

York Central Partnership
York Central Access Options
Consultation Report

Issue 1 October 2017

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

1.1 Overview of York Central

York Central represents a unique opportunity to create a vibrant new part of the City, with a new business district and a major housing development in the heart of York. This will enable the City of York to grow and deliver economic benefits for both the City and the wider City Region.

The York Central site encompasses all of the land to the west of York Railway Station, located between the East Coast Main Line, York Railway station and the Freight Avoiding Lines ('FAL'). Owing to the alignment of the East Coast Main Line and the FAL, the site is commonly referred to as the "Teardrop".



Figure 1: Aerial Image of the York Central Site

1.2 Context for this Report

This report has been prepared by Ove Arup and Partners ('Arup') on behalf of the York Central Partnership ('YCP'). YCP is a collaboration between Network Rail (NR), the National Railway Museum (NRM), the Homes and Communities Agency (HCA) and City of York Council (CYC).

In November 2016, CYC Executive considered a report which set out proposals to fund the access route to the York Central site using the West Yorkshire Transport Fund (WYTF) and to undertake further consultation on the route of the proposed new access to the site. Members resolved to undertake further consultation on the access route for York Central as part of a future York Central planning strategy, with particular regard being given to residents most directly affected.

Between 23 August 2017 and 13 September 2017, YCP undertook public consultation in relation to the provision of a new vehicular access route into the York Central site. Further description regarding these public consultation events is set out in Section 2 of this report. In addition to the consultation events, YCP hosted information on a website (www.yorkcentral.info), including a copy of the consultation material and online questionnaire.

This report provides analysis of the consultation responses received prior to 18 September 2017 (to allow for postal responses posted prior to the 13 September 2017). Since the closure of the consultation period, three additional responses have been received. These have not been included in the analysis but have been provided to YCP separately.

The consultation sought to understand the views of the community on the impact of each access option. This report presents an analysis of the consultation responses received.

This report is one of the elements informing YCP's decision making in relation to the choice of access option to be included as part of a future planning application. The report does not recommend a choice of access option.

1.3 Description of Access Options

This report analyses consultation responses in relation to the creation of a new vehicular access to the York Central site. The consultation material set out three potential access options to the site. This section describes the access options presented at the consultation.

Western Option 01

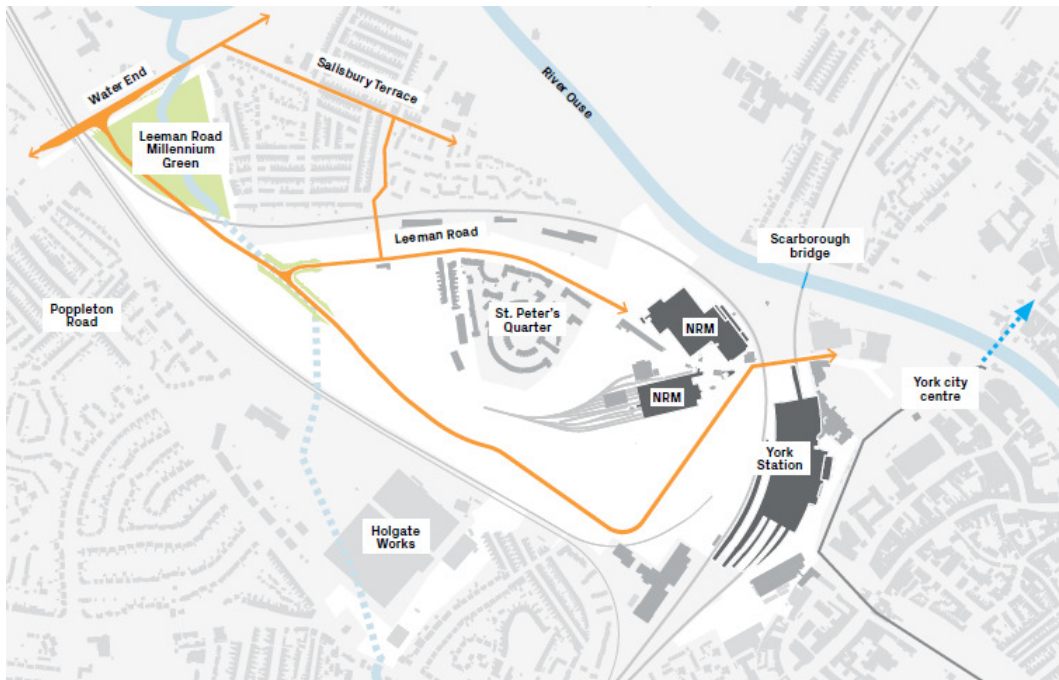


Figure 2: Western Option 01 (Source: Access Options Consultation Boards)

Western Option 01 comprises the creation of a new access from Water End to the west of the site. The access would connect to Water End, adjacent to the existing Water End road bridge over the East Coast Main Line. Western Option 01 would include alterations to the existing rail bridge on Water End and would require a tied-arch bridge (of approximately 80m span) to be constructed within the site to meet the required clearances over the rail lines and Holgate Beck.

Western Option 02

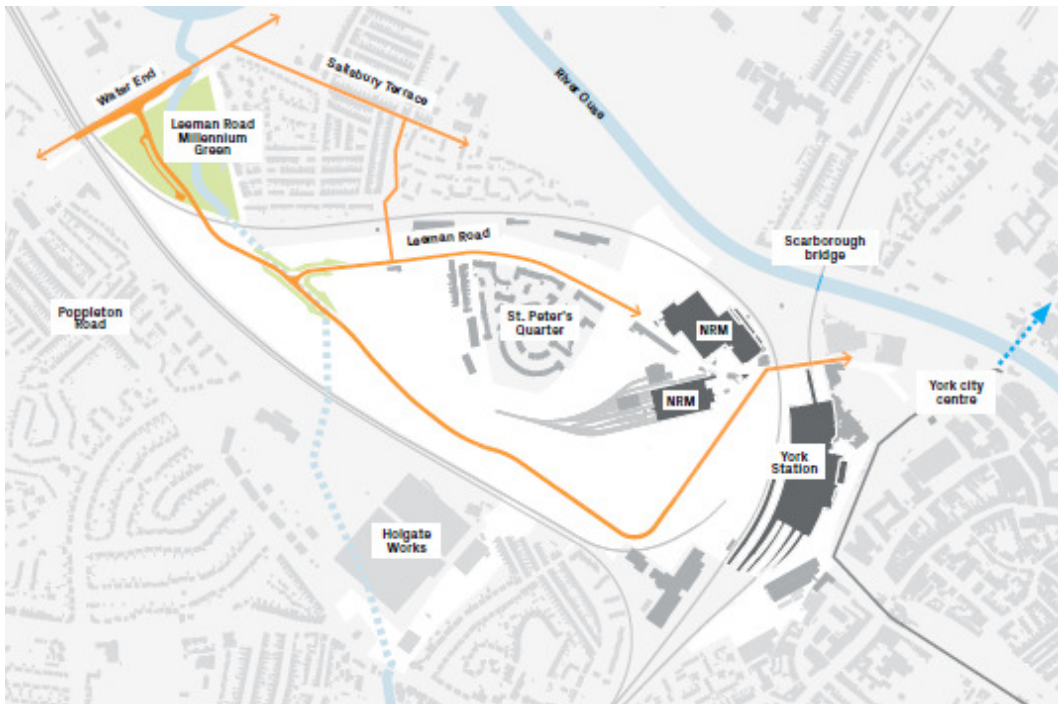


Figure 3: Western Option 02 (Source: Access Options Consultation Boards)

Western Option 02 comprises the creation of a new access from Water End to the west of the site. The access would connect to Water End, adjacent to the existing Water End road bridge over the East Coast Main Line. Western Option 02 lies further north than Western Option 01, sited further into the Millennium Green and when compared to Western Option 01 would require a new bridge with a shorter span to maintain the required clearance over the rail lines. It would not include any alterations to the existing rail bridge on Water End.

Southern Option

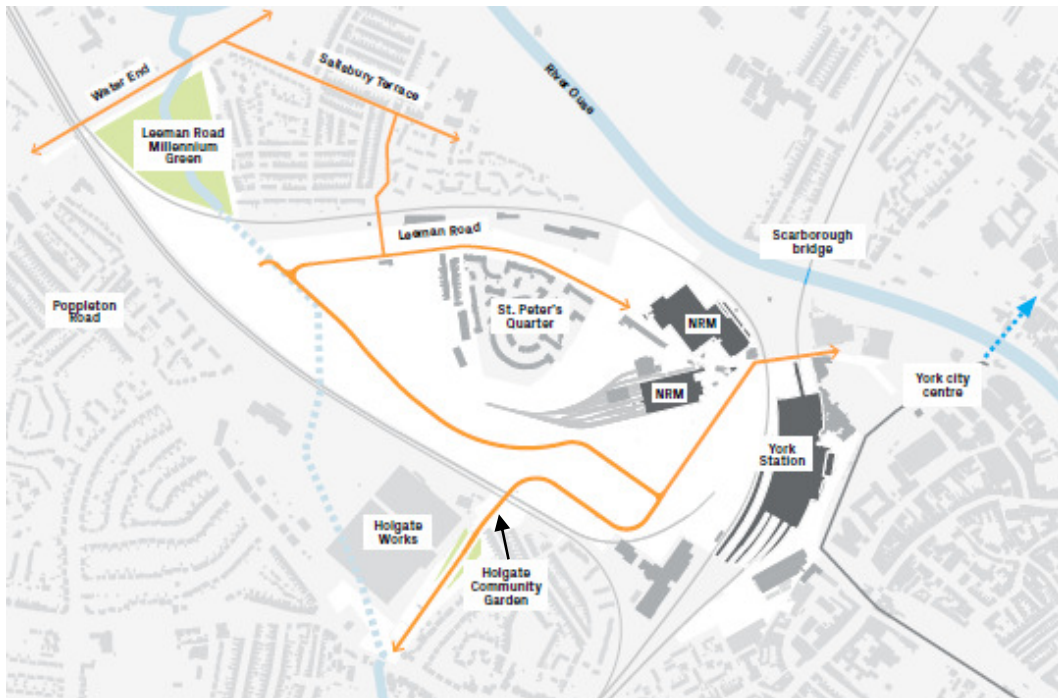


Figure 4: Southern Option (Source: Access Options Consultation Boards)

The Southern Option would create a new access from the A59 Poppleton Road, and run to the east of the Holgate Works. To the east of the new access lies an existing residential area, and a community garden/playground which would be lost in the provision of this option. York Bridge Club is located at the junction of Poppleton Road and Wilton Rise.

Residential areas exist on the southern edge of Poppleton Road, which also include the southern section off Chancery Rise where a residential care home, language school and hotel take access from the A59.

1.4 Structure of Report

This report is structured as follows:

- Section 2 provides an overview of the consultation events and information collected on attendees to the events.
- Section 3 provides analysis of the questionnaire responses.
- Section 4 concludes the report.

The report is accompanied by a technical appendix listing the issues recorded in the consultation analysis.

2 Consultation Approach

2.1 Publicity

Consultation on the York Central Access Road ran from 23rd August 2017 to 13th September 2017. Consultation was aimed at the local community to understand their views on access to the site. The consultation was publicised across a variety of mediums prior to the events, including:

- **York Central website:** This website presented information on the access options and hosted the feedback questionnaire. (www.yorkcentral.info).
- **Leaflets:** Leaflets were distributed to local residents and businesses covering local postcodes. A copy of the leaflet is included at Appendix A. The figure below identifies postcode areas which the leaflet was distributed to. Residential postcodes were selected on the basis of proximity to site and where impacts may be experienced in respect of access options. The extent of the area to be leafleted was agreed between Aberfield and YCP.

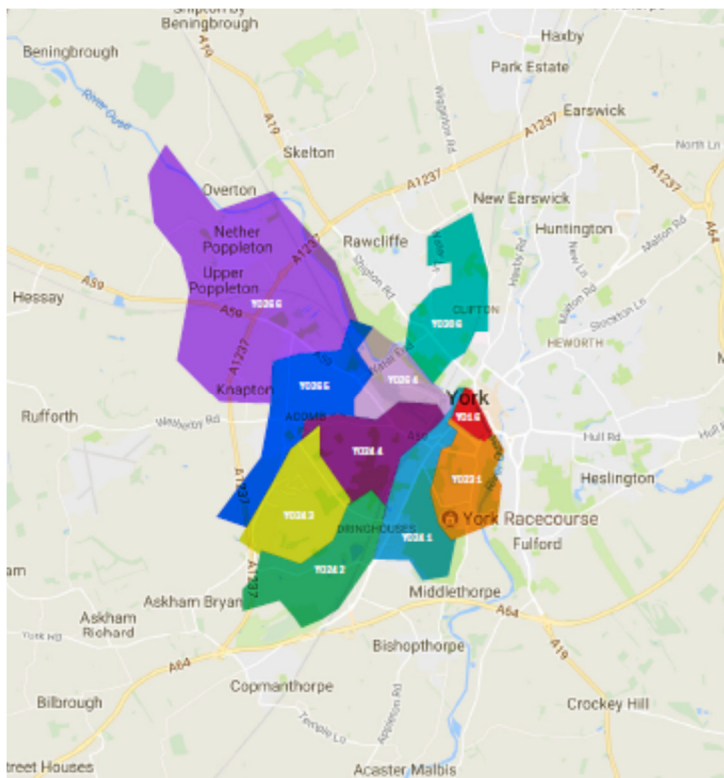


Figure 5: Extent of Leaflet Advertising (Source: Aberfield)

- **Press releases:** Press releases were issued to the local news outlets. Copies of the press releases issued are included at Appendix A.
- **Social media:** Awareness about the events and consultation was raised on Facebook via a sponsored advert (copy of the advert is at Appendix A).

In addition to this, a number of local news outlets reflected the consultation events.

- The Press, York published an article about the York Central access road consultation on 23 August 2017. (http://www.yorkpress.co.uk/news/15490818.York_Central_access_road_details_revealed_big_gulf_in_costs/).
- 104.7 Minster FM published news on the access options consultation events on 3 August 2017. (<https://www.minsterfm.com/news/local/2346527/public-events-confirmed-for-york-central-access-options/>).

Copies of the articles are included at Appendix A.

Briefing meetings: A number of meetings were held with community groups and organisations during August and September 2017. This included meetings with the following:

- York Business Improvement District.
- The Railway Institute.
- The Environment Forum/My Future York.
- Friends of Holgate Community Gardens.
- Conservation Area Advisory Panel.
- York Bridge Club.
- York Central Action.
- A presentation to the York Chamber of Commerce Property Forum on 4th September 2017.
- A presentation to the Holgate Ward Committee on 11th September 2017.

2.2 Consultation Events

Events Approach

Four consultation events and one stakeholder preview took place during the consultation including the following:

- A stakeholder preview for the York Central Community Forum was held on Tuesday 22 August 2017 at the National Railway Museum.
- St Barnabas Church, Jubilee Terrace, Leeman Road. 2:00pm - 5:00pm. Wednesday, 23 August 2017.
- St Paul's Church, Holgate Road. 4:00pm – 8:00pm. Wednesday, 30 August 2017.
- Marriot Room, Explore Library, Library Square, Museum Street. 12:00pm – 4:00pm. Saturday, 2 September 2017.
- Duchess of Hamilton Suite, National Railway Museum, Leeman Road. 12:00pm – 4:00pm. Saturday, 9 September 2017.

The events took place over a range of different day to evening timings to maximise the number of people who could attend if they wished to. A total of 644 people attended across the four events, in addition to the York Central Community Forum preview.

On arrival at the events, attendees were asked to sign in and if willing, to provide information on their age, gender, the distance that they lived from the venue and how they had been made aware of the event.

A number of exhibition boards were used to communicate material at the events, which were resourced by representatives from YCP and the technical consultants supporting YCP. Responses were requested to be submitted by 13 September 2017. Throughout the consultation period, the exhibition material was also available to view on the York Central website (www.yorkcentral.info).

Assumptions and Limitations

Each event had a counter to capture the number of attendees on entry to the event. Attendees were also requested to sign in, but a number of people declined to sign in and in some instances when a group or family were invited to sign in only one member of the group did so.

All information gathered from attendees signing in at the consultation events, including age, gender, distance from venue and publicity awareness, is based on self-reporting. All data in this section presented in figures, graphs and tables is based on this self-reporting information. The spatial distribution maps in Figure 7, Figure 9, Figure 11, Figure 13 represent a snapshot of the immediate areas to the site. Some attendees were located off the extent of the map, which has limited reporting against the distribution maps.

2.2.1 York Central Community Forum Preview

The York Central Community Forum was held on Tuesday, 22 August 2017. This Forum served as an initial preview to launch the consultation and allow the Forum to preview all consultation material. Seven consultation responses were received as samples from this event and have been included in the overall analysis in Section 3.

As this Community Forum is a closed group, age and gender distribution, number of attendees and publicity data was not captured.

2.2.2 Event 1: St Barnabas Church

- St Barnabas Church, Jubilee Terrace, Leeman Road. 2:00pm - 5:00pm.
Wednesday, 23 August 2017.

There were a total of 105 attendees that signed in at this event. Of which 50 of these attendees were male, 46 were female, three were other and six did not specify. The age distribution of attendees is shown in Figure 6 and 72% (76 attendees) of attendees were aged 46 or over.

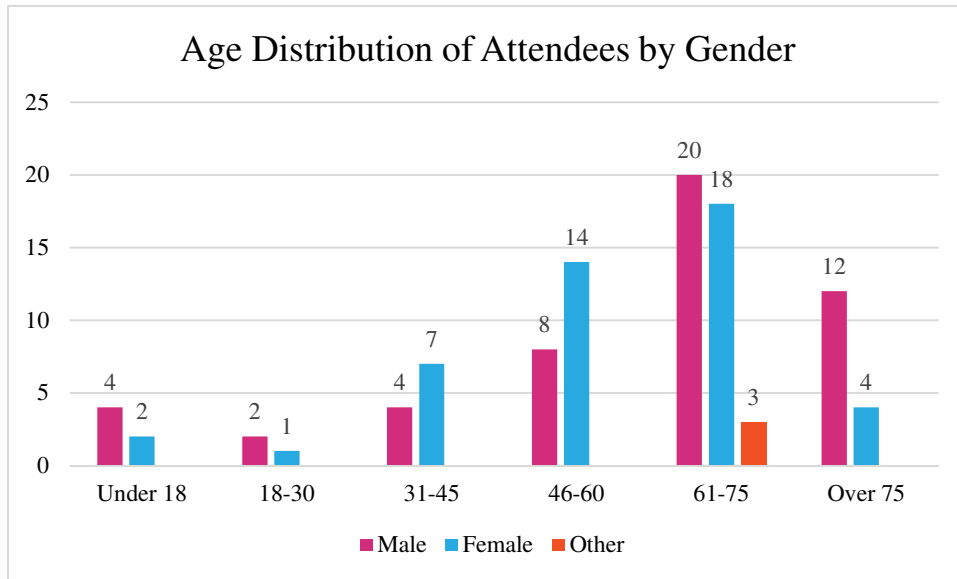


Figure 6: Age and Gender Distribution of Attendees at St Barnabas Church Event

In terms of distance from the venue, 47 people self-reported that they lived within a 10-15 minute walk; 31 people self-reported that they lived within a five minute walk; and 10 people self-reported that they lived within a car journey of the venue. Figure 7 shows the spatial distribution of attendees at this event.

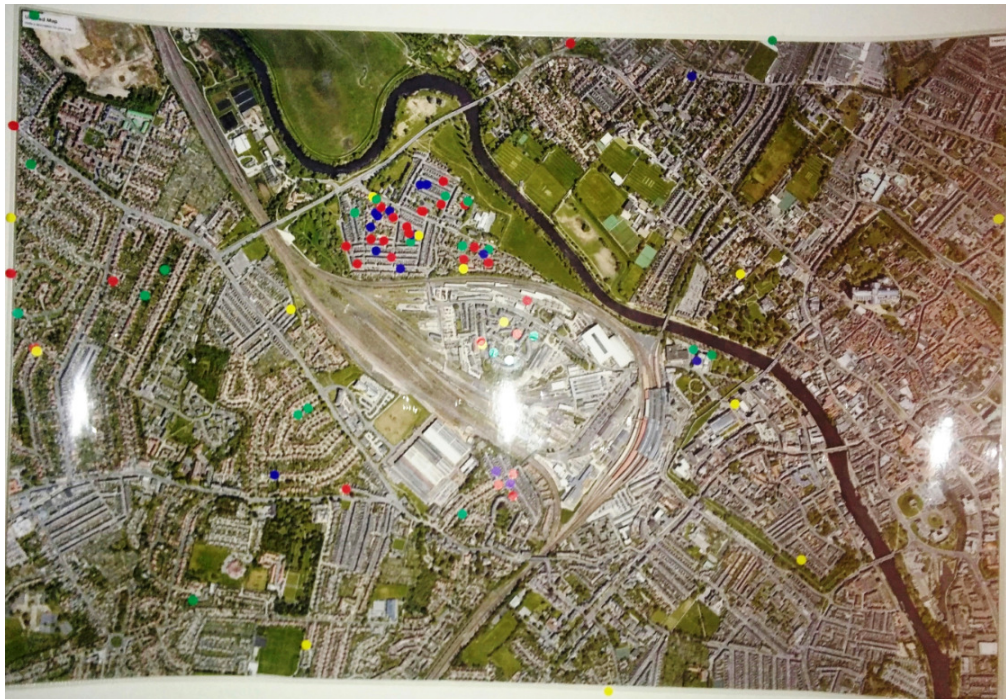


Figure 7: Spatial Distribution of Attendees at St Barnabas Church Event (Source: Aberfield)

Table 1 shows how attendees were made aware about this consultation event.

