

YORK ENVIRONMENT FORUM

MINUTES OF MEETING ON Nov.12th.2012

Present:

Philip Crowe	York Tomorrow
Isobel Waddington	Murton PC
Dot Lawton	Heslington PC
Chris Chambers	Strensall with Towthorpe PC
Edward Harland	York in Transition
John Cossham	York in Transition/York Rotters
Alastair Cooper	York Quakers(Friargate)
Penny Bainbridge	Edible York
Guy Woolley	CPRE
Phil Bixby	Constructive Individuals
Mick Phythian	YNET
Charlotte Harrison	Mass Architecture
Anna Bialkowska	Tang Hall Community Centre
Cllr.Andy d'Agorne	CYC Green Group
Tom Waring	Friends of St.Nicks.Fields
Richard Lane	FoE/YRAIN
Ron Healey	CTC
Helen Shiels	CO2 Sense
Eleanor Rogers	observer
Debbie Manson	CYC communications team
Liz Bate	CYC Env.Protection unit
Derek McCreadie	CYC Env.Protection unit
Chris.Stockton	Energy Consultant

Interim Chair: Philip Crowe

election of chair:- PC invited nominations for the position of chair for 2012-2013, as none had been received to date. Kate Lock had indicated that she would be pleased to be considered for the position. There being no other nominations this was seconded and put to the vote. Kate was duly elected, and PC thanked her on behalf of all the members for her enthusiastic and effective leadership of the Forum over the previous twelve months.

Chair:Kate Lock

1 WELCOME AND APOLOGIES

The Chair welcomed Liz Bate, Derek McCreadie, Chris.Stockton, Tom Waring, Helen Shiels, Eleanor Rogers, Debbie Manson. Apologies from Carole Green, Chris.Vassie, June Tranmer, Sara Robin, Cllr.Mark Waters.

2 MINUTES OF LAST MEETING

agreed

3 MATTERS ARISING

KL reported that the "Engage" launch had been filmed and edited

4 LOCAL PLAN VISIONING WORKSHOPS

CYC convened four workshops to discuss key lines of enquiry which would assist in the preparation of the new vision for the Local Plan. Delegates were asked to respond to the prepared list of questions.

PB tabled extensive notes from the meeting on the **building strong communities/get York building** workshop. Some of the points raised were:- why were student accommodation units included in the achieved housing completions, and were CYC massaging the figures?: older people were unlikely to downsize to release family-sized homes: the need for a massive increase in greenfield housing land supply was unnecessarily alarmist: parish councils were seen as negative when considering more housing development: York Central would not be developed for at least five years: why was CYC spending £35K on research into "Living over the Shop" when this had already been exhaustively examined and solutions proposed in the 1989 studies?: it was vital to maintain appropriate space and sustainability standards with internal flexibility to allow for changing household requirements: CYC should encourage well-designed high density development, hitherto lacking in York: UK has the reputation for providing the smallest space standards of any continental country, and this must not be perpetuated.

Cllr.A d'A noted that at the later "Housing Summit" it was clear that there was a conflict between sustainability and deliverability, and that the expected developers' profit margins were at the root of the problem.

CC reported on the **get York moving** workshop which was attended mainly by professionals from across the region. It was suggested that car usage had now peaked, in parallel with higher cycling use. Bristol was to trial a logistics transfer centre from an out-of-town base, which could have an application for York. Would this imply a greater number of small vehicles. If so where is the benefit? How can users be motivated to change road use patterns? Significant improvements to bus services, including the proposed Clifton Moor P+R, and filling key gaps in the cycle network were critical. There was an argument for making radical rather than incremental changes e.g closing Lendal Bridge to non-essential traffic. Would the administration be prepared to take the political risk? Minimal improvements to the outer ring road would at the most save only 4-6 minutes on the end-to-end journey times, while maximum interventions would save 8-11 minutes. The former is high cost, the latter completely unrealistic. Are other interventions likely to be more cost-effective?