Dunne MP as chair of the Environmental Audit Committee who has raised the issue with relevant government Departments with no action to date.

2.4.2	Until the government sets out what measures it will introduce to tackle the climate emergency it will not be possible to determine a more detailed plan of action as local resources alone will not be sufficient. However every household and every business can take steps to assess the property and its appliances for energy efficiency with expert advice and determine what improvements are necessary and decide an order of priority for carrying them out. This can take into account: external support; the costs involved; the budget available; benefit in combining with other planned works; likely benefits in terms of comfort; annual savings on fuel; environmental benefits; improvement in capital value; maintenance costs and so on.
2.4.3	A positive step which can be taken immediately is to encourage all households, businesses, public buildings and local authorities to switch to a 100% Renewable electricity supplier. These are increasingly price-competitive, and the more customers switch to them the more investment should be available for new Renewable capacity.
2.4.4	Proposed changes to Building Regulations will it is expected require higher energy efficiency standards and Net Zero Emissions in new building works approved by 2025. However, the majority of the buildings in the CLP area are already built and it is the improvement of these that should be a key priority. This will be a massive task which will take us beyond the Plan period. It is not yet clear how the government will incentivise this process. Opportunities to improve an individual building come in cycles through changes in ownership, use or other changes required by owners. Such moments are a good time to incorporate energy efficiency measures into the overall scheme. For example, rather than simply improving a kitchen and bathroom or new shop-fitting, the opportunity can be taken to incorporate better insulation and replace space heating powered by fossil fuels. Some properties have hard-to-insulate cavity walls and these will need to be tackled.
2.4.5	The installation of renewable energy systems such as solar panels on buildings, particularly when combined with battery storage, can reduce the load on the national and local grids. Solar Panels have come down in price considerably and all-black panels can be used which are less obtrusive. Not every building will be suitable for a variety of reasons but advice can readily be obtained. Battery systems can enable power to be stored from solar generation and/or from the grid. Combined with a smart meter this will reduce the power required at peak times, which is what determines the amount of generation and distribution capacity needed. Cost savings can be made as well: variable tariffs can be as much as 40 pence per kWh at peak times and as low as 6 pence off-peak, compared to the standard price of about 15 pence per kWh. And, of course, home-generated solar power is free at all times.
2.4.6	There can be many advantages with terraced or semi-detached properties where external wall insulation is necessary, and can be

	installed as one contract for the overall building. This could be difficult to achieve, however without significant incentives. Private rented dwellings often have the lowest energy efficiency scores based on Energy Performance Certificates. Further progress needs to be made in this sector.
2.4.7	The use of open fires and coal for space heating should be phased out urgently. Oil and LPG heating systems can usually be replaced with air or ground source heating with cost savings for the occupier. The current Renewable Heat Incentive scheme will usually repay the capital cost over a number of years and make payments for the heat generated over a number of years. The promotion of this scheme needs to be prioritised.
2.4.8	For commercial properties, cooling by refrigeration equipment, lighting and space heating and insulation will need to be improved. Landlord and tenant arrangements may need to be altered to help facilitate such changes.
2.4.9	One possibility might be a district heat network with the swimming pool providing a base load. A feasibility study would be needed to assess whether this could work in Church Stretton given the generally low densities of development.
2.4.10	Given these identified issues what **Policies, Proposals and Recommendations** would be appropriate to include in the CLP in relation to buildings? The following are suggested: B.1 Encourage building owners and occupiers to improve energy efficiency standards of their properties to achieve Net Zero Emissions wherever practicably possible, in consultation with relevant organisations such as the Marches Energy Agency and Stretton Climate Care. This will include: a) improvements to insulation b) improvements to space heating to eliminate fossil fuel use c) improvements to appliances and equipment d) installation of renewable energy and battery systems where feasible Support and sign posting to expert advice and incentive schemes should be made available. Where there are householders in fuel poverty and/or in need of financial support further sign posting should be available to relevant agencies. Priority should be given to insulating all lofts and cavity walls by 2025 followed by the insulation of all solid walls as far as possible in the period up to 2030. B.2 Encourage all building owners and occupiers to switch to 100% Renewable electricity suppliers.