Table 1: Summary of How Attendees Were Made Aware of the St Barnabas Church Event

Type of publicity	Number of people
Press	27
Social media	14
Leaflet	34
Friend or acquaintance	11
Other	22

2.2.3 Event 2: St Paul’s Church

- St Paul’s Church, Holgate Road. 4:00pm – 8:00pm. Wednesday, 30 August 2017.

There were a total of 252 attendees that signed in at this event of which 118 of these attendees were male, 125 were female, and nine did not specify. The age distribution of attendees is shown in Figure 8 and 80.6% (203 attendees) of attendees were aged between 31-75.

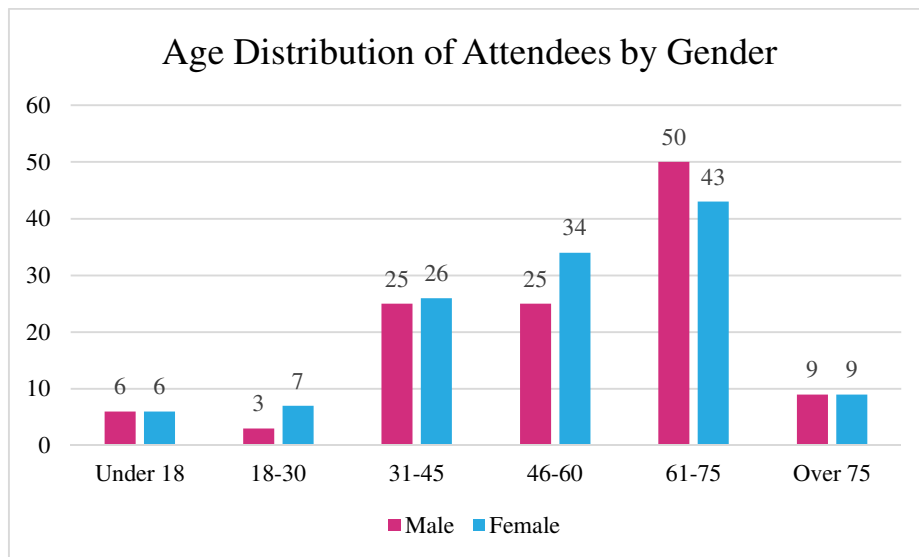


Figure 8: Age & Gender Distribution of Attendees at St Paul’s Church Event

In terms of distance from the venue, 71 people self-reported that they lived within a 10-15 minute walk; 116 people self-reported that they lived within a five minute walk; and 122 people self-reported that they lived within a car journey of the venue. Figure 9 shows the spatial distribution of attendees at this event.



Figure 9: Spatial Distribution of Attendees at St Paul's Church Event (Source: Aberfield)

Table 2 shows how attendees were made aware about this consultation event.

Table 2: Summary of How Attendees Were Made Aware of the St Paul's Church Event

Type of publicity	Number of people
Press	46
Social media	25
Leaflet	85
Friend or acquaintance	16
Other	56

2.2.4 Event 3: York Library

- Marriot Room, Explore Library, Library Square, Museum Street. 12:00pm – 4:00pm. Saturday, 2 September 2017.

There were a total of 138 attendees that signed in at this event of which 68 of these attendees were male, 58 were female, and 12 did not specify. The age distribution of attendees is shown in Figure 10 and 47% (65 attendees) of attendees were aged between 61-75.

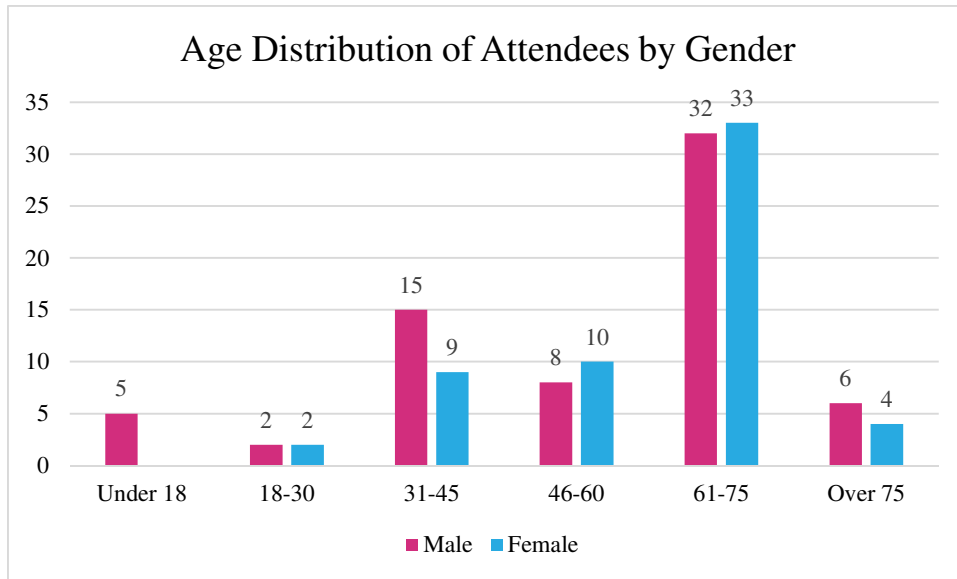


Figure 10: Age & Gender Distribution of Attendees at York Library Event

In terms of distance from the venue, 54 people self-reported that they lived within a 10-15 minute walk; 34 people self-reported that they lived within a five minute walk; and 27 people self-reported that they lived within a car journey of the venue. Figure 11 shows the spatial distribution of attendees at this event.



Figure 11: Spatial Distribution of Attendees at York Library Event (Source: Aberfield)

Table 3 shows how attendees were made aware about this consultation event.

Table 3: Summary of How Attendees Were Made Aware of the York Library Event

Type of publicity	Number of people
Press	35
Social media	7
Leaflet	32
Friend or acquaintance	8
Other	34

2.2.5 Event 4: National Railway Museum

- Duchess of Hamilton Suite, National Railway Museum, Leeman Road.
12:00pm – 4:00pm. Saturday, 9 September 2017.

There were a total of 149 attendees that signed in at this event of which 86 of these attendees were male, 62 were female, and one was other. The age distribution of attendees is shown in Figure 12. The group with the largest number of attendees was the 61-75 group with 38%.

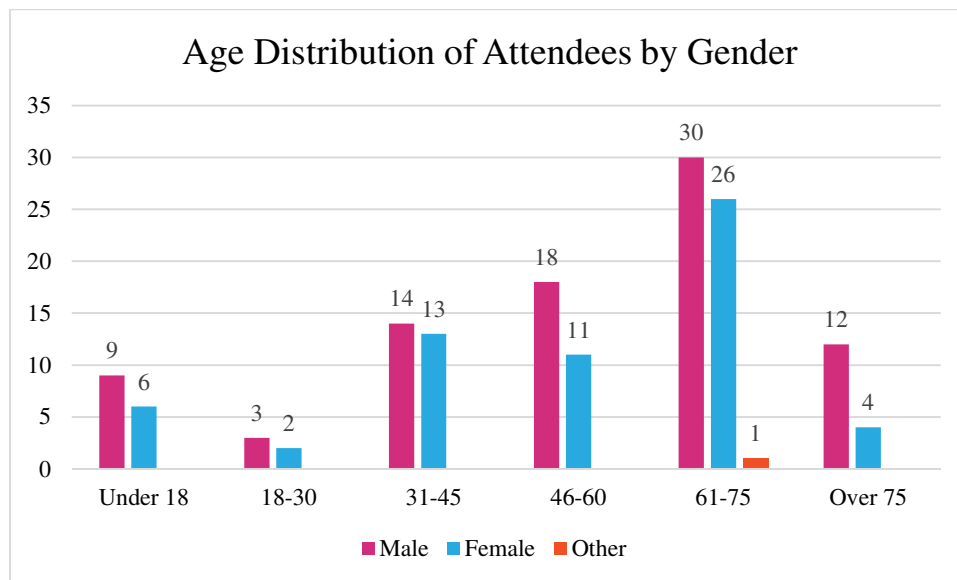


Figure 12: Age & Gender Distribution of Attendees at National Railway Museum Event

In terms of distance from the venue, 52 people self-reported that they lived within a 10-15 minute walk; 48 people self-reported that they lived within a five minute walk; and 25 people self-reported that they lived within a car journey of the venue. Figure 13 shows the spatial distribution of attendees at this event.



Figure 13: Spatial Distribution of Attendees at National Railway Museum Event (Source: Aberfield)

Table 4 shows how attendees were made aware about this consultation event.

Table 4: Summary of How Attendees Were Made Aware of the National Railway Museum Event

Type of publicity	Number of people
Press	35
Social media	14
Leaflet	53
Friend or acquaintance	14
Other	24

2.2.6 Summary

Figure 14 highlights the age distribution of attendees across all four events. Of the 644 attendees, 617 provided data on their age. Overall, 41% (256 people) of the event attendees were between the age of 61 and 75.

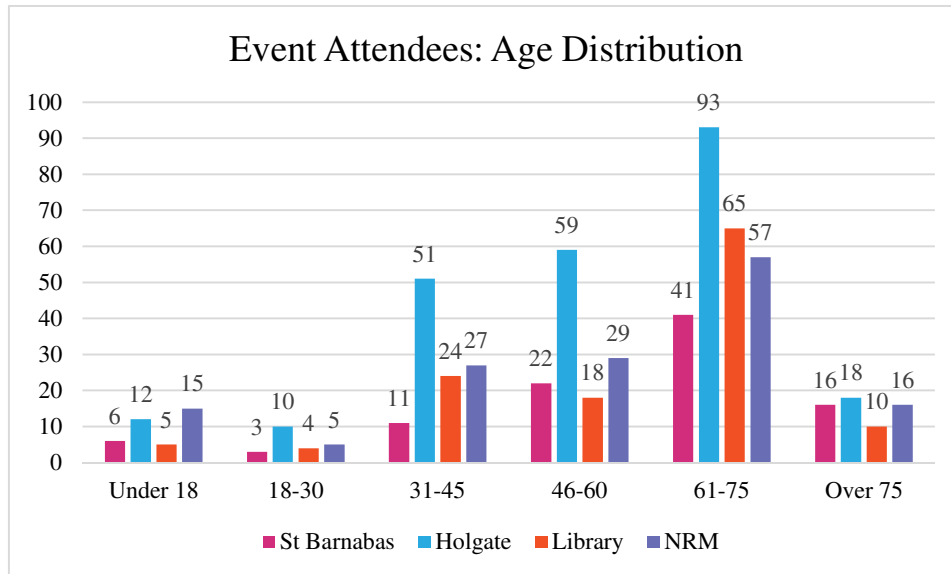


Figure 14: Age Distribution of Attendees across Public Consultation Event

Figure 15 highlights the gender distribution of attendees across all four events. Of the 644 attendees, 617 provided data on their gender. Overall, 52% (322 people) of the event attendees were male.

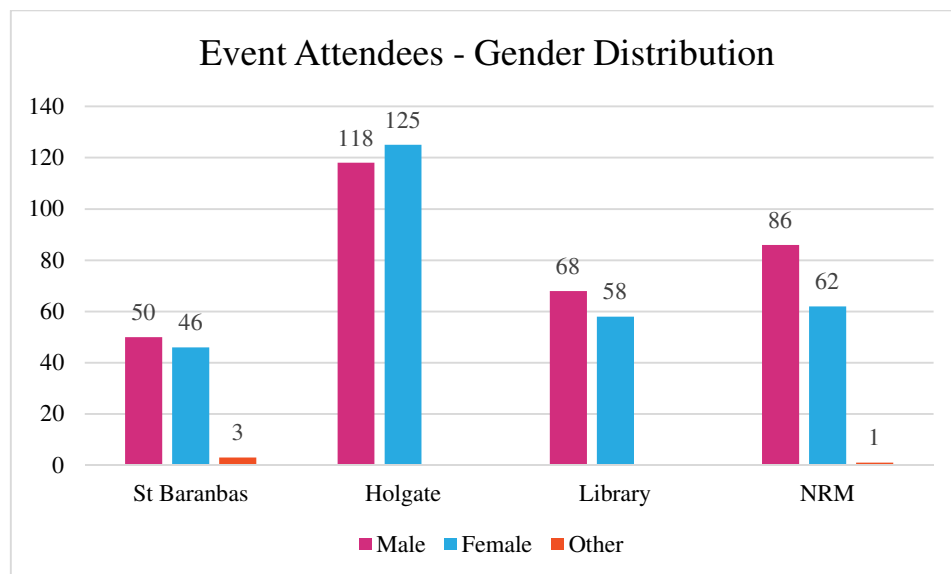


Figure 15: Gender Distribution of Attendees across Public Consultation Events

Figure 16 sets out the combined results of how attendees were made aware about the events. Of the 644 event attendees, 592 provided data on publicity awareness. The leaflet proved the most well-known communication method with 34% of people highlighting it as raising awareness about the consultation¹.

¹ It is important to note that a leaflet was also produced and distributed by Friends of Holgate Community Gardens. In reporting on this data, we are unable to differentiate between the two leaflets as this data was gathered from self-reporting.

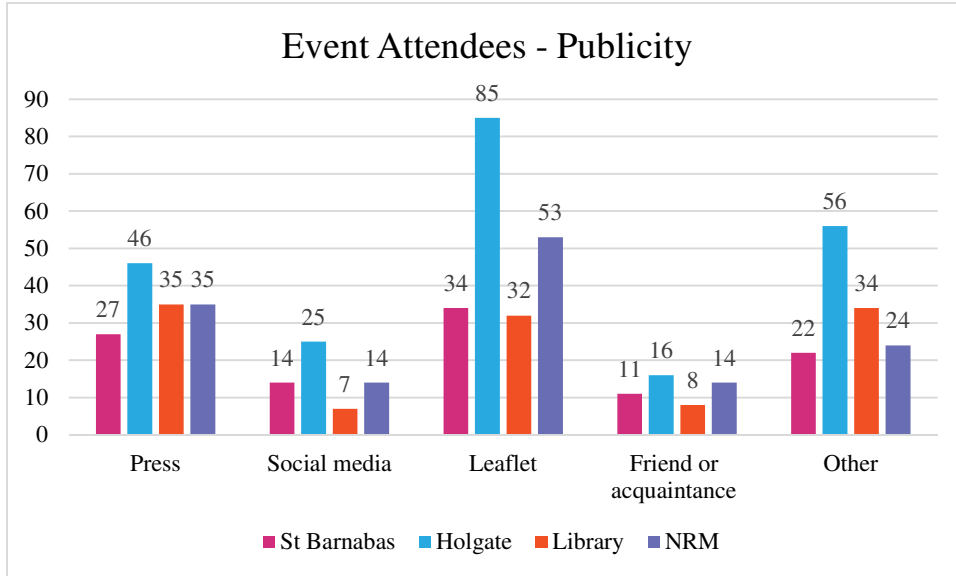


Figure 16: Summary of How Attendees Were Made Aware of the Public Consultation Events

3 Questionnaire Response Analysis

3.1 Introduction

The consultation feedback form comprised three questions:

- **Question 1:** request for the postcode of the respondent to help facilitate analysis of the consultation results.
- **Question 2:** request for the respondent to tell us what impact criteria (construction, transport, townscape, heritage, air quality, noise, ecology and flood risk) they believed should be a main priority, when planning the new access route.
- **Question 3:** a free form question asking the respondent for their views on each of the access options, particularly on how respondents felt the options may positively or negatively affect the local communities around the site.

In total, 619 feedback forms were submitted during the consultation: of which 367 were submitted via the online response form and 252 were submitted via paper copy or email.

Paper copies of the feedback forms were available at the consultation events. Respondents were also able to provide their feedback via the online response form hosted on the York Central website (www.yorkcentral.info).

Assumptions and Limitations

Question 1: Not all respondents provided a full postcode and therefore those that did not give a post code were not mapped.

Question 2: Question 2 asked people to rank the impact criteria as priorities to them on a scale of 1 -8. The majority of respondents completed the question ranking the criteria from '1' to '8'. Some respondents only ranked some of the criteria (for example '1' to '4') and these have been included in the main analysis.

53 responses did not rank the priorities on a scale of 1-8, but provided an equal ranking for some or all of the priorities (for example respondents who ranked all impact criteria as '1' highest priority for all impacts or chose to rank three criteria as '2' and one criteria as '1'). These differing response types are reported in a separate analysis below.

A number of respondents also provided comments to this question, and these are also reported below.

All questions: While the consultation window closed on 13 September 2017 all responses received by 18 September 2017 have been analysed to allow for sufficient time to receive post. It should be noted that not every respondent chose to answer every question, and thus the analysis in this report represents a proportion of views.

All handwritten forms were read and transcribed into a digital format. Some handwriting was difficult to translate, but every effort has been made to transcribe every word prior to the analysis of the responses.

Responses submitted via free-form email which did not purport to answer the questions were assumed as a response to Question 3 of the feedback form (given the free-form nature of this question) and thus have been coded, analysed and reported in Section 3.3.

Coding has been used to capture re-occurring issues raised by respondents.

3.2 Question 1: Postcode Reporting

The following maps identify the distribution of the 516 respondents, who provided postcode information at the events and online responses. This information has been reported based on the total number of respondents who provided postcode information, and therefore represents a self-reporting group based on the information provided.

This information has been reported to the district level as shown in the map below (for example Y024, Y026 level). It has been reported to this level as a number of responses provided the district information but did not provide the second section of the postcode.

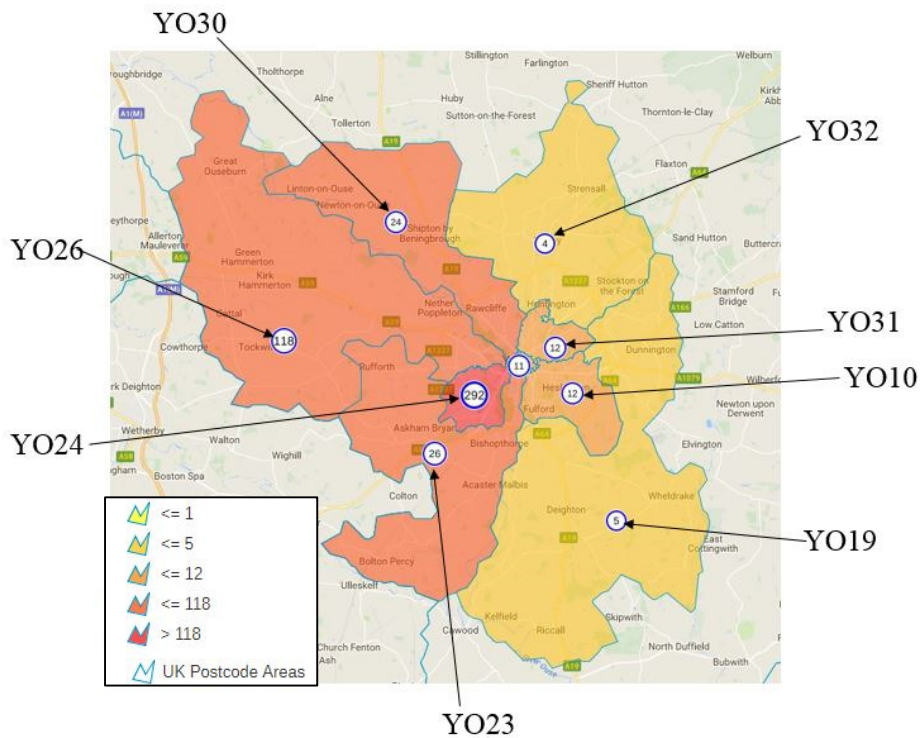


Figure 17: Respondents within North Yorkshire with UK Partial Postcode (York District)

Of the postcode information provided, the highest number of responses came from respondents with the YO24 postcode (292 responses), followed by YO26 (118 responses). This represents the two postcode districts in which the York Central development is located.

In addition to postcodes obtained from respondents located in York, a small number of postcode details were received from respondents located outside of York. These are shown on the map below.

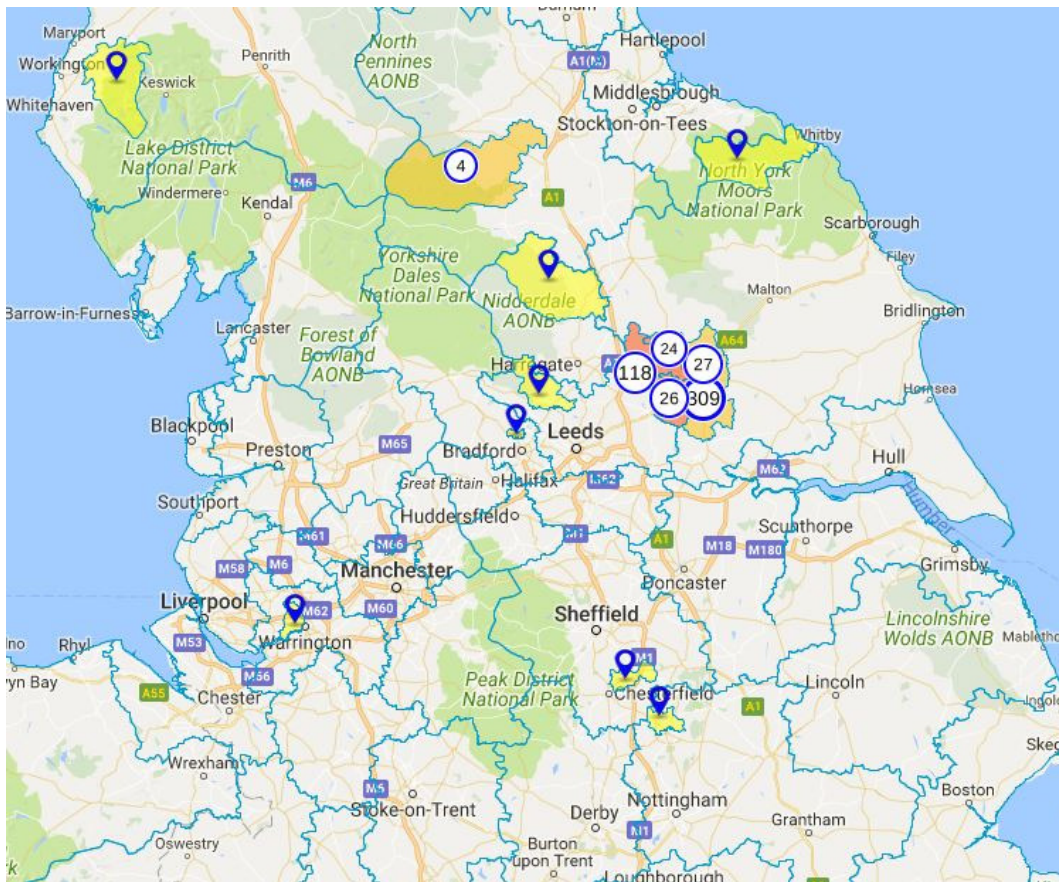


Figure 18: All Partial Postcodes within the UK (Presented in UK Postcode Districts)

3.3 Question 2: Priority Reporting

Overview

Question 2 requested that respondents consider a number of criteria to be considered in planning the new access route into the York Central site. The information provided within this question was generally expressed as a comparison between the three proposed options and/or against existing conditions in the area. The information was not ranked against planning acceptability.

Respondents were asked to rank these on a scale of 1 (highest priority) to 8 (lowest priority) based on what they believed to be the most important issues for their communities.

Respondents were asked to consider the following criteria:

- Construction – based on the complexity of design and integration with existing highway infrastructure.
- Transport – based on the predicted changes to traffic flows modelled using the city wide traffic-model.
- Townscape – based on potential impacts on the views across the site including towards the historic city core.
- Heritage – based on potential impacts on known heritage features on or adjacent to the site.
- Air quality – based on predicted changes in air quality associated with the choice of access option.
- Noise – based on the potential noise impact associated with the choice of access option.
- Ecology – based on any direct impacts on defined ecological spaces within the site.
- Flood risk – based on the proximity of the access options to low/medium/high flood risk zones from Environment Agency mapping.

Analysis

The following table presents the results from respondents' priority ranking. The first table includes respondents who ranked all or some of the priorities on a scale of 1-8.

Reading down from the 'construction' column, one can see that 17 respondents ranked it as the most important, 27 respondents chose 'construction' as second most important and so on. In reading across the second row, 'Rank 1', one can see that air quality was chosen by 178 respondents as the most important, and transport was chosen by 111 respondents as the most important. The most frequently occurring theme by rank is shown in bold in the table below.

Table 5: Responses to Q2 Priority Ranking

	Construction	Transport	Townscape	Heritage	Air quality	Noise	Ecology	Flood risk
RANK 1	17	111	14	24	178	20	69	15
RANK 2	27	75	17	38	100	118	46	21
RANK 3	20	66	25	54	56	110	65	33
RANK 4	33	48	56	62	40	62	59	43
RANK 5	41	44	72	65	22	38	59	43
RANK 6	57	36	58	56	15	32	54	58
RANK 7	52	27	77	57	8	23	29	77
RANK 8	114	15	46	28	7	11	12	74

Graphs which show the priority ranking for each theme (based on the responses in Table 5) are included at Appendix B.

In addition to the table above, Figure 19 below shows the breakdown of the ‘top three’ priorities chosen by respondents (based on the responses in table 5).

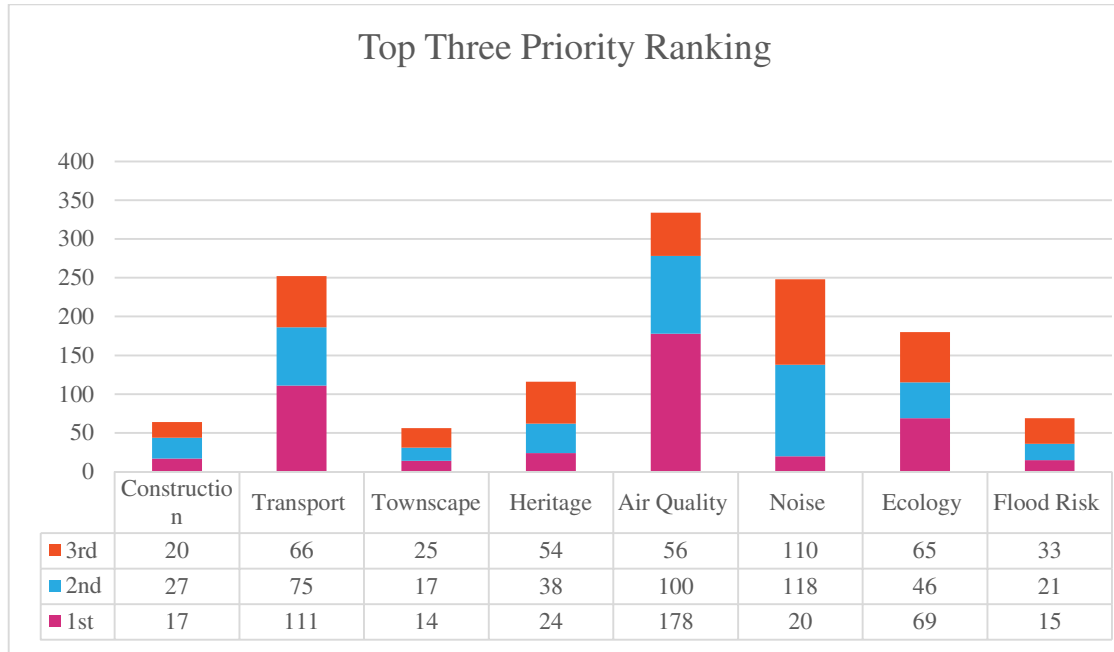


Figure 19: Cumulative Top Three Rankings per Priority

Figure 20 below shows the breakdown of ‘bottom three’ priorities chosen by respondents (based on the responses in table 5).

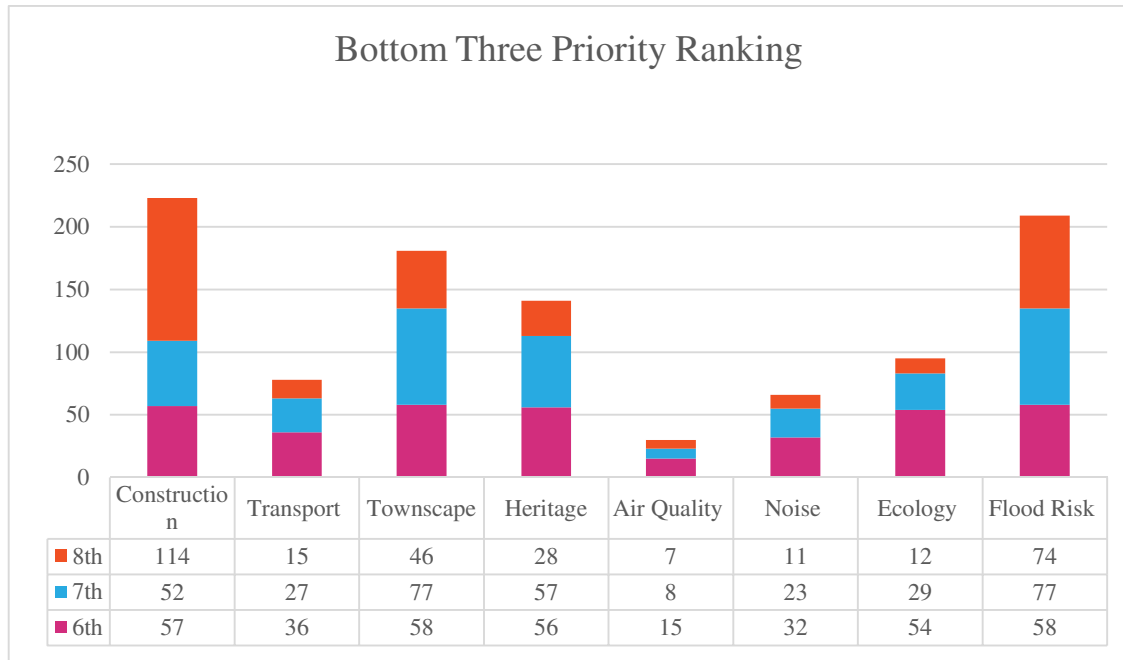


Figure 20: Cumulative Bottom Three Rankings per Priority

Unique Responses to Question 2

As noted in the ‘Assumptions and Limitations’, some respondents did not rank the priorities on a scale of 1-8, but provided an equal ranking for some or all of the priorities. These responses are shown in the table below. The most frequently occurring theme by rank is shown in bold in the table below.

Table 6: Responses to Q2 which Provided a Unique Priority Rank for Each Criteria Scored

	Construction	Transport	Townscape	Heritage	Air quality	Noise	Ecology	Flood risk
RANK 1	8	24	9	14	30	27	19	14
RANK 2	5	10	5	11	5	10	8	8
RANK 3	1	3	13	8	5	1	8	3
RANK 4	7	4	2	3	2	4	2	4
RANK 5	6	0	5	5	0	2	3	4
RANK 6	3	0	2	0	1	1	2	4
RANK 7	2	1	2	0	1	0	0	1
RANK 8	4	0	2	1	0	0	1	1

Three respondents provided an alternative response to Question 2:

- One respondent ranked construction a ‘7’ for Western Option 1 and ranked construction a ‘4’ for Western Option 2.

- One respondent ranked flood risk a '1' for Western Option 1 and ranked construction a '1' for Western Option 2.
- One respondent ranked 'community impact' a '1' and construction a '9'.

Comments on Question 2

Ten respondents provided commentary about the table providing suggestions for ranking criteria:

- Four of these respondents suggested community as a criteria and that it should be ranked first;
- One respondent stated that the vision for the site should be ranked first;
- One respondent suggested that none of the criteria should be a priority;
- One respondent suggested that all of the criteria are equally important;
- One respondent stated that they could not fit their feedback into these criteria;
- One respondent suggested that quality of life should be ranked second; and
- One respondent stated that 'accessibility' is missing from the appraisal of criteria.

From the responses obtained to question 2 (as shown in Table 5), air quality received the highest number of responses ranking it of highest relative importance (178 responses), followed by transport (111 responses) and ecology (69 responses).

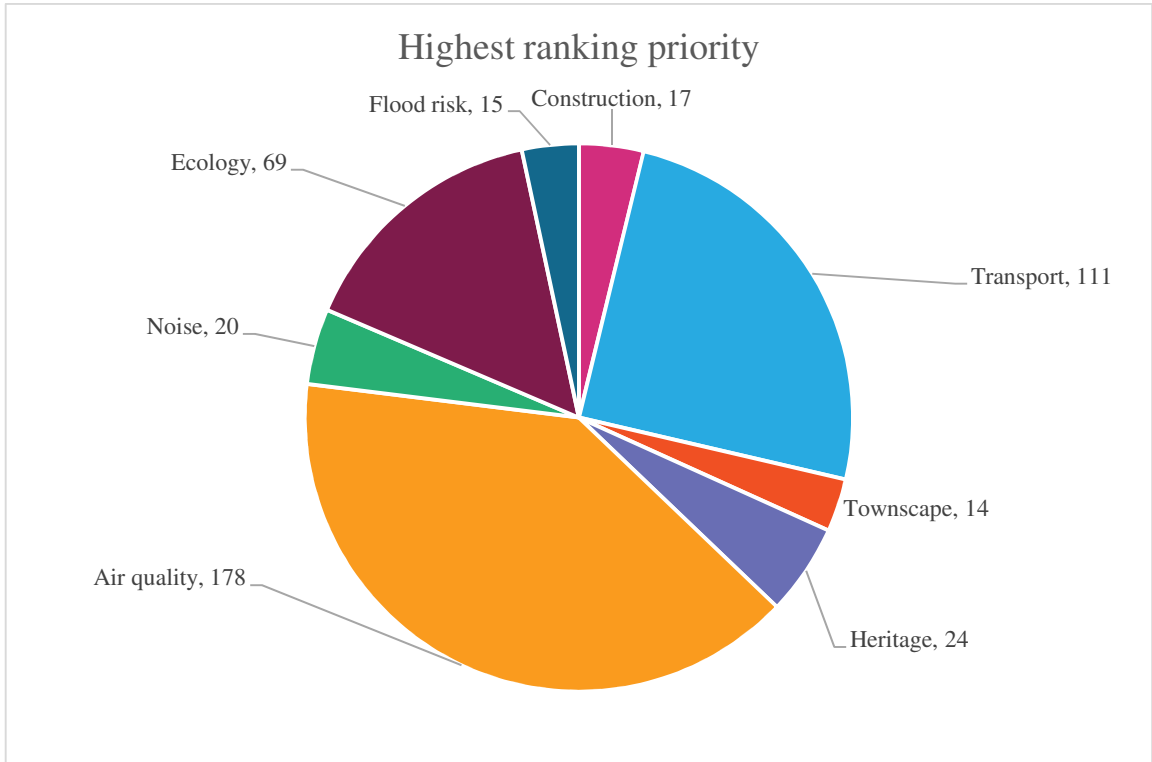


Figure 21: Responses to Rank 1 of the Priority Ranking Table

Figure 22 presents the data for how respondents ranked the lowest priority criteria in a pie chart (based on the responses in Table 5).

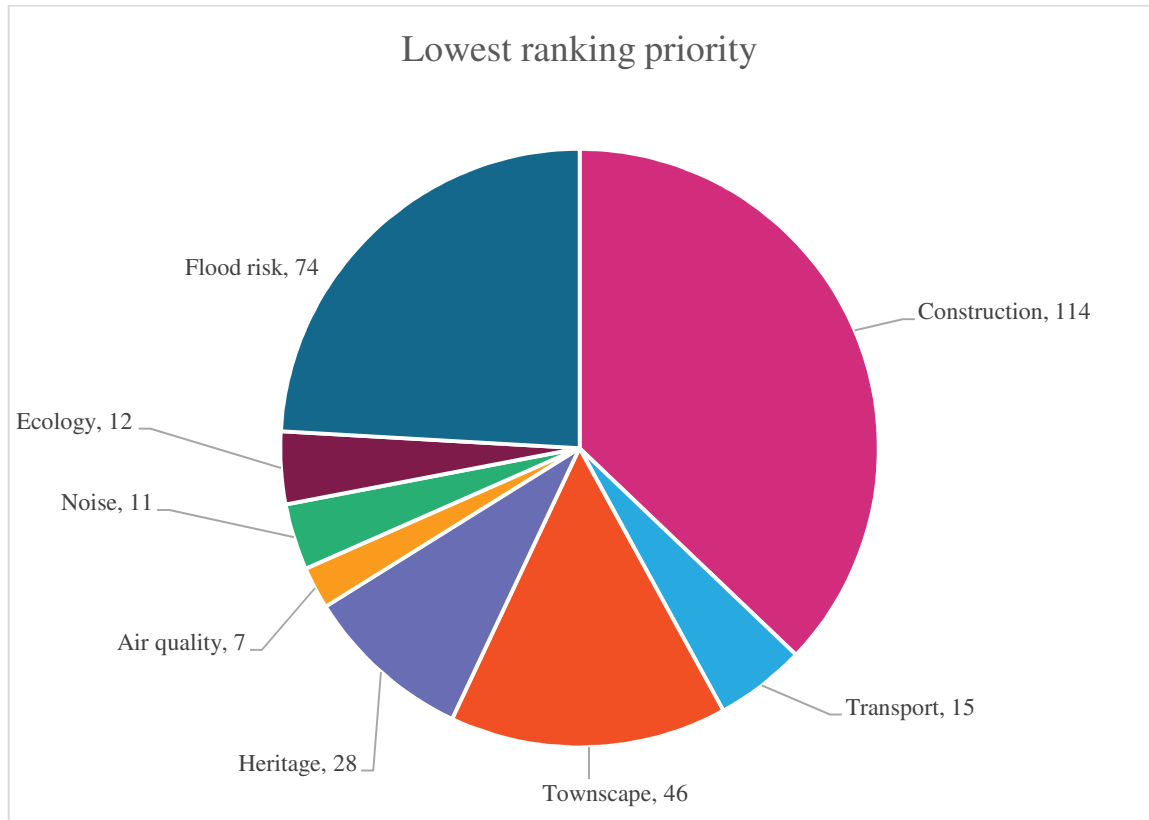


Figure 22: Response to Rank 8 of the Priority Ranking Table

Of those responses which ranked all impacts, construction was perceived by 114 respondents to be the lowest priority, followed by flood risk (74 responses) and townscape (46 responses). In addition to the total rankings as shown above, the pie charts above (Figure 21 and Figure 22 illustrate the relative community views of the various impacts based on the respondents ranking of the highest priority (rank 1) and lowest priority (rank 8).

3.4 Question 3: Free Text Comments

3.4.1 Overview

Question 3 provided a free text form for respondents to complete. The question asked respondents for their views on each of the access options, particularly on how respondents felt the options may positively or negatively affect the local communities around the site. The question was an opportunity for respondents to provide views to YCP on the community impacts associated with the access options.

As a free form question, the responses have raised a wide variety of topics and issues for analysis. These have been structured around recurring themes to assist YCP in understanding the information which has been presented by the respondents for consideration.

The analysis has been categorised into themes as listed below:

- Comments on specific access options;
- Community impact;
- Traffic and transport;
- Environment;
- Construction;
- Alternative suggestions;
- Other comments relevant to access consultation (to capture other relevant issues which cannot be grouped into a larger theme); and
- Comments related to the future masterplan development (whilst these do not provide information or views on the access options, this theme provides further information for YCP to consider in developing the York Central scheme going forward).

From a total of 619 respondents, 533 provided comments for question 3 (including the free-form email responses which did not complete the questionnaire). The responses have been coded and grouped based on the issues raised. Where respondents have raised multiple points these have been captured across a number of codes. As respondents have generally raised more than one issue, the reporting of comments exceeds 533 in total. Every new and different comment made has sought to be captured and no weight has been inferred to the frequency of a comment being made. This ensures all comments made are captured in the report for YCP to consider.

In analysing the responses, we have structured the following themes around the following approach:

- The first section sets out the main comments which are relevant to YCP in making a decision regarding which access option to select. This is presented per access option where appropriate.
- The second section highlights comments on issues which are not related to the access options. This is presented in tabular form.

The technical appendix includes all of the codes used and assigned to responses. This shows the wide range of comments made by respondents and is an important part of this reporting process.

Comments on Specific Access Options

Comments Related to Access Options

This theme focuses on what the public told us in free form text about the access options. Where an indication of preference of an access option has been given by a respondent, it has been captured within this section. Comments were only captured for 'opposition' or 'preference' if there was an explicit statement made by the respondent about an access option. There were 11 codes generated based on discussion around the access options and the number of comments against these codes are presented in Figure 23 and Figure 24. The analysis is presented in individual graphs for each access option.

The most frequent response overall in relation to the access options was opposition for the Southern Option (SouthO) receiving 336 comments. The next most common response was preference for the Western Option 1 (WO1P) with 196 comments followed by preference for Western Option 2 (WO2P) with 115 comments.