	B.3 Recommend Shropshire Council to provide more positive guidance and incentives for buildings in Conservation Areas to achieve Net Zero Emissions B.4 Ensure that new owners and occupiers are made aware of these policies before they embark upon other changes to properties to enable energy efficiency measures to be incorporated. B.5 Explore the potential for a District Heating Scheme based on the swimming pool.
2.5	**Transport** in the CLP area includes cars, vans, HGV's, bus, rail, cycling and walking. Unlike other sectors of the economy emissions from transport have not been decreasing. Along with carbon emissions, there are also other emissions including nitrous oxide and small particles which create air pollution and health hazards. The government has announced that fossil fuel powered cars will be not be sold after 2035 but with the life of cars being up to 14 years, this provides a very long time scale for the elimination of carbon emissions and other pollution. Even if all cars became battery electric vehicles earlier, they still create dust from tyres and visual intrusion and hazards to pedestrians. There would be benefit in reducing the use of cars within the CLP area by transferring journeys to other modes such as walking, bicycling (including electric bikes which tackle Church Stretton's hills with ease) and buses, and in some cases trains.
2.5.1	There is a principle and hierarchy to follow which is referred to as Avoid (e.g. work at home)- Shift (change mode e.g. from car to e-bike)- Improve (e.g. improve the efficiency by going electric). In order to reduce emissions from transport we should encourage people to work from home where possible. It would be useful to know how many people are now working from home, or with flexible working patterns, or are accessing shopping in different ways as a result of the Covid-19 crisis, and what are the longer-term implications for transport.
2.5.2	In order to reduce the number of vehicles entering the town centre which create conflict with pedestrians, reduce air quality, cause visual intrusion and emit greenhouse gases, a park-and-ride and bus-rail interchange could be developed adjoining the junction of the A49 and Sandford Avenue. Some businesses would need to be re-located and this would probably prove to be expensive and controversial, but it would produce many benefits in the long run.
2.5.3	Walking would be encouraged by improving the pedestrian environment in the town centre, particularly in High Street and parts of Sandford Avenue where footways are too narrow for people to pass or use wheelchairs, walkers and buggies or browse the shop window displays or engage in social discourse.

2.5.4	In order to encourage a shift from Cars to Cycling and Walking the following measures should be introduced: (a) A town wide 20mph limit should be introduced. This would dramatically reduce the risk of serious injury or death for cyclists and pedestrians sharing road space with motor vehicles. (b) Safe and secure cycle parking needs to be provided and improved particularly on the entries to the town centre on Sandford Avenue and High Street and at the proposed Bus /Rail interchange (c) Every main road (A roads and B roads) and those leading to schools should have a dedicated cycleway wherever feasible. This includes along the A49. Where side streets can be used as an alternative route they should be clearly signed. (d) There should be Travel Plans for larger employers and for every school setting out how to encourage alternatives to car use wherever feasible incorporating walking buses (e) appoint a Cycling and Walking Champion to promote this activity and form a Cycle Support Group to help new to cycling and e-bikes. (f) Provide regular Cycle Training classes locally (g) Cyclists should be permitted access to streets with pedestrian priority (h) Encourage the take up of E-bikes, particularly in the rural areas around Church Stretton where there are significant opportunities to replace car travel
2.5.5	Bus services should be dramatically enhanced by the introduction of a 7 day a week hourly service for the Ludlow-Shrewsbury route, together with a 2 hourly service to outlying villages. For more sparsely populated areas, a demand responsive service should be introduced, similar to ring and ride but open to anyone. An integrated public transport information system should be introduced with integrated ticketing.
2.5.6	Bus services should be provided through battery electric vehicles which are already available with a range of some 280 miles. Although the emissions from existing bus services are small compared to cars and vans, they also have other environmental impacts from their tail pipes.
2.5.7	The current train services through the CLP area are all diesel powered. Their emissions will not be a large proportion of the total but in order to eliminate these, the railway line should be electrified. This will also allow electric freight trains to be run on the line. A clock face hourly service should be introduced.
2.5.8	It is difficult for the CLP to address the emissions from traffic on the A49 which bisects the area, and we note that this is regarded as a