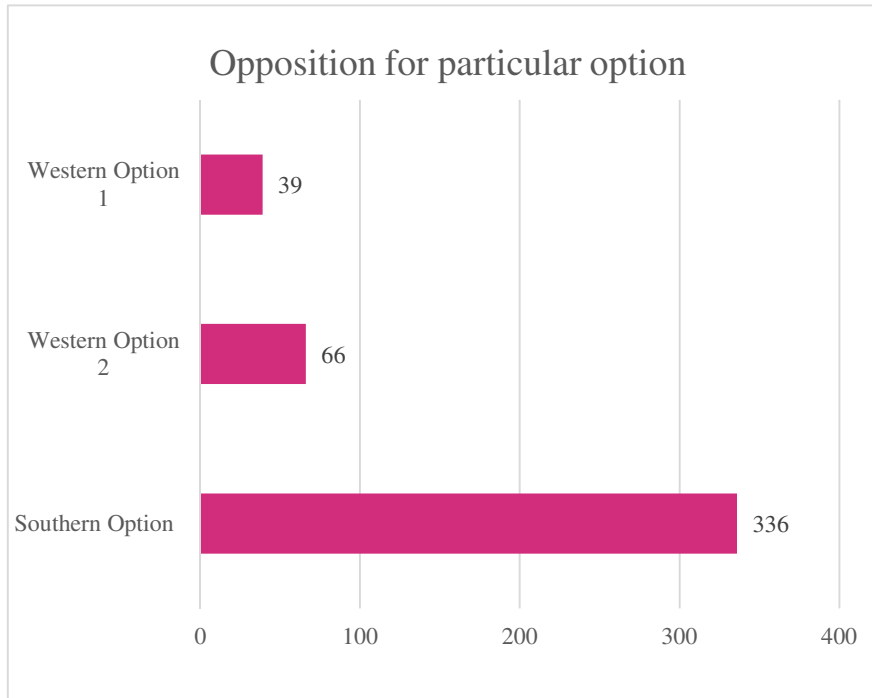


Figure 23: Opposition for particular option

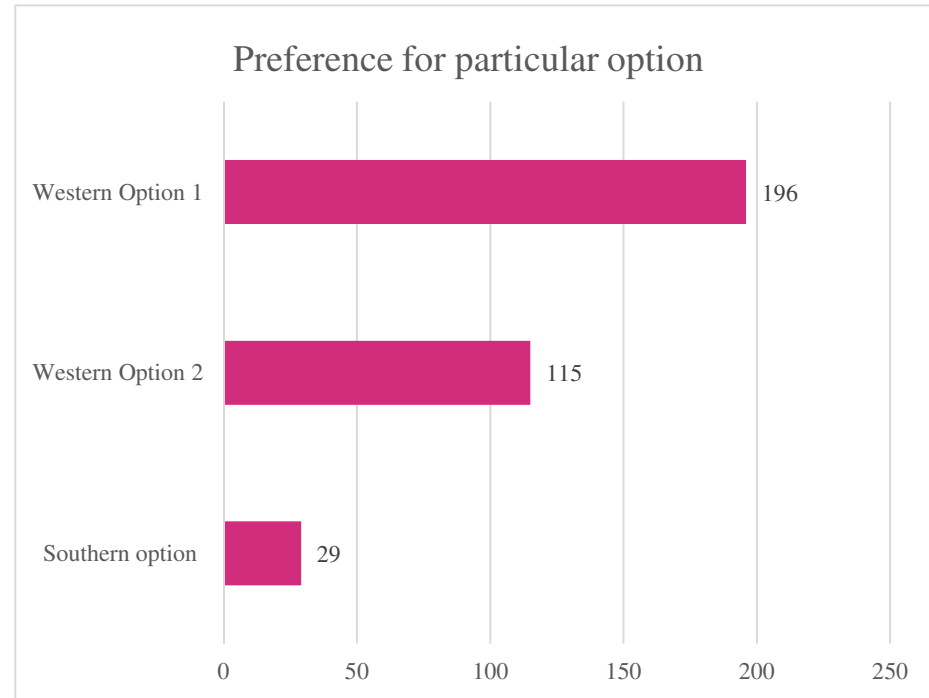


Figure 24: Preference for particular option

Community Impact

Comments Related to Access Options

The public consultation sought to obtain views from members of the public on the community impacts associated with the choice of access options. This section draws together views expressed about community impacts. There were a total of 12 codes generated to categorise comments against.

Across the comments on all of the access options, the most common response was concern about the impact the Southern Option has on the community (CI3) with 238 comments. The second most frequent comment was the concern about the impact Western Option 2 has on the community (CI2) with 61 comments. Following closely behind, the third most frequent comment was that Western Option 1 has the least impact on communities (CI8a) with 57 comments.

The following graphs outlines the number of responses in response to community impact. Figure 25 shows responses which demonstrated concern over community impacts of an access option and Figure 26 illustrates respondents which responded with least concern in relation to a particular access option.

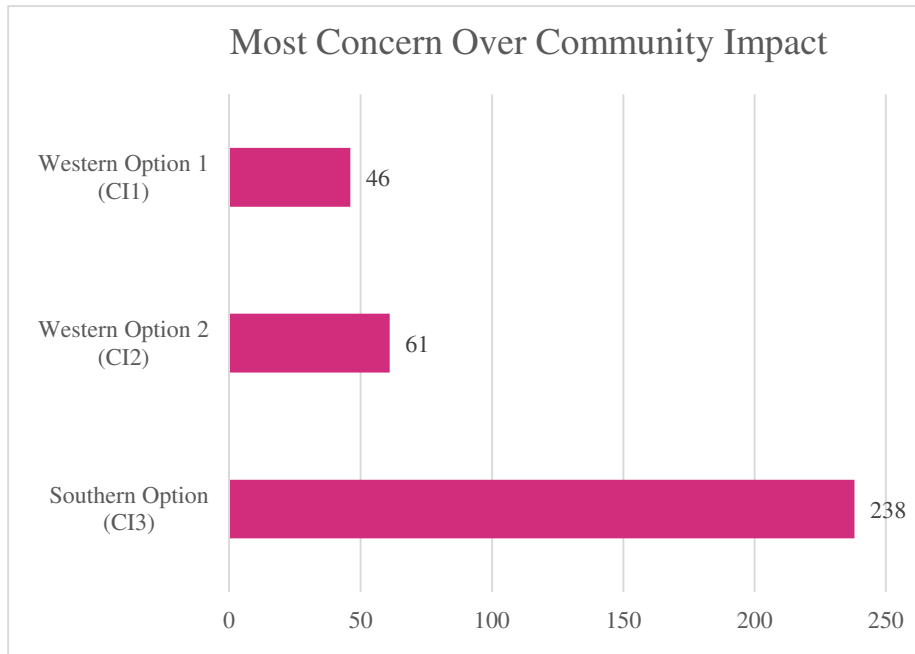


Figure 25: Most Concern over community impact

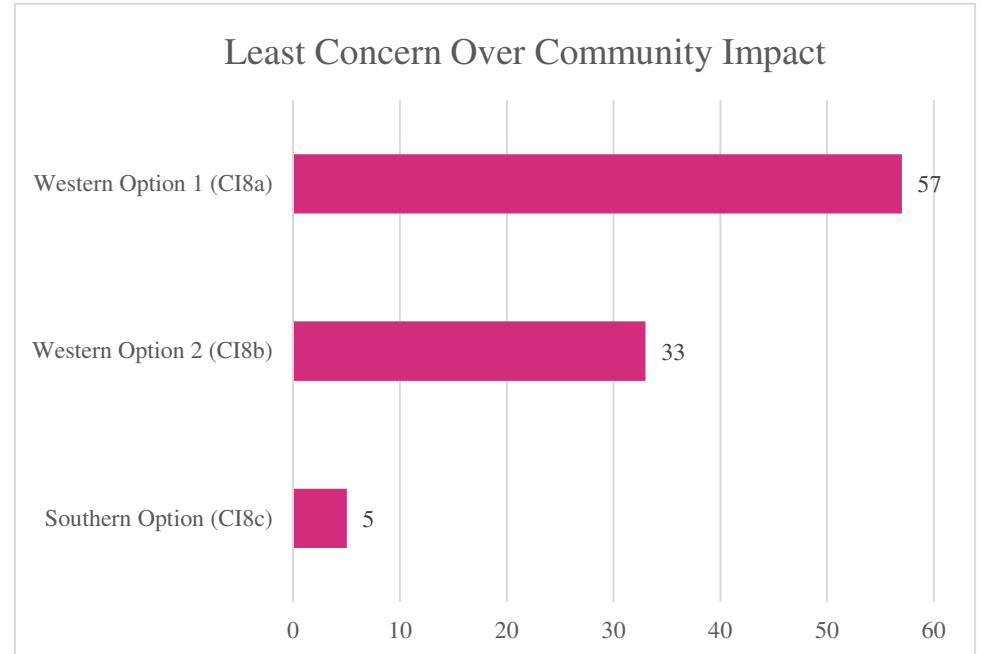


Figure 26: Least concern over community impact

Figure 27 identifies the main community impact concerns associated with the Southern Option as four codes were recorded against responses to highlight the different community impacts perceived.

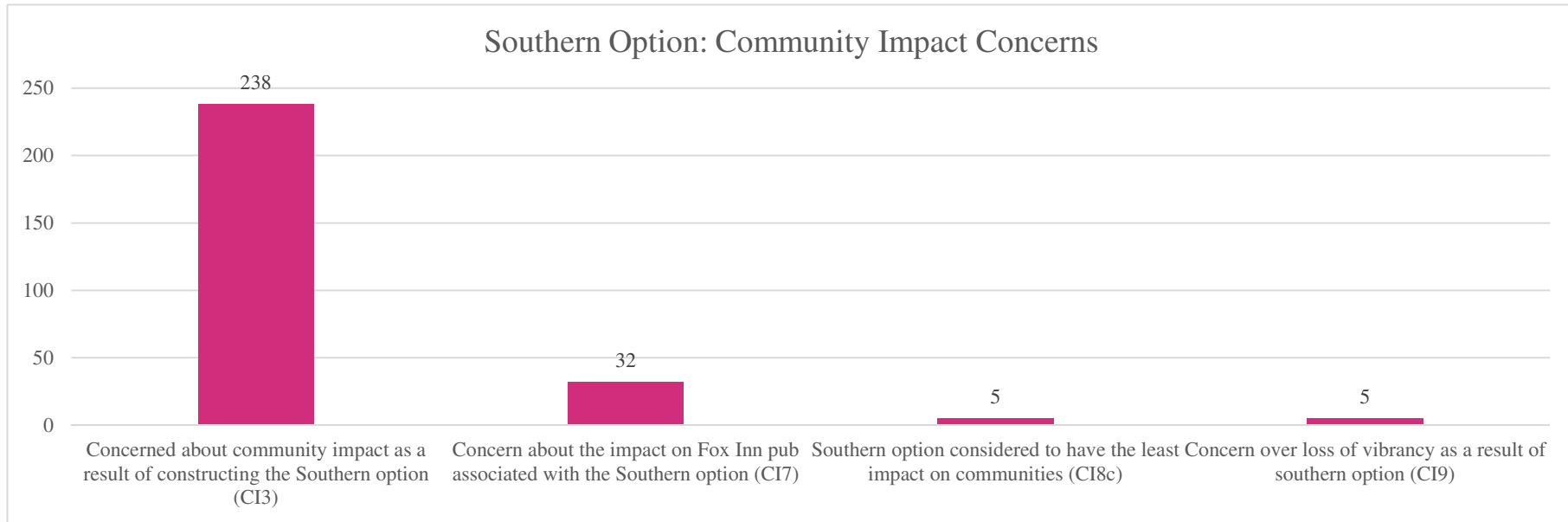


Figure 27: Community Impact Concerns Raised Specifically about the Southern Option

The following graph (Figure 28) outlines general comments on community impact relevant to the consultation but not specific to any of the access options.

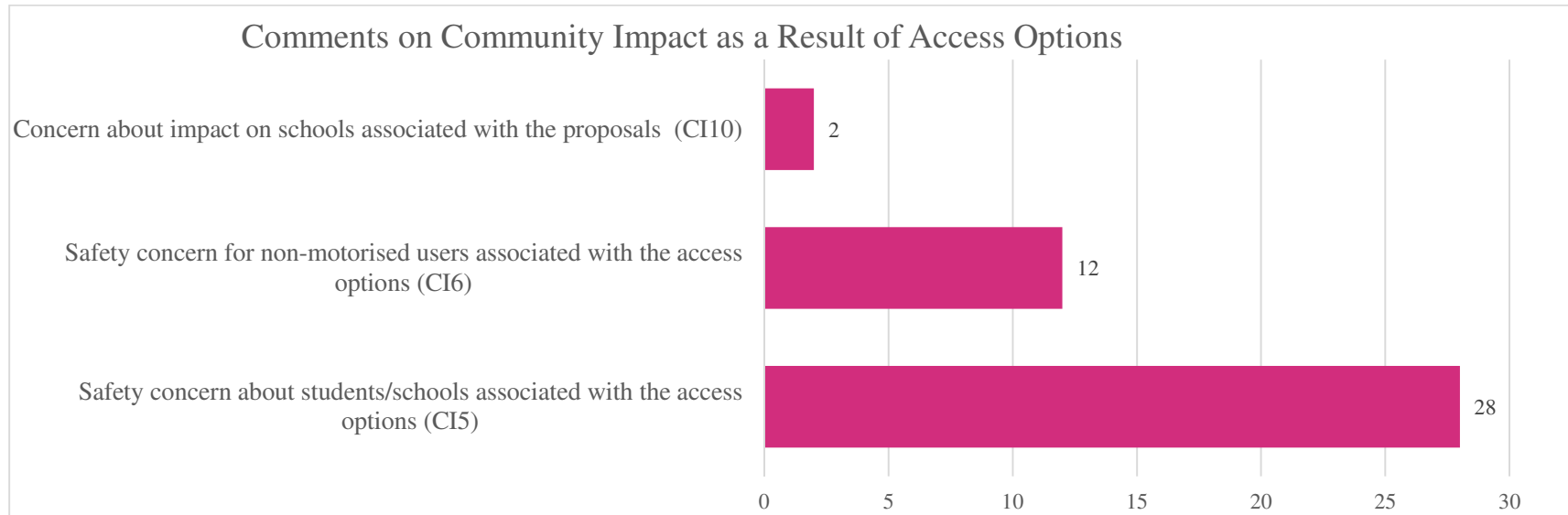


Figure 28: Community Impact Concerns Raised about all Access Options

Comments Related to wider York Central Development

36 respondents raised concern about the impact on quality of life associated with the development of York Central. The following codes were used for community impact concerns concerning all options:

- CI5: Safety concern about students/ schools associated with the access options.
- CI6: Safety concern for non-motorised users associated with the access options.
- CI10: Concern about impact on schools associated with the proposals.

Traffic and Transport

Comments Related to Access Options

This theme draws together comments and concerns expressed about the existing traffic and transport issues and impact of the proposed access options on traffic and transport. There were 43 codes created to categorise respondents' comments. Of these, 29 related directly to the access options and are presented in Figure 29 and Figure 30. The analysis presents comments regarding the individual access options first, then more general comments from the consultation responses.

In relation to comments across all the access options, the most frequent response was concern about worsening congestion due to the Southern Option (TRA8b), which had 198 comments as presented in Figure 30. This is interlinked with the 150 comments made about the existing congestion on Holgate Road (TRA3). In relation to the western options, 50 comments were made about worsening congestion due to these options (TRA8). Figure 29 presents comments made about both of the western options, as comments on traffic and transport were common to both Western Option 1 and Western Option 2.

There were only two themes which commented on the western options individually:

- Leeman Road congestion would reduce with Western Option 1 (TRA10a) receiving 8 comments; and
- Congestion around the station will worsen with Western Option 2 (TRA23) receiving 1 comment.

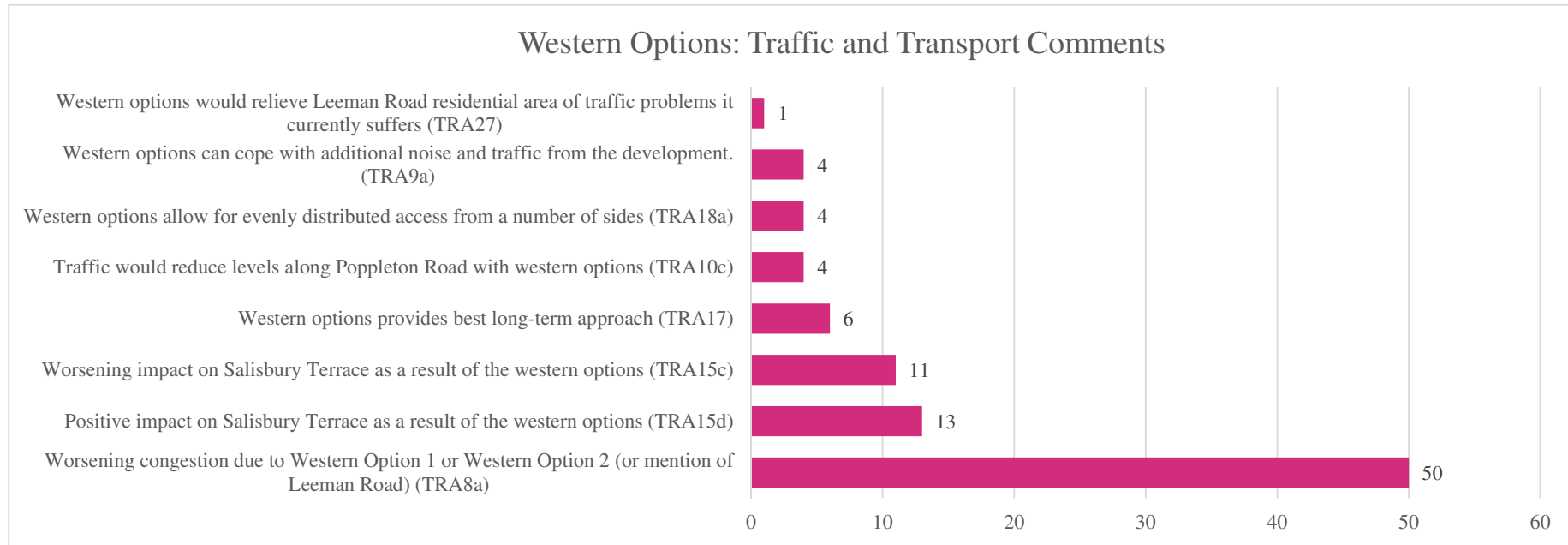


Figure 29: Traffic and Transport Concerns Raised Specifically about the Western Options

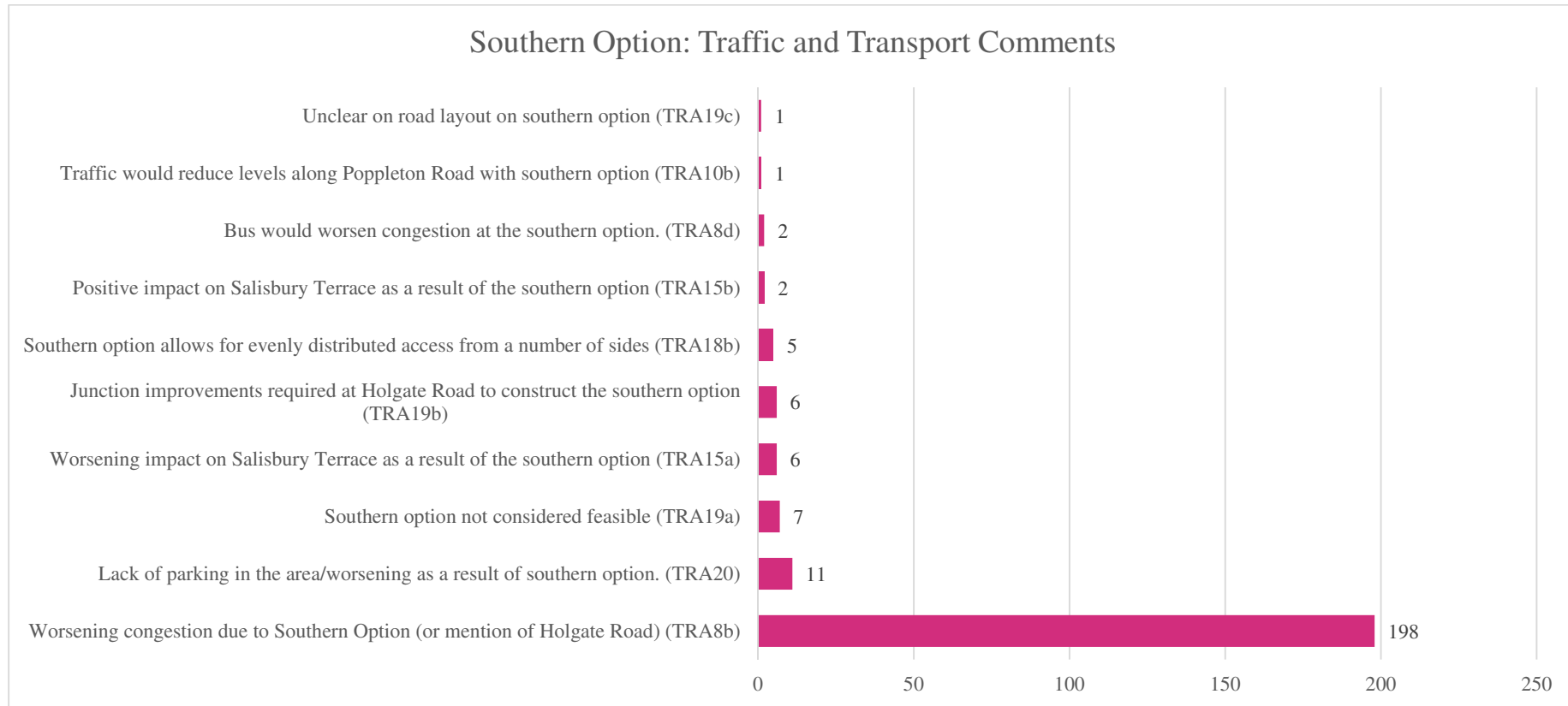


Figure 30: Traffic and Transport Concerns Raised Specifically about the Southern Option

The following graph (Figure 31) outlines general comments on traffic and transport issues relevant to the consultation but not specific to any of the access options.

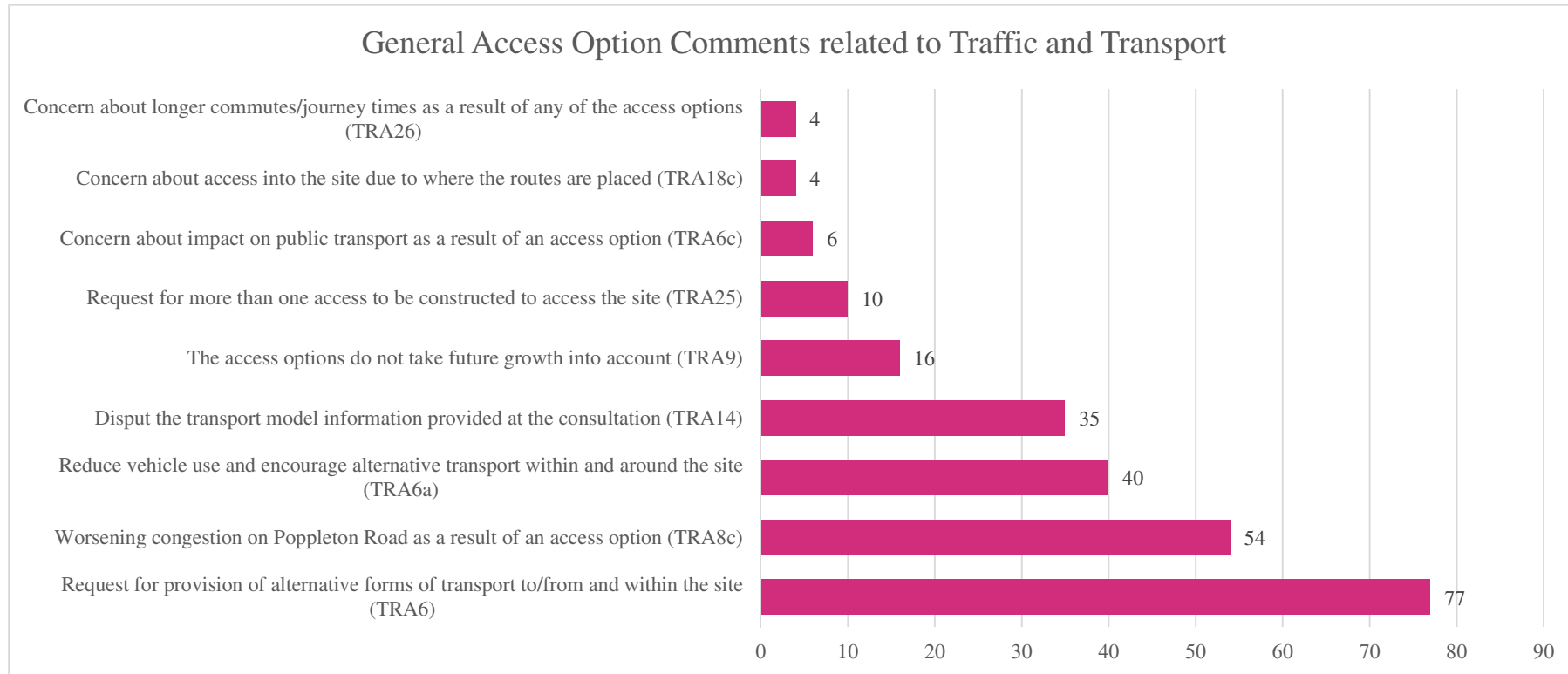


Figure 31: Traffic and Transport Concerns raised about all Access Options

Comments related to wider York Central Development

There were 14 codes that provided commentary about traffic and transport in relation to the York Central development and wider area. The coding was used to categorise re-occurring comments. The general comments are shown in the table below, including the number of occurrences (single comments were coded as ‘other’ but have been reported in the table below as individual comments). These were general

comments which were raised by respondents but were not specifically focused on the impacts attributable to the construction of any of the access options.

Table 7: General Comments about Traffic and Transport

Code	Number of comments
Existing congestion on Holgate Road (TRA3)	150
Existing congestion on Poppleton Road (TRA3a)	46
Existing congestion on Leeman Road (TRA2)	34
Concerns about the traffic impacts on the whole of York (TRA11)	32
Other existing traffic problems (TRA5)	29
Request for wider transport integration with the rest of York (TRA12)	22
Road improvements are needed (TRA16)	15
Request to keep Leeman Road open (TRA10)	13
Request to improve connectivity throughout the site (TRA7)	13
Worsening problem with rat running (TRA1a)	8
Existing problem with rat running in the area (TRA1)	7
Request for information on the marble arch closure (TRA24)	6
Concern about getting onto the road from a side road (TRA21)	4
Request for traffic calming (TRA22)	2
York does not need more road (TRA13)	1
Request to consider routing for public transport access to/from the area (TRA13)	1
The southern option requires a more circuitous access road within the site (TRA13)	1
Any opportunity to divert traffic away from existing roads should be taken (TRA13)	1
Concern about the feasibility of widening Holgate Road and Poppleton Road in the future (TRA13)	1
Whilst the transport for the Southern option is regarded as a green measure, this is only in the context of a city-wide traffic model so again any improvements are at the expense of those that live along this corridor (TRA13)	1

Environment

Comments Related to Access Options

Comments within this theme relate to the existing situation and the potential impact of the different access options on the environment. There were a total of 44 codes to categorise comments against. Of these, 32 codes related directly to the choice of access options and are presented in Figure 32, Figure 33 and Figure 34. These figures identify comments provided in respect of each access option.

In relation to comments overall on the three access options, the most common response was the concern about the impact on the Holgate Community Garden (ENV7), which gathered 260 comments. 115 comments were captured in regards to the concern about the impact on Millennium Green from Western Option 2 (ENV9).

The second highest response was concern about the adverse impact on air quality as a result of the Southern Option (ENV4c), receiving 197 comments. The local community also raised concern about the worsening impact on the existing noise climate as a result of the Southern Option (ENV3A), with 116 comments made.

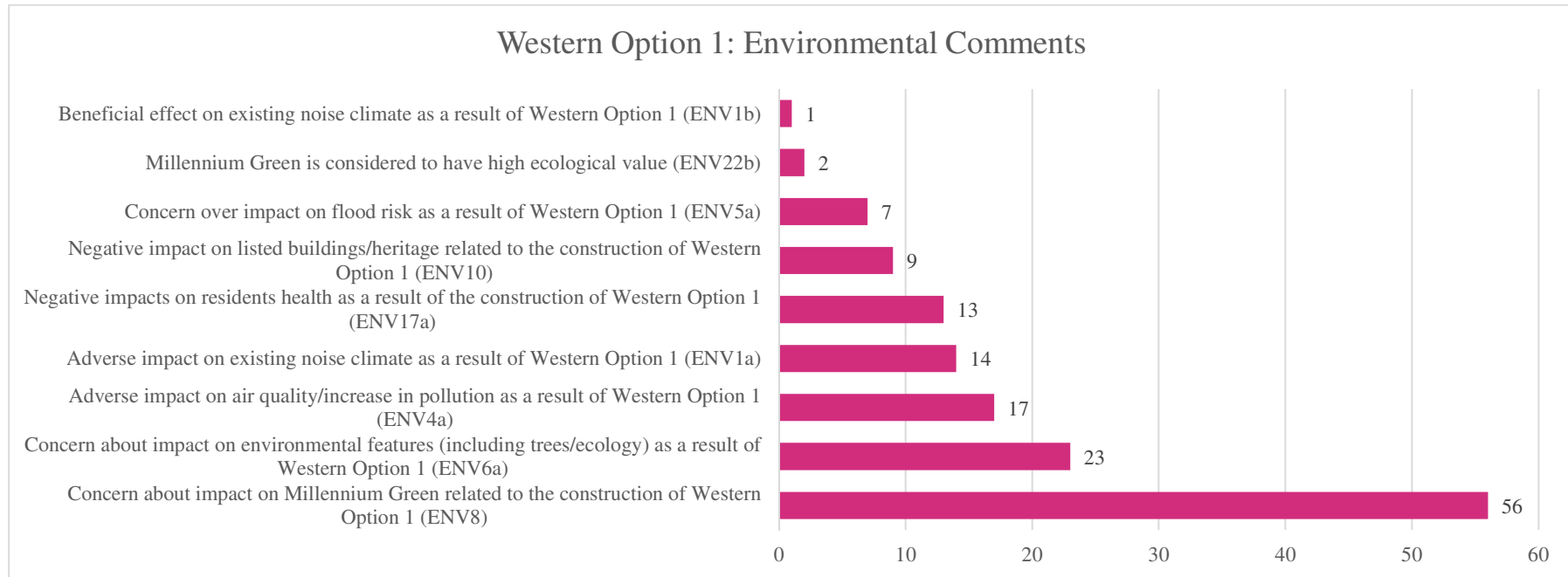


Figure 32: Environmental Concerns Raised Specifically about Western Option 1

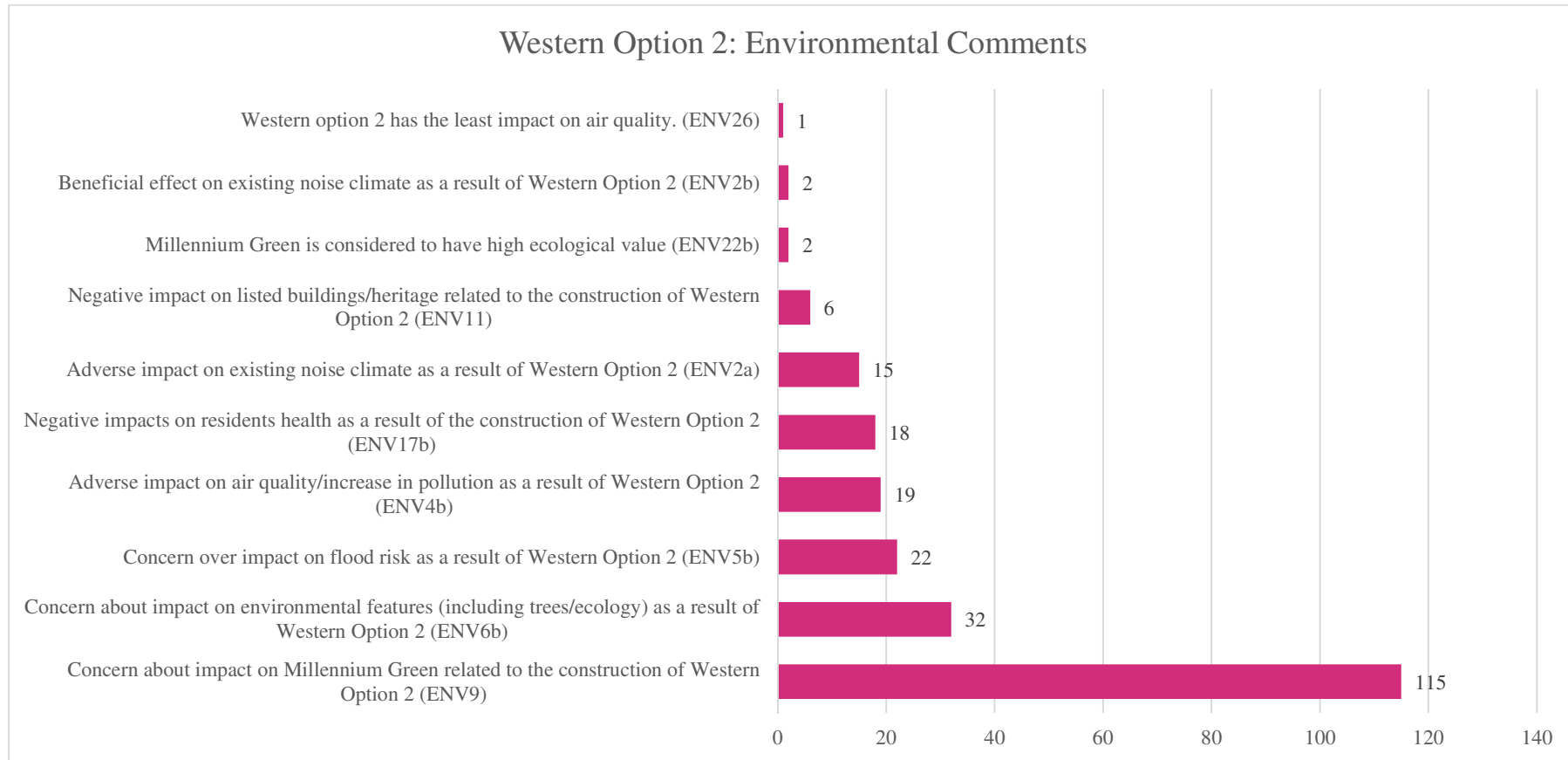


Figure 33: Environmental Concerns Raised Specifically about Western Option 2

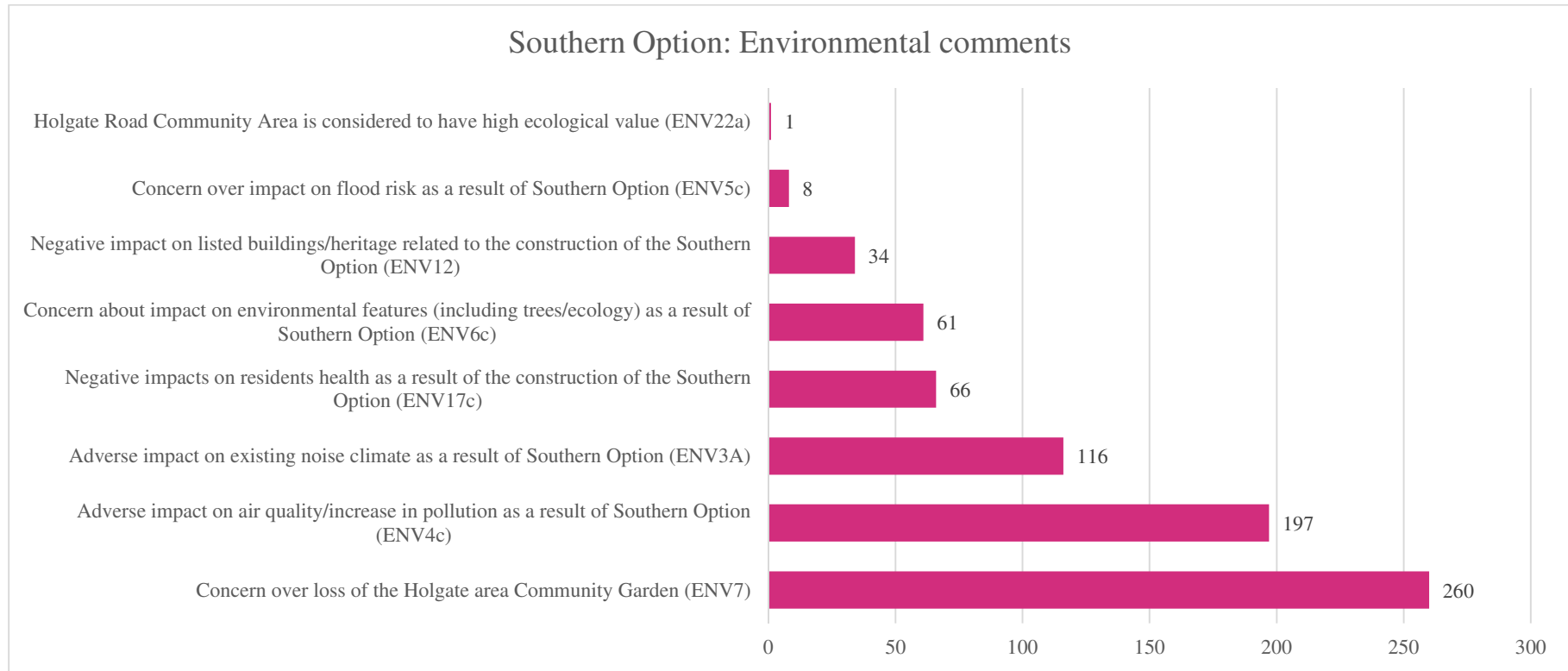


Figure 34: Environmental Concerns Raised Specifically about the Southern Option

The following graph (Figure 35) outlines general comments on environmental matters relevant to the consultation but not specific to any of the access options.

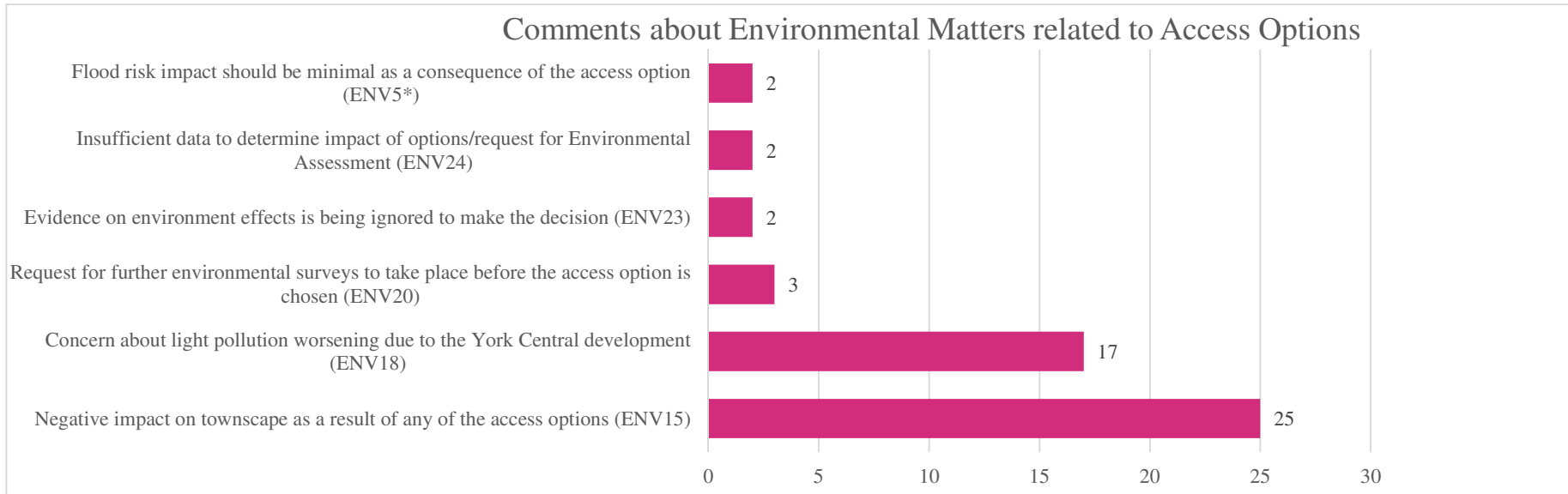


Figure 35: Environmental Concerns Raised about all Access Options

Comments related to wider York Central development

There were 12 codes that provided commentary about environmental matters in relation to the York Central development and wider area. The comments are shown in the table below, including the number of occurrences. There was also one ‘other’ comment coded which is also reported individually in the table. These are listed in Table 8.

Table 8: General Comments about Environment

Code	Number of comments
Raised comments about Air Quality Management Areas in location of site (ENV4d)	75
Concern about overall lack of existing green space without further development planned (ENV19)	69
General concern about air quality (ENV4)	45
Request for mitigation (ENV13)	36
General concern about noise (ENV)	11
General concern about flood risk (ENV5)	8
Human rights concern about not improving air quality due to York Central development. (ENV13aa)	5
Design of York Central should focus on improving air quality. (ENV13a)	4
There is enough green space existing in the Leeman Road area (ENV19a)	3
Tree Preservation Orders exist in areas which will be affected by the construction (ENV25)	2
Natural environment is considered to be valued for openness and protection from pollution (ENV21)	1
Air quality is a reducing issue for the future due to electric vehicles (ENV14)	1

Construction

Comments Related to Access Options

This theme focuses on comments made about construction in relation to York Central or about the construction process for a specific access option. There were a total of 12 codes created to categorise comments against. Six of these codes related directly to the access options and have been presented in Figure 36. The responses are reported by access option. The level of responses in relation to construction comments was lower in comparison to comments on community, environmental and transport impacts.

In considering overall the number of construction comments related to the access options, the most frequently raised comment (11 comments) did not consider construction methods to be a significant issue in choosing an access option (CON4). Five comments considered Western Option 1 too complex to construct (CON4a).

There were three themes related specifically to each of the access options:

- Three respondents raised concern about construction disruption for Holgate Road residents (Southern Option) (CON7);
- One respondent stated that Western Option 2 would have the least disruption during construction (CON7b); and
- Five respondents stated that Western Option 1 was considered too complex to construct (CON4a).
- The following graph (Figure 36) outlines general comments on construction relevant to the consultation but not specific to any of the access options.