	Development Corridor between Whitchurch and Craven Arms. But it may be appropriate to seek to reduce any planned transfer of traffic from the motorway network.
2.5.9	In order that residents without off-street parking can switch to an electric car or van, charging facilities should be provided through the use of converted lamp posts throughout the town. This should enable more drivers to convert to electric vehicle use and at an earlier date. A widespread residents parking scheme should be introduced to prevent commuter and shoppers' car parking blocking residents' access.
2.5.10	A considerable amount of traffic in the town centre is generated by day trip visitors who visit the town and support the viability of local shops and other services including pubs and restaurants. Clearly it is vital for Church Stretton to retain its attractiveness to visitors. However, Church Stretton would be even more attractive to visitors with fewer vehicles cluttering the town centre. There are also many cars and coaches visiting Cardingmill Valley and at busy times such as Bank Holidays extensive traffic management and temporary parking measures have to be deployed. While there is clearly a need for some visitors to be able to access Cardingmill Valley in their own car by reason of disability, the attractiveness of the valley could be much improved by the relocation of most of the parking elsewhere with the introduction of a park and ride system. Even better would be the transfer of some of those trips to cycling, bus and rail transport. The park and ride would need to serve the town centre as well as Cardingmill Valley. Clearly extensive discussions would be needed with The National Trust and all other bodies to identify a suitable scheme.
2.5.11	Van traffic has been growing faster than any other transport mode and the average street receives deliveries from many vehicles every day. Cargo e-bikes can carry a load of up to 100kg and are a quicker and more efficient way of making deliveries locally. If a local business offered such as service to all businesses in the town this could result in a reduction in van journeys. If a Consolidation Centre was developed by a local business with good access to the A49, out of town deliveries could be left there and delivered by Cargo Bike. Ludlow is trialling this at present.
2.5.12	It would be useful if Church Stretton had a dedicated group to help assess, coordinate and develop transport issues in the CLP area.
2.5.13	Given these identified issues what **Policies, Proposals and Recommendations** would be appropriate to include in the CLP in relation to Transport? The following are suggested: T.1 Encourage working from home where possible and practical to reduce unnecessary journeys

	T.2 Encourage an early take up of electric vehicles (both cars and vans) by providing electric vehicle charging points on streets where residents have no off-street parking provision. T.3 Explore the potential for Park and Ride, Bus/Rail Interchange near to the junction of Sandford Avenue/A49 T.4 Significantly reduce car traffic entering Cardingmill Valley by introducing a Park and Ride scheme alongside the Proposal in T.3 T.5 Improve the pedestrian environment in the town centre, particularly in High Street, The Square and the western part of Sandford Avenue by restricting car traffic (except blue badge holders) and on street parking and improving the public realm with high quality paving, seating and other landscape features. T.6 Provide additional cycle parking at the main entrances to the town centre, and develop dedicated cycle routes in and around Church Stretton along main routes and destinations wherever practical to accommodate children, commuters, shoppers and leisure riders safely T.7 Introduce a town wide 20mph limit to encourage and enable children, commuters, shoppers and leisure users to confidently walk and cycle in safety T.8 Encourage the take up cycling and particularly e-bikes to transfer the majority of journeys under 5 miles to from cars to bikes and facilitate local cycle training; the appointment of a cycling and walking Champion to provide advice and encouragement to local Councils; employers and other organisations; T.9 Encourage and where possible, require the development of, Travel Plans and Personal Journey Plans by every medium size or larger organisation in Church Stretton including all schools. Such Plans to be regularly reviewed. T. 10 Bus services serving the CLP area should be enhanced by: (a) Increasing frequency and period of operation of the main Ludlow -Shrewsbury service to clock face and hourly 7 days a week (b) Providing a 2 hourly service to the main villages around Church Stretton (b) Providing an on-demand service for from smaller hamlets and rural area and other outlying parts of Church Stretton (c) Providing an integrated bus-train information and through ticketing system