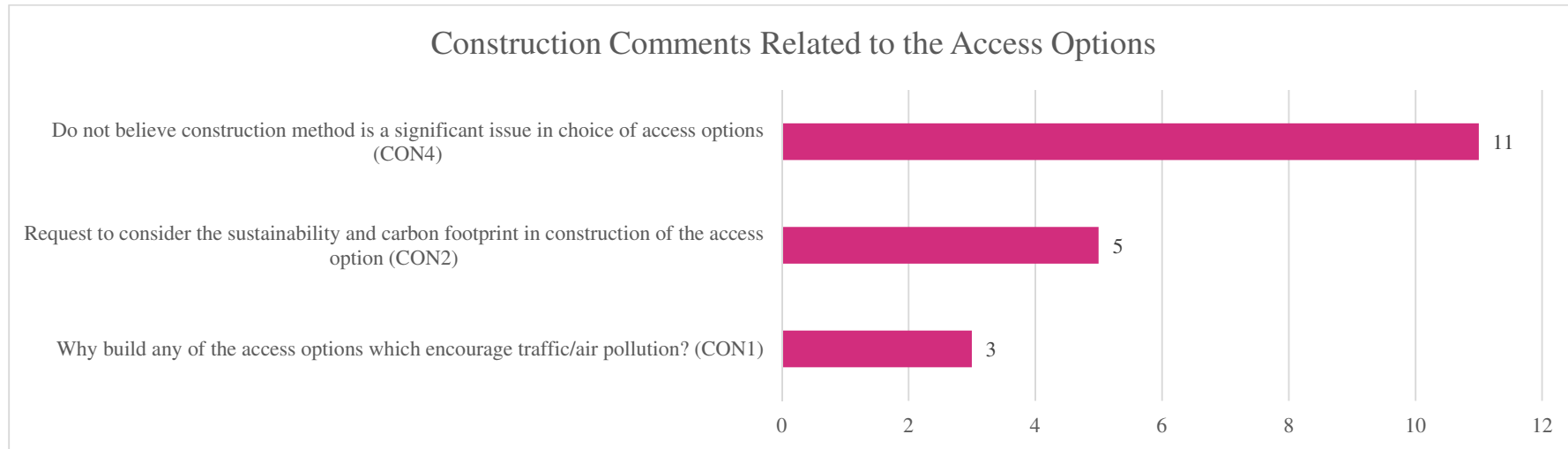


Figure 36: Construction Concerns Raised about all Access Options

Comments related to wider York Central development

There were six codes that provided commentary about construction in relation to the York Central development and wider area. The general comments are shown in the table below, including the number of occurrences (a number of single comments were coded as ‘other’ but reported in the table below as individual comments). These were general comments which were raised by respondents but were not specifically focused on the impacts attributable to the construction of any of the access options. These are listed in Table 9.

Table 9: General Comments about Construction

Code	Number of comments
Concern about dust, dirt and disruption associated with construction activities (CON8)	9
Concern about impact on listed buildings from construction (CON3)	4
Concern about lack of developers to take forward the York Central site (CON9)	3
Request for construction to be started as soon as possible (CON5)	2
Request to keep the Public Right of Way open along the river during construction (CON7a)	1
The Southern Option would provide better access for construction traffic (CON6)	1
The development could use rail infrastructure to deliver construction materials (CON6)	1
Access construction should not be as complex as Network Rail constructed a building nearby recently (CON6)	1

Alternative Suggestions

Comments Related to Access Options

This theme focuses on suggestions made about the access options including suggestions for improvements, alternative access or previous access options. There were a total of 11 codes created to categorise comments against. The ten codes related directly to the access options are presented in Figure 37.

The most frequently raised response was the preference for a previous access option not included in this consultation (DES5), receiving 49 comments. Associated with this, there were 28 comments that raised concern about previous access options being excluded from this consultation (DES4). There were three themes related specifically to each of the access options:

- Six respondents provided a design suggestion for the Southern Option (DES3);
- Eight respondents provided a design suggestion for Western Option 2 (DES2); and
- 13 respondents provided a design suggestion for Western Option 1 (DES1).

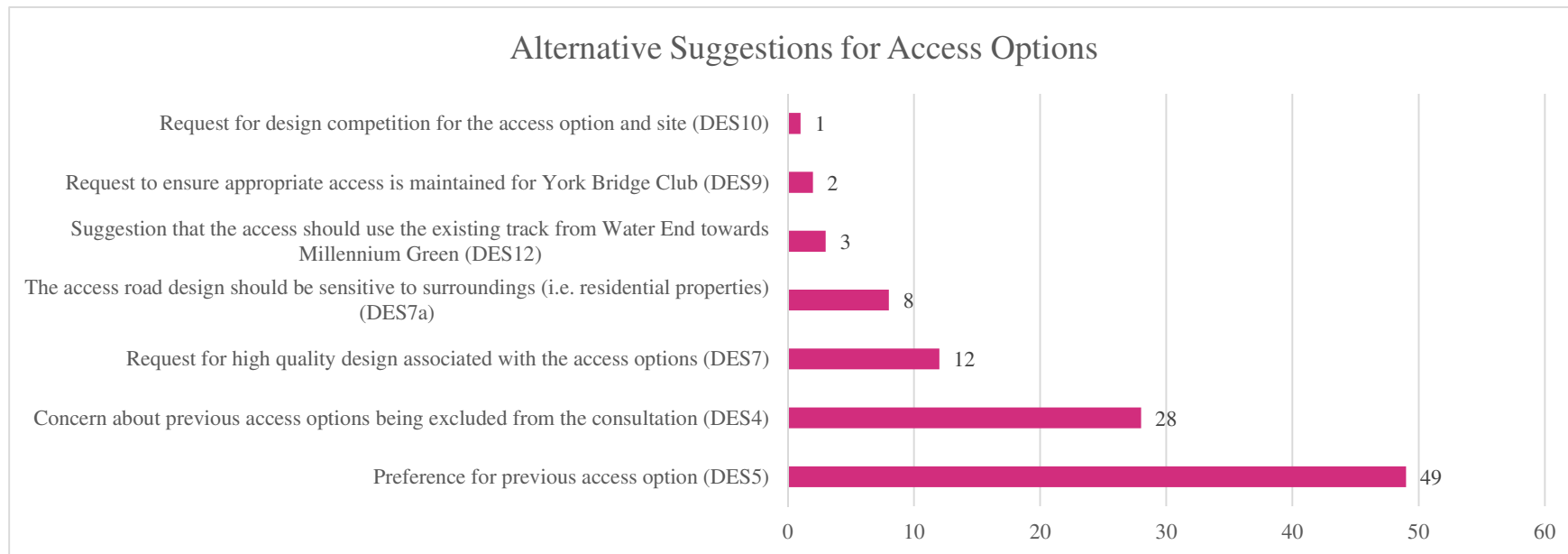


Figure 37: Alternative Suggestions for all Access Options

Design Suggestions for the Access Options

A number of responses outlined suggestions for alternative designs for the access options. These are reported at Appendix D as free text comments with no text edits from the information provided. The key points from these responses are summarised in the tables below per access option:

Table 10: Summary of Alternative Design Suggestions for Western Option 1

Alternative Design Suggestions for Western Option 1
Western option chosen should be based on which is best for traffic control – not due to cost
Western option should be varied to join Water End at the junction with the present service road for Network Rail vehicles to access the railway. Route should curve southwards to cut across corner of Millennium Green – means will bridge ECML at much less oblique angle than WO1 or W02.
Not clear why bridge from WO2 could not be used on WO1 to reduce cost.
WO1/WO2 need to be designed to not be a rat-run taking too much traffic off Holgate Road. Architecturally interesting bridge could add to townscape.
Western Option 1 seems to have the overall least impact on existing areas external to the site, and the transport options offered by the westerns options appear to improve congestion and routes for vehicles more than the Southern option. There is no indication of the current condition / remaining life of the Water End bridge - if Network Rail were considering preplacing this in the next 10-15 years this option would offer an opportunity to correct this. However if the structure is relatively new, i.e. with 80-1000 years of service left it would make more sense to look at amended western Option 2
Could Landing Lane be used as a loop road to align traffic with the proposed road? This could reduce the need for modifications to the existing rail bridge. Ideally, a short tunnel to cross under Water Lane could be used or failing that a traffic light junction as already proposed
If WO1 is chosen I would prefer an iconic bridge in the style of Newcastle’s 'blinking eye' or Millennium Bridge
Has the option of using Landing Lane to bring traffic under the existing rail bridge with a new bridge to then carry traffic over the ECML been considered? Or failing that, Landing Lane to a new road junction crossing Water Lane directly onto new road and bridge.

Table 11: Summary of Alternative Design Suggestions for Western Option 2

Alternative Design Suggestions for Western Option 2
WO1/WO2 need to be designed to not be a rat-run taking too much traffic off Holgate Road. Architecturally interesting bridge could add to townscape.
The downsides of Western Option 2 is that it cuts the Millennium Green area in two. There is an existing road from Water End to the South with a road alignment that is far away from Water End bridge but then carries around the outside of the green area. Consideration for a road alignment that follows the route of this existing road should be put forwards to prevent the need for a longer bridge again the road alignment should be considered to align with the rest of Option 2 to pass over the railway.

I think the best option on all counts would be WO2 moved across as far as possible to the line of WO1 across Millennium Green
WO2 would like to see option for the access road which is suggested to be an embankment for option 2 to lower through the green area without completely cutting it in half such as viaduct style or large open cuts/see-through.

Table 12: Summary of Alternative Design Suggestions for Southern Option

Alternative Design Suggestions for Southern Option
In addition the Southern Access route destroys the only green area between the rail and the main road (Holgate road) into the city. For all these reasons I feel strongly that the Southern access option should be discounted except as a pedestrian/cycle route (already present)
Southern option - this option is only viable for pedestrians and cyclists, not cars. It would be better to wait and use the Gateway Business Park road if it was felt that there had to be a southern access to the site for cars.

In addition to access suggestions, a number of respondents commented anecdotally on how existing spaces are used. These free text comments, with no text edits are reported in the technical appendix (Appendix E) to inform YCP as part of the masterplan development process. The key points from these responses are summarised in the table below:

Table 13: Summary of Comments made about Use of Existing Places

General Comments about How Places are Currently Used
This tight community centres on the community gardens (Holgate residents). Losing the Community Gardens will COMPLETELY destroy this brilliant community and Holgate will be much poorer for it.
Southern option has far too great an impact on communities and their right to a healthy living environment given the following: The route would have an extremely detrimental impact on three Assets of Community Value including: The Fox, Holgate Allotment and Holgate Community Garden.
Water Lane is spacious and not heavily residential as opposed to the A59 where the area around the Fox Pub is very green. My Biggest concern is the loss of our community garden in Holgate.

<p>The loss of millennium green is disappointing but it is much larger than the other space and there us significant other space in the close vicinity.</p>
<p>It is the people, in particular the young families, that make the Holgate area such a vibrant up and coming part of the city.</p>
<p>The Southern option will take away valuable space that is much needed by the surrounding community. Most of the houses in the area do not have gardens so the basketball court and gardens are the only space available for our children.</p>
<p>Holgate Community Garden that will be lost under the southern option, is a recognised Asset of Community Value.</p>
<p>Every day I see the diverse footfall that the Millennium Green receives. For many of the children in this area, it is the only real green space they have.</p>
<p>Millennium Green is the heart and lungs of our community, in particular for the many elderly residents.</p>
<p>The community has invested considerable time and energy creating a community garden.</p>
<p>The Friends of Holgate Community Garden promote the use of the garden and play area, and champion its preservation as open space for public benefit. This was recognised by City of York Council when the park and play area was awarded Asset of Community Value status in 2016. Holgate Community Garden also features on the Local List (currently in draft form). The local community hold events within the park from basketball tournaments to picnics and scarecrow competitions. St Paul's Primary School and local groups use the space for physical education and forest school sessions. We don't think it can be right for the creation of a new community for York to come at the cost of a thriving, existing community.</p>
<p>The Millennium Green is also a valuable community asset, which not only has developed as a natural habitat, but one which is popular with the residents on the north side of Leeman Road's community.</p>
<p>There is a huge opportunity to masterplan a world-leading site fit for the 21st century. There are numerous models which could be referenced but don't appear to have been looked at: The former British Army base at Vauban outside Freiburg was developed with high levels of citizen involvement in creating the masterplan and achieved a car ownership ratio of 150 cars per 1000 people; The Bahnstadt development at Heidleberg, where all buildings are built to passivhaus standards – built on old freight yards and now housing more than 3,000 people;</p>

Other Comments Relevant to Access Consultation

Comments Related to Access Options

This section draws together other comments which cannot be readily categorised by theme, but still raise points for YCP to consider in relation to the choice of access option. These include views expressed about the process, consultation, and funding of the access options. There were a total of 29 codes created to categorise comments against. The analysis is presented by access option to allow YCP to directly compare the number of comments per access option.

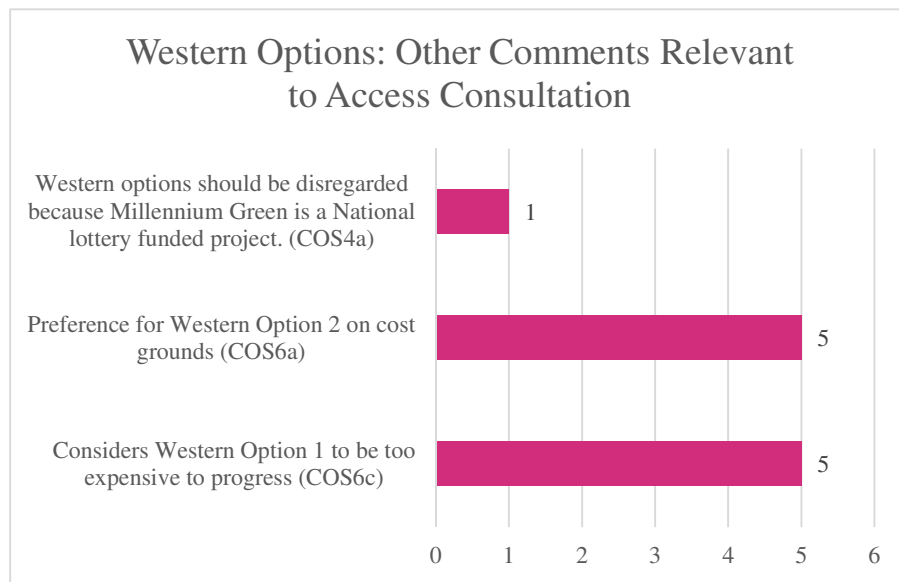


Figure 38: Other Comments Made About the Western Options

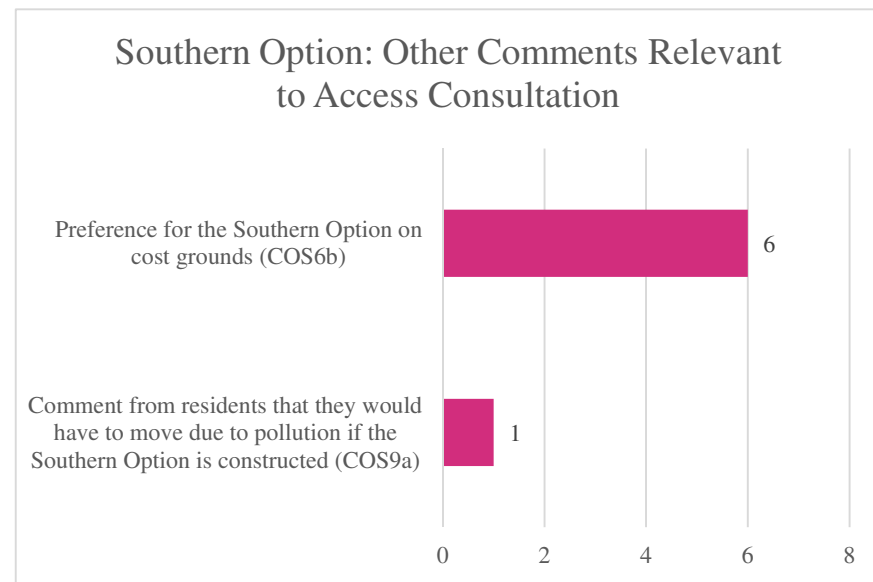


Figure 39: Other Comments Made about the Southern Option

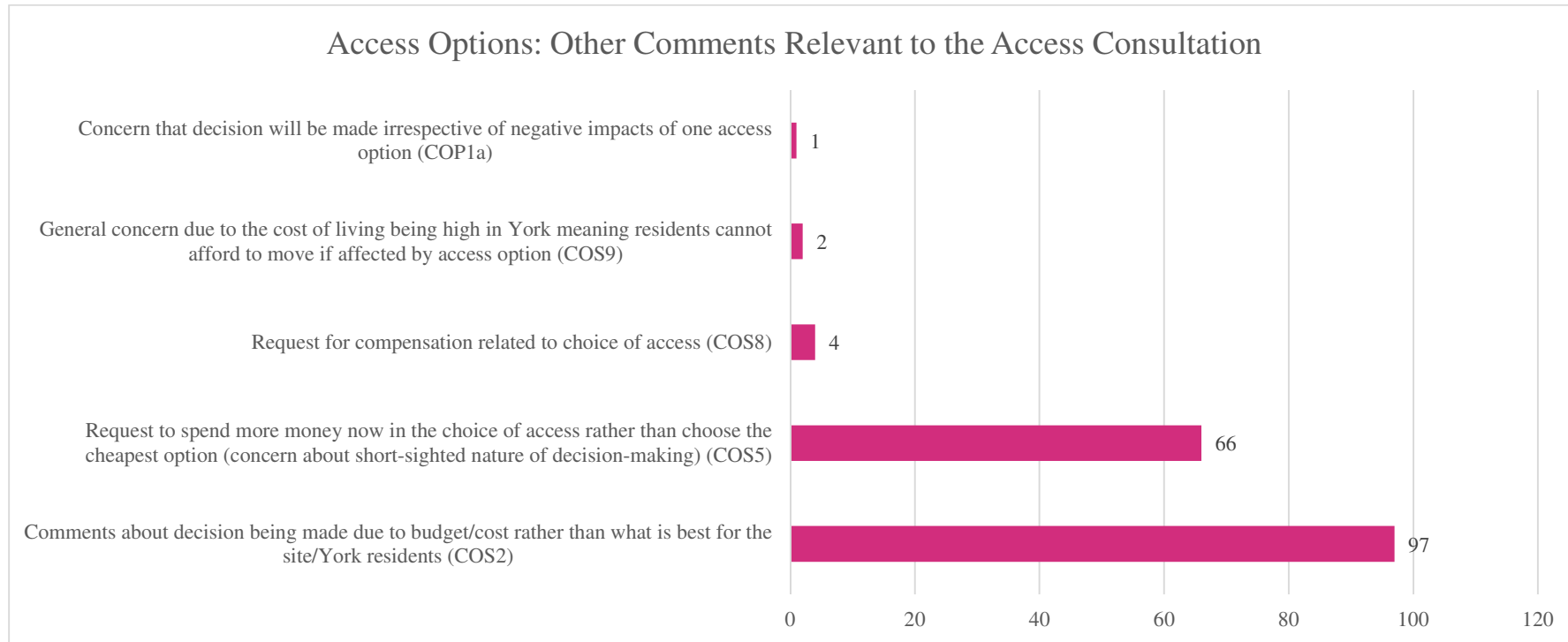


Figure 40: Other Comments Relevant to the Access Consultation

In relation to the overall access options analysis, the most frequently raised comment (97 comments) was a request for the decision for the access option to be based on what is best for the local community rather than on cost (COS2). Concern was also raised about the short-sighted nature of the decision-making process, with 66 comments requesting to spend more money now in the choice of access (COS5).

Comments Related to Wider York Central Development

In addition to specific comments relating to the access options, respondents also raised a number of general comments regarding the process of developing the York Central project. Respondents also provided comments on the community engagement process undertaken, and anecdotal information on how existing spaces and places are currently used. These comments are set out in the table below.

Table 14: General Comments Relevant to Access Consultation

Code	Number of comments
General comments about how places are currently used. (ANEC)	91
Comments about the lack of data provided for consultation (COP5)	66
General comments about consultation materials (COP4)	52
Dissatisfaction/disagreement with the Red/Amber/Green ranking conclusions within consultation materials (COP4a)	47
Concern about the consultation process being genuine (concern that people's comments will not be taken into account in refining the scheme as a result) (COP2)	46
Concern that is a political decision making process (e.g. the decision is made by politicians and not the community) (COP1)	37
Comments about the decision being made due to budget/cost rather than high quality design (COS1)	30
Disagreement with the priority ranking table within the questionnaire and boards (COP3)	28
Comments about the consultation events (COP6)	22
Concerns about funding of the development (COS4)	21
Concern about blight (reduction in houses price etc) (COS3)	19
Raised comment about the potential for a legal challenge (LEG)	10
Decision is divisive and is creating conflict between two communities (COP1b)	3
Comments about the role of the National Rail Museum in the project (COP1c)	3
Comments about the role of Network Rail in the project (COP1d)	3

Request for additional consultation (COP7)	3
Suggestion about Compulsory Purchasing affected properties (COS7)	2
Timeline should not be a problem for the development (TIME)	1
Cost seems to be the most significant factor in the decision making process (COS6d)	1

Masterplan

Comments Related to Wider York Central Development

This theme focuses on comments made about the forthcoming masterplan including requests for specific land uses and infrastructure as part of its design. These relate to the wider development and not the choice of access, so are provided for wider context and the next stages of the York Central project. There were 14 codes generated to categorise reoccurring comments against and these are presented in Table 15, it should be noted that a number of single comments were coded as ‘other’ but reported in the table below as individual comments.