	(d) Introduce battery electric buses onto the service as the technology improves T11 Encourage the Welsh Government/Department for Transport to electrify the railway line. T.12 Provide crossing facilities for disabled people at Church Stretton station T.13 In conjunction with Chamber of Commerce, use cargo bikes and electric vans to make coordinated deliveries in and around Church Stretton. Develop a Consolidation Centre as an extension to one of the existing businesses with good access to the A49 and use this to deliver goods from a range of delivery companies, all of which would otherwise generate significant van and lorry traffic throughout the town. T.14 Discourage Highways England from adopting measures to divert traffic from the motorway network onto the A49. T.15 Encourage the creation of a Transport Group (on the model of Ludlow) to work at transport issues in a co-ordinated way.
2.6	For **agricultural and other rural land** in the CLP area, greenhouse gas emissions arise from a range of sources. It will not be possible to eliminate all of these but it is possible to reduce and offset these emissions. Nationally, nearly half of all agricultural emissions arise from ruminant livestock, cattle and sheep. 25% from agricultural soils and 15% from agricultural wastes. Agricultural vehicles account for 9% of emissions. Agriculture is facing a time of great uncertainty with an exit from the EU Common Agricultural Policy and its replacement by the Environmental Land Management scheme (ELMS) support from Defra. Climate action and mitigation are one of the six environmental goods that will be funded by Defra. At the same time, new trade deals with the USA and other countries may open the UK to a flood of cheaper food imports produced to lower standards of welfare, hygiene and environmental rules which may make local agricultural production unviable. Until some of these uncertainties are resolved, major new investments may be deferred. On the Long Mynd, the rights of Commoners to graze add to the complexities of changes in land use. The Long Mynd is included as part of a £3 million study funded by the Heritage Lottery to examine the future management of Commons in a series of areas across England. Both the National Trust and the Shropshire Hills AONB Partnership are involved in this study.
2.6.1	Various international trials are being conducted to reduce ruminant emissions such as through dietary changes or selective breeding and these may result in some reductions. Changes have already been occurring with our society's choice of diet with a growth in sales of vegetarian and vegan ready meals and plant-based alternatives to milk.

	Further reducing our consumption of sheep, beef and dairy could lead to reductions in animal numbers. Campaigners such as George Monbiot have advocated a switch to meat substitutes grown in vats as a more efficient way of providing similar proteins.
2.6.2	Consumer preferences are the ultimate drivers of changes in diet and production patterns. Despite advertising and commercial pressures, a determined preference by consumers for Fair Trade, locally sourced and organic products can affect such things as food-miles and the prosperity of small family farms and food processing units rather than industrial-scale agri-businesses. Home-grown foods can be encouraged through the schools, through the provision of allotments, and through pop-up stalls for the sale of local produce. These will, no doubt, continue to be contentious issues locally.
2.6.3	A Shared Gardens Scheme, with proper safeguards, would bring together households with gardens that are too big with those who would value more space to grow produce. There would need to be some local coordination and support for such a scheme and there may be initial support available through grant aid in due course.
2.6.4	Reductions in sheep numbers would potentially provide scope for animals to be brought down off some upland areas. This would enable some upland areas to be rewilded and to be managed more actively for nature conservation. Water run-off from such areas may be reduced and could be actively managed to achieve this and reduce the risk of flooding in the valley.
2.6.5	Reduction in food wastage can also help to reduce the land needed for agriculture.
2.6.6	Mobile farm machinery may in due course be possible to run with hydrogen or battery electric power. Static farm machinery can be replaced with electric powered units as these become available.
2.6.7	There may be scope to carry out tree planting on some areas of the Long Mynd and Stretton Hills and parts of lower undeveloped land as has already been carried out in Batch Valley and elsewhere. Bio diversity and landscape issues must be considered. Areas of bracken may indicate previously wooded land, and some may be suitable for tree planting. Growing additional trees will help offset emissions from agricultural production. The government has put forward plans for large scale afforestation on this basis. It will be important not to return to planting large scale areas of monoculture afforestation but emulate the patchwork quilt of the new National Forest.
2.6.8	Given these identified issues what **Policies, Proposals and Recommendations** would be appropriate to include in the CLP in relation to agriculture and other rural land? The following are suggested:

	AR.1 Under the heading of “Food for the Future”, explore the issues in this section in the forums which bring together local farmers with the AONB, the National Trust and other bodies, and help to inform the public of their thinking, of their proposals to move towards Net Zero Emissions, and of the local implications of the Environmental Land Management Scheme (ELMS). AR.2 Build a positive working relationship with local farmers through the active promotion of local produce. AR.3 Encourage people to consider growing their own food, and changing their diets and shopping habits to reduce food miles and benefit environmentally responsible producers. AR.4 Seek support for a scheme to enable others to use large under used gardens for growing produce. AR.5 Appraise the outcome of the national study on the management of Commons and how this might result in reductions in greenhouse gas emissions locally and/or offsetting carbon sequestration through tree planting or other actions. AR.6 Promote all possible ways of reducing food waste. AR.7 Explore ways of increasing the links between schools and young people with agriculture.
2.7	For **Waste Management** in the CLP area there are a range of issues that should be addressed in relation to climate change. Waste reduction should be the first priority for both householders and businesses and other organisations. Reducing packaging waste without increasing food waste is one of the principles. Purchasing products using our own containers could be used more frequently. Eliminating short life products or making them easily repairable or facilitating repairs through repair shops will also help. These principles would discourage purchasing products with built-in short life batteries that cannot be replaced, or electrical products where simpler long-life products are adequate. They would encourage us to ask about replacement parts and servicing and repair before purchasing a product. Single use packaged coffee pods can be recycled sometimes but often end up in the waste disposal stream. Perhaps Church Stretton could have its own repair club?
2.7.1	Food waste can be further reduced by householders purchasing more carefully, reducing the temperature of refrigerators and freezing or cooking and freezing food before it goes to waste. Commercial catering establishments should simplify their menus if complexity is leading to food waste or find methods of reusing already cooked food or distributing to charities. Supermarkets Best Before dates are often pessimistic leading to food waste where products are acceptable to use