The most frequently raised comment (45 comments) was a request for a high quality masterplan (MP1). The second most frequent comment (32 comments) was that insufficient information was provided about the masterplan to be able to determine which access option is best (MP3). There were 20 comments that requested provision of community infrastructure within the site including schools, a GP practice, and additional green space (MP10).

Table 15: General Comments Made about the Masterplan

Code	Number of comments
Needs high quality vision for the development (MP1)	45
Insufficient information about the masterplan for the site to be able to determine which access option is best (MP3)	32
Request for community infrastructure (i.e. schools, GP, green space) as part of developing York Central (MP10)	20
Comments about housing types and numbers for York Central (MP2)	19

Request for high quality and sensitive design (MP1a)	15
Planning and foresight is needed before decision made on masterplan (MP6)	14
Raised the importance of the National Railway Museum (NRM) and its impacts on the local area (MP4)	11
Comments about office space in the development (MP7)	9
Comments about Holgate Beck as part of the new site (MP11)	3
Concern about NRM closing Leeman Road (MP5)	3
The York Central development should seek to repurpose heritage buildings for new uses (MP12)	2
Need to create community feel in new development (MP8)	2
Concern about height of buildings in the York Central proposals (MP9)	2
Questioning whether a vision exists that makes it unnecessary to own a car if living in the York Central site (MP*)	1
Request to consider the Danish/Dutch design for cycling infrastructure (MP*)	1
Questioning whether York Central is needed (MP*)	1

4 Summary

4.1 Summary

This report provides an analysis of responses to the York Central Access Options consultation. The consultation asked the public to inform YCP about the community impacts arising of the three potential access options, namely:

- The Southern Option, which would take access off the A59/Poppleton Road;
- Western Option 1, which would take access from Water End; and,
- Western Option 2, which would also take access from Water End.

The consultation included four public consultation events with information on the proposed access options. This information was also available online for respondents to review and provide electronic feedback. The events were attended by 644 people and the consultation generated a total of 619 responses.

This report focuses on the analysis from Question 2 and Question 3 of the consultation feedback questionnaire. Question 2 ask respondents to prioritise a number of impacts in relation to the scheme. From the analysis of the responses, air quality, noise, transport and ecology were highlighted by the community as issues of most importance to them. Construction impacts were predominantly ranked lowest by respondents.

Question 3 sought views from respondents on how the access options would impact on local communities. This was a free-text response question which has generated a wide range of responses covering a number of themes and issues. This has been reported under a number of themes:

- Comments on specific access options;
- Community impact;
- Traffic and transport;
- Environment;
- Construction;
- Alternative suggestions, with details of the free-form suggestions included as Appendix D ;
- Other comments relevant to the access options consultation; and
- Comments relating to the future masterplan development.

A significant proportion of respondents indicated a preference for or opposition to a particular access option. This data was derived from the free text within open

ended question 3 and therefore **should not be read as a specific vote for any option**. The data is as follows;

- Preference for Western Option 1 (WO1P) - 196 comments;
- Opposition for Western Option 1 (WO1O) - 39 comments;
- Preference for Western Option 2 (WO2P) - 115 comments;
- Opposition for Western Option 2 (WO2O) - 66 comments;
- Preference for the Southern Option (SouthP) - 29 comments; and
- Opposition for the Southern Option (SouthO) - 336 comments.

4.2 Next Steps

This report has sought to provide factual analysis of the consultation responses. The analysis has not sought to infer any weight or conclusions regarding the public comments but purely to summarise the views on community impact related to the access options. `

This report has been prepared to inform YCP in relation to the community views on the different access options and the potential community impact associated these. YCP will review the outcomes of this consultation taking into account all issues raised before making an informed decision on the choice of access for the York Central development.

Appendix A

Public Consultation Publicity & Consultation Boards

York Central Partnership
Consultation:

Access
proposals
for the
York Central
site

Your feedback is invited between
Wednesday 23 August and Wednesday 13 September 2017

York Central Partnership is progressing plans for the creation of a unique district of places and spaces on a large expanse of brownfield land to the west of York railway station known as York Central.

Delivering new neighbourhoods, facilities and amenities will add to the city's rich culture and support its growing economy but to achieve this, new vehicular access will be required.

Several access options are being evaluated and the opinions of city residents will help inform the final decision.

We are holding a series of events to outline those options and provide an opportunity for public comment on the potential access routes. Members of the technical and design teams will be available to answer questions.

The events will be held as follows:

St Barnabas Church

Jubilee Terrace, YO26 4YZ
2:00pm – 5:00pm
Wednesday 23 August 2017

St Paul's Church

Holgate Road, YO24 4BF
4:00pm – 8:00pm
Wednesday 30 August 2017

Explore Library

Museum Street, YO1 7DS
Noon – 4:00pm
Saturday 2 September 2017

National Railway Museum

Leeman Road, YO26 4XJ
Noon – 4:00pm
Saturday 9 September 2017

We hope you will be able to attend; if you prefer, the proposals will be available to view at yorkcentral.info from 23 August 2017, where you can also share your opinions.

For more information on the events, please email ycevents@aberfield.com

York Central Partnership comprises:



Homes &
Communities
Agency

Would you like to learn more about the options for new road access to the York Central site?

Events are taking place at:

St Barnabas Church
14:00-17:00hrs, 23 August

Explore Library
12:00-16:00hrs, 2 September

St Paul's Church
16:00-20:00hrs, 30 August

National Railway Museum
12:00-16:00hrs, 9 September



We look forward to welcoming you and hearing your views.

WWW.YORKCENTRAL.INFO

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York Central Partnership
Consultation:

Access
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Final public consultation on access options

York Central Partnership is progressing plans for the creation of a unique district of places and spaces on the large expanse of brownfield land to the west of York railway station.

As part of the plans new road access is required.

Several options are being evaluated and your opinion will help inform the final decision.

The last event will take place on **Saturday 9 September**, where you can view the options and give us your feedback.

National Railway Museum

Leeman Road, YO26 4XJ

Noon – 4:00pm

Saturday 9 September 2017

The proposals are available to view at **YorkCentral.info**, where you can share your opinions until **13 September**.

York Central Partnership comprises:



Homes &
Communities
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For more information on the events, please email **ycevents@aberfield.com**

York Central Partnership comprises:



[3 August 2017]

Public events confirmed for York Central access options

A series of public events will be held in York in late August and early September to outline the access options for the proposed York Central brownfield urban redevelopment area west of the city's railway station.

The events, organised by York Central Partnership, will allow people to comment on the potential vehicle access routes, with the community views helping inform the Partnership's final decision on the preferred access location.

York Central will involve the creation of new residential neighbourhoods, office space, leisure facilities, green space and public amenities, adding to the city's rich culture and supporting its future economic growth.

But as a land-locked site that is surrounded by railway lines, road access is a crucial consideration.

Several options are being considered for the site and the events will allow those options to be outlined to the public, giving them an opportunity to feed back directly to the technical and design teams that work with York Central Partnership.

The partnership – made up of Network Rail, the Homes and Communities Agency, the National Railway Museum and City of York Council – is organising four separate events in York:

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2:00pm – 5:00pm, Wednesday 23 August 2017
- **St Paul's Church, Holgate Road**
4:00pm – 8:00pm, Wednesday 30 August 2017
- **Marriot Room, Explore Library, Library Square, Museum Street**
Noon – 4:00pm, Saturday 2 September 2017
- **Duchess of Hamilton Suite, National Railway Museum, Leeman Road**
Noon – 4:00pm, Saturday 9 September 2017

In addition, the partnership will be holding a series of individual meetings with local community groups.

The access plans will also be available online at www.yorkcentral.info from 23 August.

Catherine Birks, commercial project manager for York Central Partnership, said: “York Central is a hugely significant opportunity not just for the city but for the wider region and for the whole of the North.

“This is an area that has been restricted from public use for more than 150 years. Opening it up will deliver a wide range of cultural and economic benefits, while at the same time preserving York’s railway heritage.”

The preferred access route will form part of the York Central masterplan, which will undergo consultation later this year and will act as the development framework moving forward.

A separate consultation programme will be held around the masterplan, giving the York public a further opportunity to have a direct input into the development of the outline plans for York Central.

ends

Further information: yorkcentral@aberfield.com

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Public events confirmed for York Central access options[Home \(/\)](#) / [News \(/news\)](#) / [Local \(/news/local?page=1\)](#) / [Article](#)**12:01am 4th August 2017**

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4:00pm – 8:00pm, Wednesday 30 August 2017

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(/news/local/2395693/video--young-man-taken-ill-on-top-of-york-minster/)

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VIDEO - Young man taken ill on top of York Minster
(/news/local/2395693/video--young-man-taken-ill-on-top-of-york-minster/)

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- Marriot Room, Explore Library, Library Square, Museum Street
Noon – 4:00pm, Saturday 2 September 2017

- Duchess of Hamilton Suite, National Railway Museum, Leeman Road
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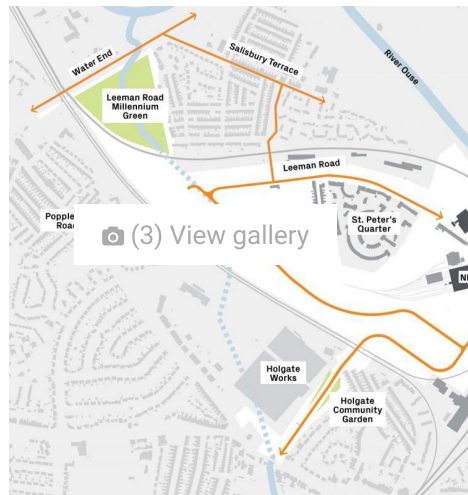
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York Central access road details revealed - big gulf in costs

Mike Laycock
Chief reporter



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THE huge difference between the costs of three potential access roads into the York Central redevelopment site emerged today as a public consultation was launched.


Details and maps of the roads - two coming from Water End and one coming from **Holgate** Road - have been published at an exhibition being staged this afternoon at St Barnabas Church off Leeman Road.

York Central Partnership said this and three further exhibitions would give the local



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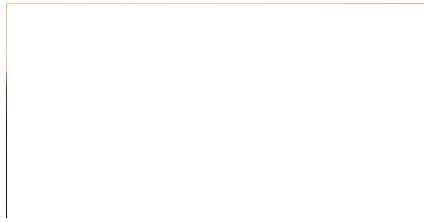
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- 2 Helicopter drama as man airlifted from top of York Minster - pictures and video
- 3 Claudia Lawrence's mum 'bewildered' by claims murderer had links to her missing daughter

Annette

Two of the routes would cross areas of open space - the Holgate Community Garden if access from Holgate Road was chosen and the Leeman Road Millennium Green if one of the Water End options was picked.

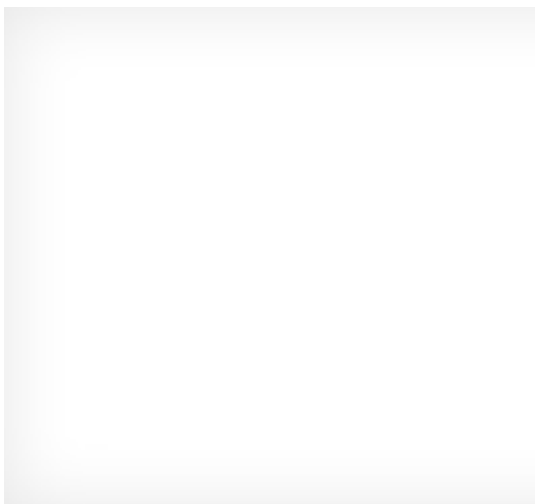
The partnership revealed today that the route going through the green, known as Western option 02, would be about 45 per cent cheaper than the route from Water End which would just skirt the edge of the green, dubbed Western option 01.

A spokesman said the 'Southern option' route from Holgate Road would be approximately 65 per cent cheaper than the most expensive route from Water End.

He said this option would not require work near the East Coast Main Line and a cheaper single-span bridge could be lifted into place.

He said both Water End options would include the creation of a new traffic light signalled road junction at the eastern end of the existing Water End road bridge over the East Coast Main Line (ECML).

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Road, plus a further road to connect with the western end of Leeman Road The spokesman said the total anticipated cost of each scheme was not yet known but confirmed it was millions.

[Read more >](#)

The remaining exhibitions will take place at St Paul's Church in Holgate Road, between 4pm and 8pm on Wednesday, August 30, at The Marriot Room at Explore Library, in Library

Duchess of Hamilton Suite at the National Railway Museum in Leeman Road, between noon and 4 pm on Saturday September 9.

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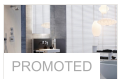


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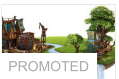
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ALLMUSIC

Welcome to York Central



©Google Earth / Image 2017 DigitalGlobe

Today's event has been organised so that we can get your views on a number of options for new access routes into the York Central site. We are displaying information that will help you to form these opinions and would be very grateful if you would share your views via the website or the feedback forms provided.

Construction of a new access will permit the future development of the York Central site, unlocking land for the creation of new residential neighbourhoods, new employment opportunities, new parks and public spaces and for further development of the National Railway Museum.

Three deliverable options are being consulted on – two from the west and one from the south. York Central Partnership seeks your input to better understand what the impact of each option might be on you and the wider community and this will complement an assessment criteria which considers factors such as construction viability, transport, heritage, air quality, noise, ecology and cost. Only **one** of the three options will be selected by York Central Partnership and this will be incorporated into the masterplan.

When giving your feedback, please consider:

- **What are your hopes and concerns for each of the access options?**
- **What are you most concerned about e.g. noise, pollution, retention of heritage and/or environment etc?**
- **Which of the access options do you think will make it easier for communities to access the site, the city and its amenities?**
- **What do you think will be the overall impact on local communities?**

Whatever your thoughts, we'd like you to help us reach a decision on which option to take forwards.

Members of the project team are on hand to answer your questions as you view the information and there is the opportunity to leave feedback via the forms provided. Alternatively, if you'd like more time to consider your answers, you can review the information again and provide your feedback at www.yorkcentral.info.

Thank you for your help.

**York Central Partnership
would like to thank you for
attending this York Central
access consultation event.**

Design principles



York Central Partnership comprises the Homes & Communities Agency, Network Rail, National Railway Museum and City of York Council. The partnership consulted with the public in 2016 through the 'Seeking Your Views' event and the findings informed ongoing work to create a masterplan for the project.

This access options consultation forms part of the ongoing work to create a masterplan based on the following principles which were informed by the 2016 Seeking Your Views consultation:

Authentic

Maximise existing assets, parks, riverfront, industrial heritage and transport centres

Integrated

Integrate new neighbourhoods and communities with those surrounding the site in a sustainable way

Diverse

Seek a mix of uses to create a new part of the city which is memorable and distinctive

Healthy

Prioritise healthy lifestyles with an emphasis on walking, cycling and sustainable movement patterns

Flexibility

The ability to respond to the changing needs of people and the economy over the period of development

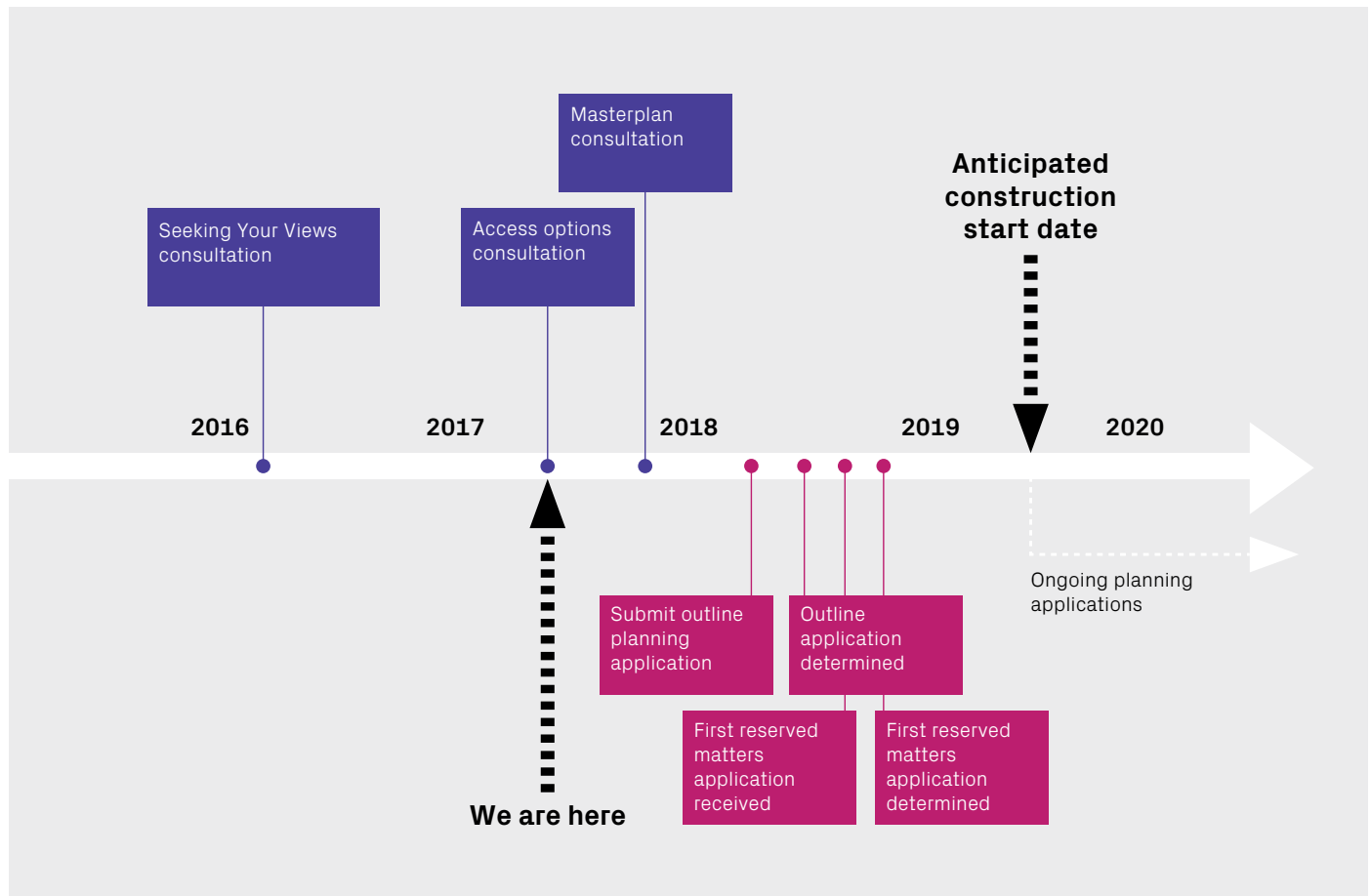
Deliverable

A deliverable approach which gives confidence and certainty to the development of new homes and work space

We are still at a very early stage in the development of York Central. As the masterplan progresses, there will be several chances for York residents and city visitors to express opinions on key aspects of the scheme's design and use - this event being one of those opportunities.

Further events will take place in Autumn regarding the wider masterplan. We'd ask you to remember that the masterplan is the **beginning** of a process, not the end. It will not deliver a fixed plan for buildings to be constructed but will instead create a framework built on strong principles that will guide future development and help to safeguard quality and site heritage. Additionally, it will establish criteria that investors and developers must satisfy if they wish to put forward plans, ensuring that any future development is right for the city.