	and sometimes at their best. How this food waste is treated can lead to greenhouse gas emissions, and although not generated locally it is a local responsibility. Domestic food waste is sealed vessel composted which does release greenhouse gas emissions. Some commercial food waste goes to anaerobic digesters (AD) which reduce emissions considerably. AD's can't cope with the full range of green wastes that go in the current green wheeled bins. Where domestic food waste goes into the black bin (even though it should not) it is currently incinerated and this creates CO_2 emissions with energy recovery to generate electricity. The waste heat is not being distributed from the plant at Battlefield, Shrewsbury which has mini cooling towers as a consequence. Other commercial food waste may go into landfill where it creates greenhouse gas emissions although some will be captured and flared or used to generate electricity. For these reasons cutting food waste is a potential win-win as it saves money and has environmental benefits.
2.7.2	There has been much focus on plastic waste and local traders have made big strides to reduce this. Several have also agreed to provide tap water on request. Although water and soft drinks bottles are theoretically recyclable only about half of cans and bottles are actually recycled. Street waste bins locally should be replaced with bins that collect recyclates separately alongside general waste.
2.7.3	The practice of re-using surplus products and packaging wherever possible rather than recycling or disposing of them should be encouraged as this involves the least resources We all do this to some extent such as by using charity shops and passing on clothes but there are opportunities to do more of this.
2.7.4	There are still far too many products however which have non-recyclable plastic packaging although supermarkets have agreed a timetable with the national Waste Resources Action Programme (WRAP) to phase them out. Plastics are generally derived from fossil fuels and if not recycled enter the waste stream from domestic households and are incinerated as described above with release of carbon emissions. Foamed polystyrene packaging cannot generally be recycled and can usually be replaced with the type of cardboard used for egg boxes. The government is introducing a plastic packaging tax to incentivise the use of recycled plastic to be implemented from 2022.
2.7.5	Although some plastic bags are being replaced with biodegradable corn starch or other waste food based product, if placed in the low density polythene plastic bag recycling bin can degrade the recycling process. They will still emit carbon emissions as they degrade and eliminating them for more permanent products is preferable.
2.7.6	CCC have a target of 65% of municipal waste being recycled by 2035 and the County level is about 55%. Therefore continued efforts are needed to ensure that recyclates are correctly placed in the appropriate

	containers. The withdrawal of Bring Banks will have adversely affected recycling figures in Shropshire as there has been no satisfactory local replacement of Tetra pack recycling bins. Bring Banks also attracted commercial recycling which was illegally placed in the Bring Banks.
2.7.7	Composite packaging products such as Tetra packs which have 3 layers of different materials stuck together are very complex to recycle. It would be better to eliminate these products which have no convenient method of local recycling and if land filled create greenhouse gas emissions and use fossil fuels in their original composition.
2.7.8	Collection of green waste fortnightly for householders is convenient but fewer resources would be used if it were home composted. This would reduce the tonnage collected and treated by processing. It would also create a valuable soil improver without cost once the receptacles were purchased. This could lead to reduced purchase of commercial composts which often contain a large proportion of peat. It is often difficult to find out which products contain peat and in what proportion. As peat is a fossil fuel which breaks down creating greenhouse gases, this would be a useful local action. Where through infirmity or other reasons, householders cannot manage the composting process, a group of neighbours could help.
2.7.9	Problems of litter, fly tipping and inappropriate disposal of dog waste require improved enforcement by the relevant local authority - Shropshire Council. Improved frequency of street cleansing, particularly of footways, is also necessary to ensure that areas do not deteriorate and attract further litter.
2.7.10	The local water reclamation works run by Severn Trent water involve a process releasing greenhouse gas emissions. These can be reduced through various means. In larger plants the emissions of methane are collected and used to generate electricity. There is a need to investigate with Severn Trent what the current arrangements are locally and what could be introduced. This would be useful to progress, eliminating or reducing another source of greenhouse gas emissions. Severn Trent have issued a triple carbon pledge to achieve Net Zero Emissions by 2030 and they have put £200 million in their budget for this purpose. They also intend to have an all-electric vehicle fleet by 2030.
2.7.11	It will be important to monitor the new patterns of waste disposal and the issues and opportunities they raise as lifestyles continue to change.
2.7.12	Given these identified issues what **Policies, Proposals and Recommendations** would be appropriate to include in the CLP in relation to waste management? The following are suggested: WM.1 Encourage waste reduction measures locally including:

	(a) Choosing products with less or no packaging (b) Choosing products with longer life or that can be repaired and/or have batteries that can be replaced (c) Initiating a Repair Café (d) Encourage the Reuse of unwanted products and packaging rather than recycling or disposing of them WM.2 Encourage the further reduction of food waste by households, businesses and other organisations by: (a) Reviewing use of Best Before dates (b) Ensuring refrigerators are running at cooler than 5°C (c) Freezing and/or cooking food that is approaching its Use By or Best Before date (d) For commercial establishments reducing the range of products sold or on the menu if this leading to waste WM.3 Encourage householders and businesses to ensure that food waste goes through the appropriate waste management process ensuring that it is kept out of landfill or incineration. WM.4 Continue to encourage the reduction in plastic packaging and in particular plastic packaging that cannot be easily re-cycled WM.5 Replace street waste bins in busy areas with dual or triple bins separating out waste that can be recycled WM.6 Encourage local retailers not to sell products in Tetra packs or similar composite materials unless they provide local arrangements for re-cycling WM.6 Encourage an increase in home composting locally with groups of neighbours helping householders as appropriate. WM.7 Where necessary encourage Shropshire Council to increase the enforcement of littering and illegal waste tipping and dog waste and increase street cleansing frequency where necessary WM.8 Encourage Severn Trent Water to reduce greenhouse gas emissions from their waste water reclamation works

2.8	**Mitigation of Climate Change** Climate Change has already occurred and will inevitably increase during the period of the CLP up to 2036. Notable local impacts have included and will continue to include: A. Severe storms with extreme winds endangering property and life B. More frequent incidents of flooding causing property and economic damage and impacting on people's wellbeing and mental health C. Summer over-heating which causes excess deaths, particularly of older people together with increased costs of cooling and refrigeration D. Consequent impacts on crops and bio-diversity and increased plant and wildlife disease E. Increased potential for wild fires as occurred on Saddleworth Moor F. Reduced water available in summer months to be treated for drinking water G. Damage to infrastructure with roads melting; rails buckling and bridges under more thermal stress Of course we can also enjoy sunny weather when we are not expecting it but that can also adversely impact crop growth and pollinating insects for example and result in wildlife and their food sources getting out of synchronisation.
2.8.1	Some 17% of properties in Church Stretton are within zones which are liable to flood. This is in line with national average. Although a Surface Water Management Plan was drawn up by Shropshire Council in 2011 there has been very limited progress in implementing its recommendations mainly as result of the austerity measures introduced soon after Plan was published. In the light of Local Plan proposals for development there is a need for a review of the Plan which could also take into account the acceleration of climate change impacts that has occurred nationally, but with good fortune, not so far locally. If the amount of rainfall that fell on South Wales last winter had fallen on the Stretton Hills, there would have been severe impacts locally. Preparing for these severe events is the responsibility of government and action should not be further delayed. More tree planting would reduce the rate of run-off during storm conditions.
2.8.2	Given these identified issues what **Policies, Proposals and Recommendations** would be appropriate to include in the CLP in

	relation to Mitigation? M.1 Encourage managers of land, properties and infrastructure to carry out regular inspections of their condition alongside inspections of trees in close proximity and carry out any remedial measures promptly M.2 Urge Shropshire Council to gain funding to review and/or implement the Flood prevention measures included in the Surface Water Flood Management Plan published in 2011. M.3 The planting and retention of deciduous trees and the installation of external sun blinds should be encouraged for those properties at risk of summer over-heating M.4 Encourage measures to reduce water use at times of drought by use of grey water for non-drinking purposes; the increased use of water butts and larger rainwater storage and water saving appliances and taps. Encourage planting which can tolerate drought conditions

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