Timings and engagement



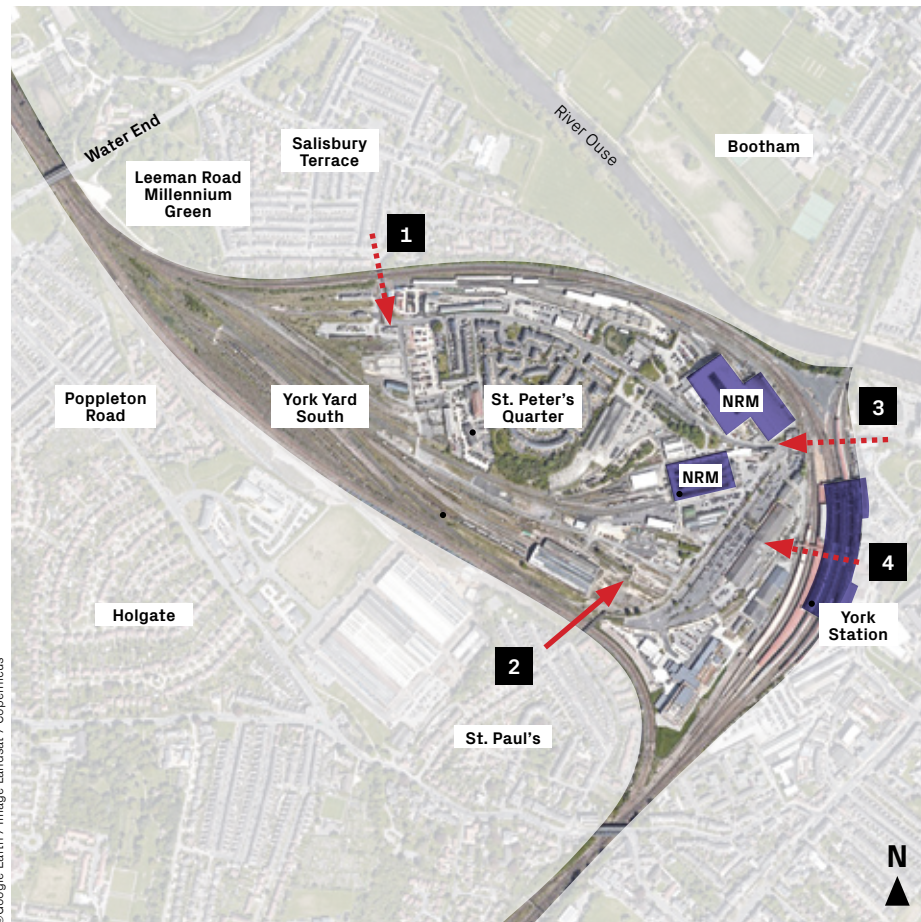
This consultation event will inform our decision regarding which access option to incorporate into the masterplan. However, it does not signal the end of our public engagement – a significant formal consultation event will take place in Autumn where we will once again invite members of the public to express their opinions on a much wider variety of subjects including temporary land uses, housing types, amenities and the impact of development activity on existing communities. Thereafter, there will be further ongoing consultation throughout the project.

Important notice:

Please visit yorkcentral.info to provide your feedback. The website provides unlimited space for you to give commentary on each of the proposals, along with a survey question which provides an opportunity for you to prioritise the overall access options constraints that most impact you. Alternatively, please complete the paper forms that you will find at today's event.

Please note – the consultation period ends at 17:00hrs on Wednesday 13 September 2017. This is the closing date/time for your feedback and the website will no longer display details of the access options.

Access option challenges



York Central is currently landlocked, offering limited access to York residents.

Communities to the south and west of the site must go around it by road. Pedestrians from the south can only access the site via a low quality footbridge.

To the north, Leeman Road passes under a low bridge into the residential communities and narrow streets around Salisbury Terrace and to the east via Marble Arch into the city centre. **These routes often become congested at peak times.**

Although York Railway Station is a Grade II* listed building, the entrance to the west of the station currently provides a poor and restricted approach via steps to the National Railway Museum and this side of the city.

To deliver the masterplan, a new access route into York Central is needed. Whilst this naturally brings challenges and constraints, it also creates a number of opportunities for local residents and the wider city.

Challenges and constraints:

- York Central is surrounded by active rail lines
- York Yard South is in use until at least 2023, after which time operational rail uses may continue depending on requirements of Department for Transport
- Delivering and maintaining a proposed new access route
- The impact on neighbouring communities
- Flood risk
- Maintaining and enhancing heritage assets

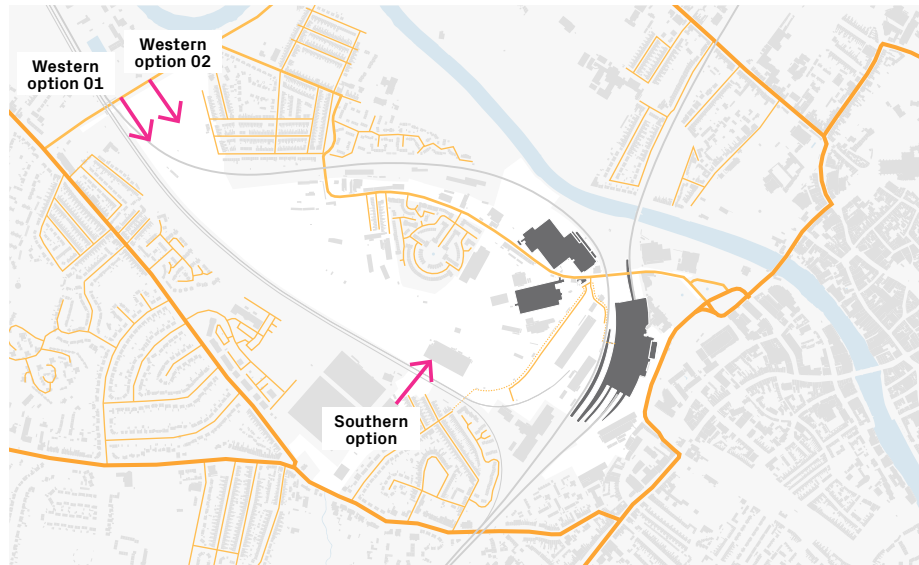
Opportunities:

- Create new residential, employment, leisure and community opportunities
- Improve connectivity of St Peter's Quarter
- Create a new western entrance to the station that is accessible to all
- Support the growth and development of the National Railway Museum
- Develop new walking and cycling routes through the site, improving connections between communities, the city centre and riverside
- Exploit the potential to reduce traffic through Leeman Road residential streets

Existing access to the site



Access options

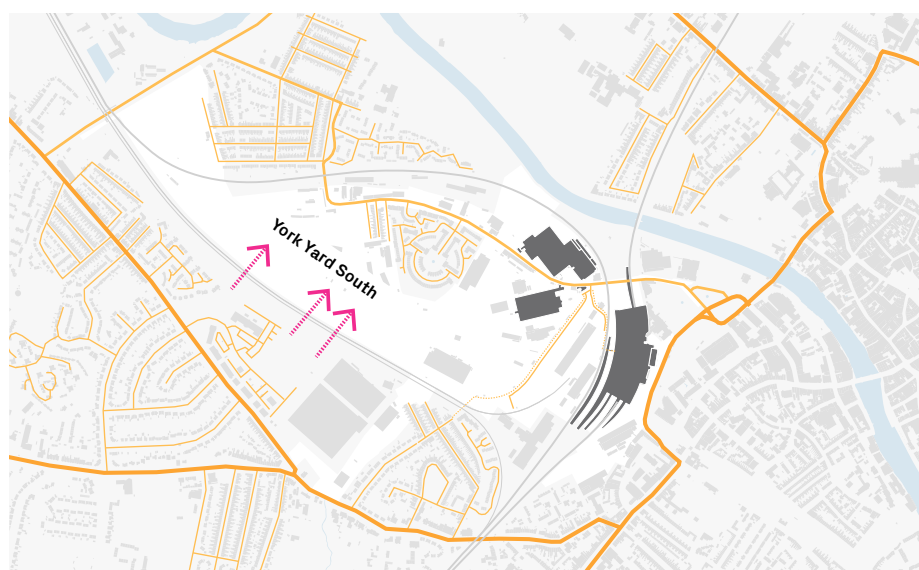


A number of options for new access are possible, each with challenges and benefits. This event seeks to demonstrate the differences between the options and get your views on each one. This will help us decide on the final option to take forwards.

There are three deliverable access options being considered and for you to review:

- Western option 01
- Western option 02
- Southern option

Shortlisted access options



Three access options previously considered have not been shortlisted following further investigation due to a combination of factors:

Operational rail requirements: York Yard South and the Holgate Works are key parts of the regional operational rail network. Holgate Works is to be expanded; to facilitate this, new rail lines will be installed to the west of the existing building. The site will also accommodate a modern Maintenance Delivery Unit for Network Rail which will migrate from York Central. York Yard South is required for continued operational rail use until 2023 at the earliest, due to existing commitments to Rail Operating Companies.

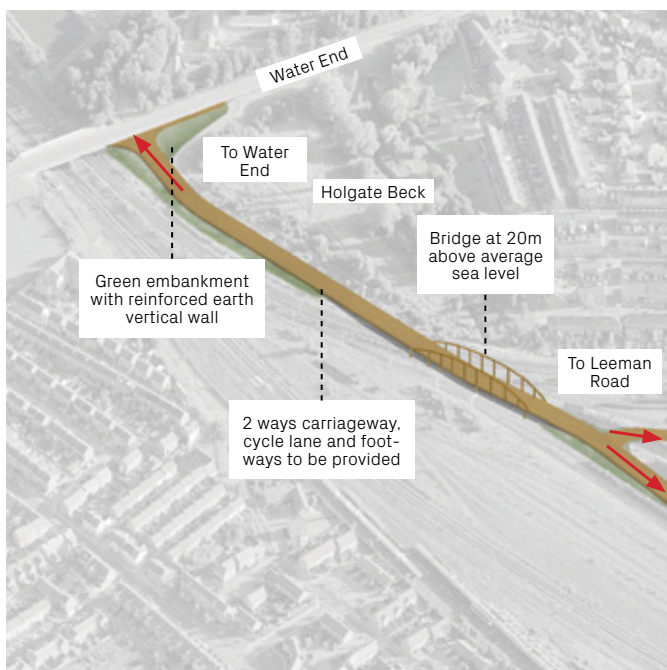
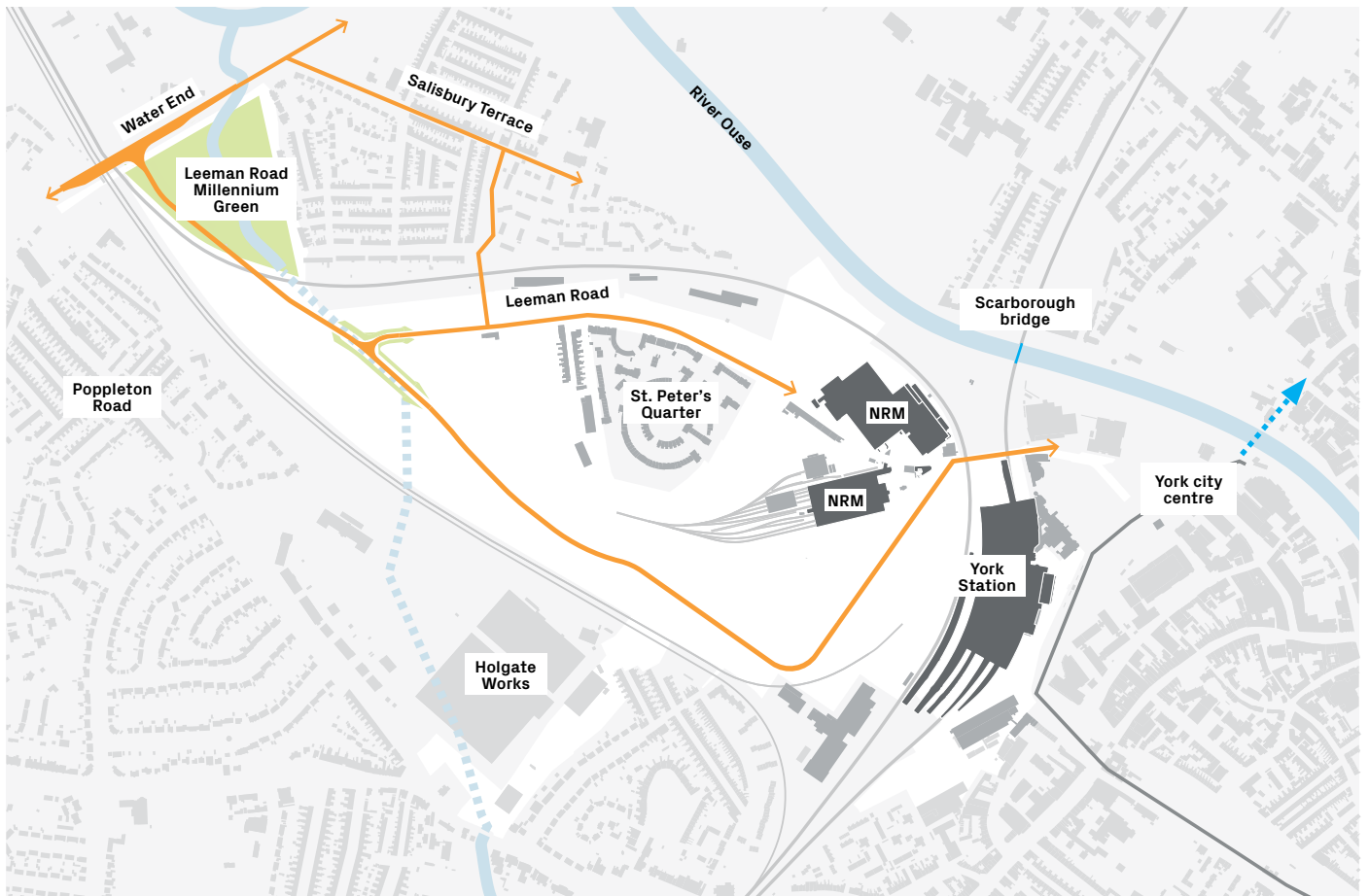
Funding availability: In order to be considered, access options must be capable of delivery by 2021 to bring in West Yorkshire Transport Funding and Enterprise Zone backed funding. Without these funding packages the whole scheme cannot be delivered.

Previously-considered access options

The three options from Poppleton Road to the south of the site would have to cross a significant swathe of railway infrastructure and construction could not commence until 2023 at the earliest and would miss the opportunity for funding. For these reasons, these options are not deliverable and therefore have not been shortlisted.

The remaining options have been shortlisted as technically deliverable within the required timescale for the scheme. Draft road layouts for these options are set out in more detail over the next boards, however **these diagrams do not represent a finalised design and are only indicative at this stage.**

Western option 01

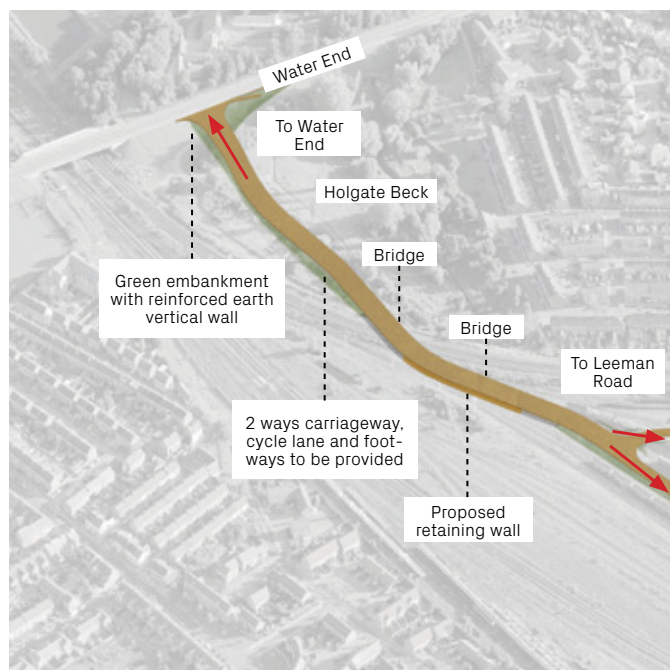
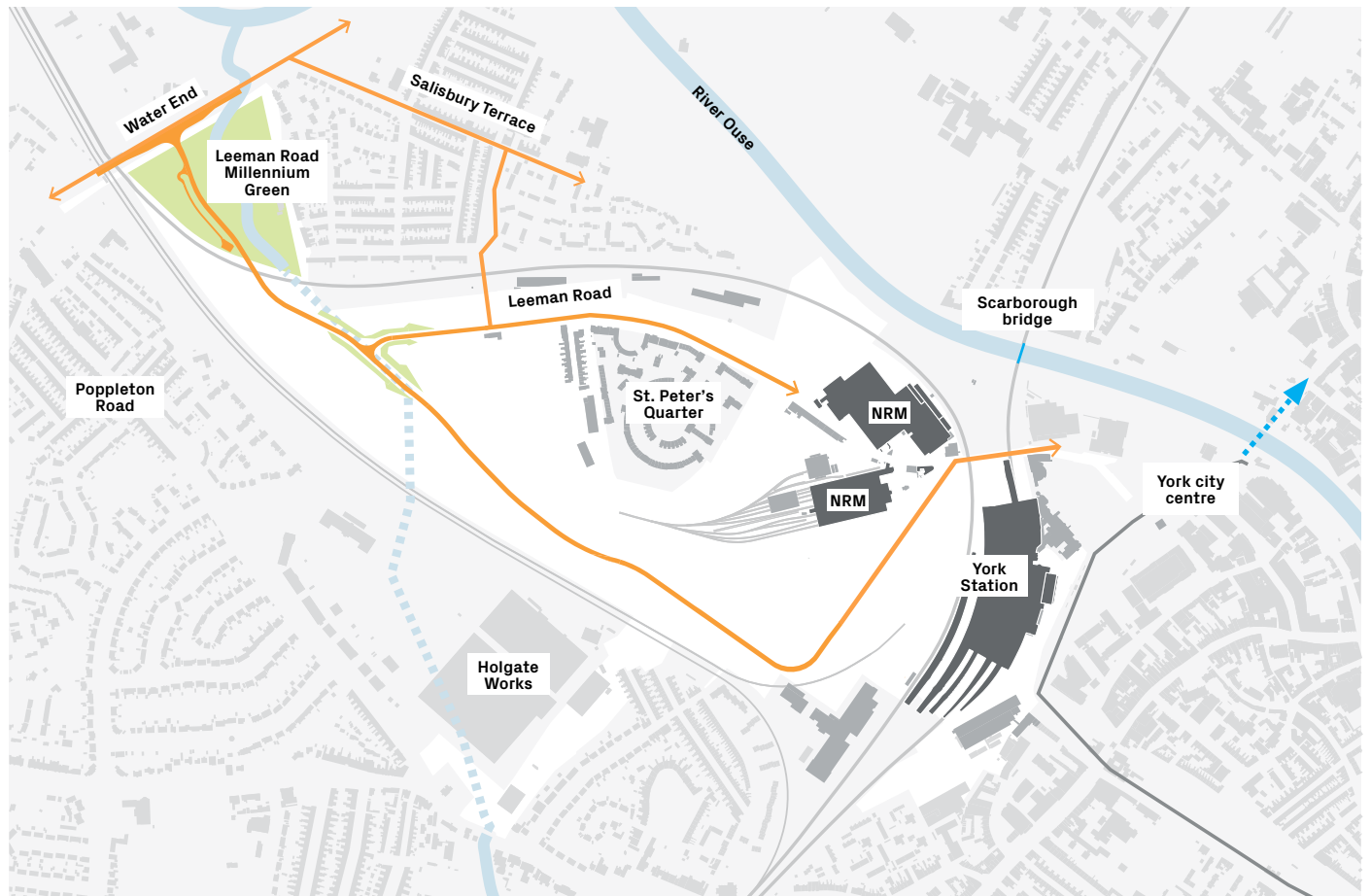


Western option 01 is the most complex as a result of the impact on the existing rail bridge on Water End and the larger bridge span over the East Coast Main Line. It is therefore the most costly of all the options currently under consideration.

Necessary work will include:

- Creation of a new traffic light signalled road junction at the eastern end of the existing Water End road bridge over the East Coast Mainline (ECML)
- A section of new road linking the traffic light signalled road junction with a second bridge over the ECML
- A new road through the York Central site to link to the western entrance of York Station and on to Leeman Road plus a further road to connect with the western end of Leeman Road
- Building on part of Leeman Road Millennium Green

Western option 02

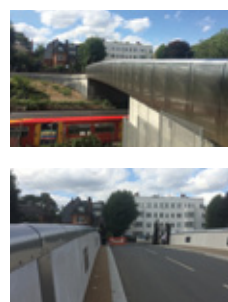
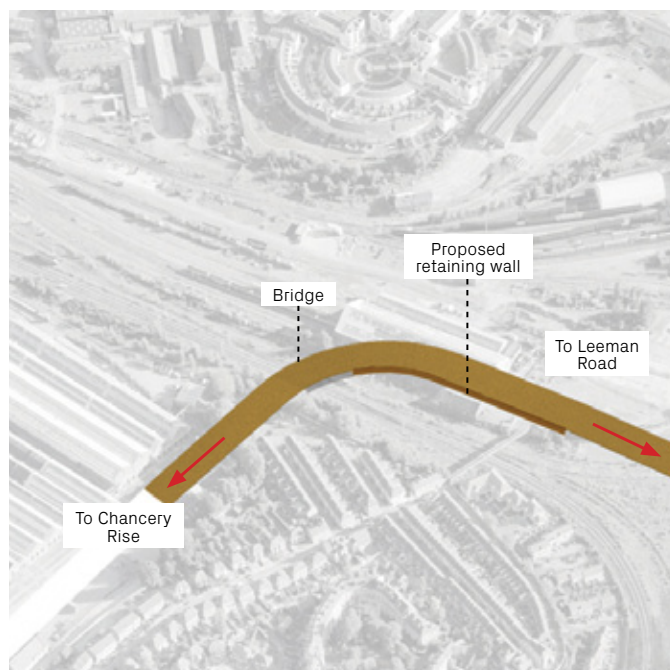
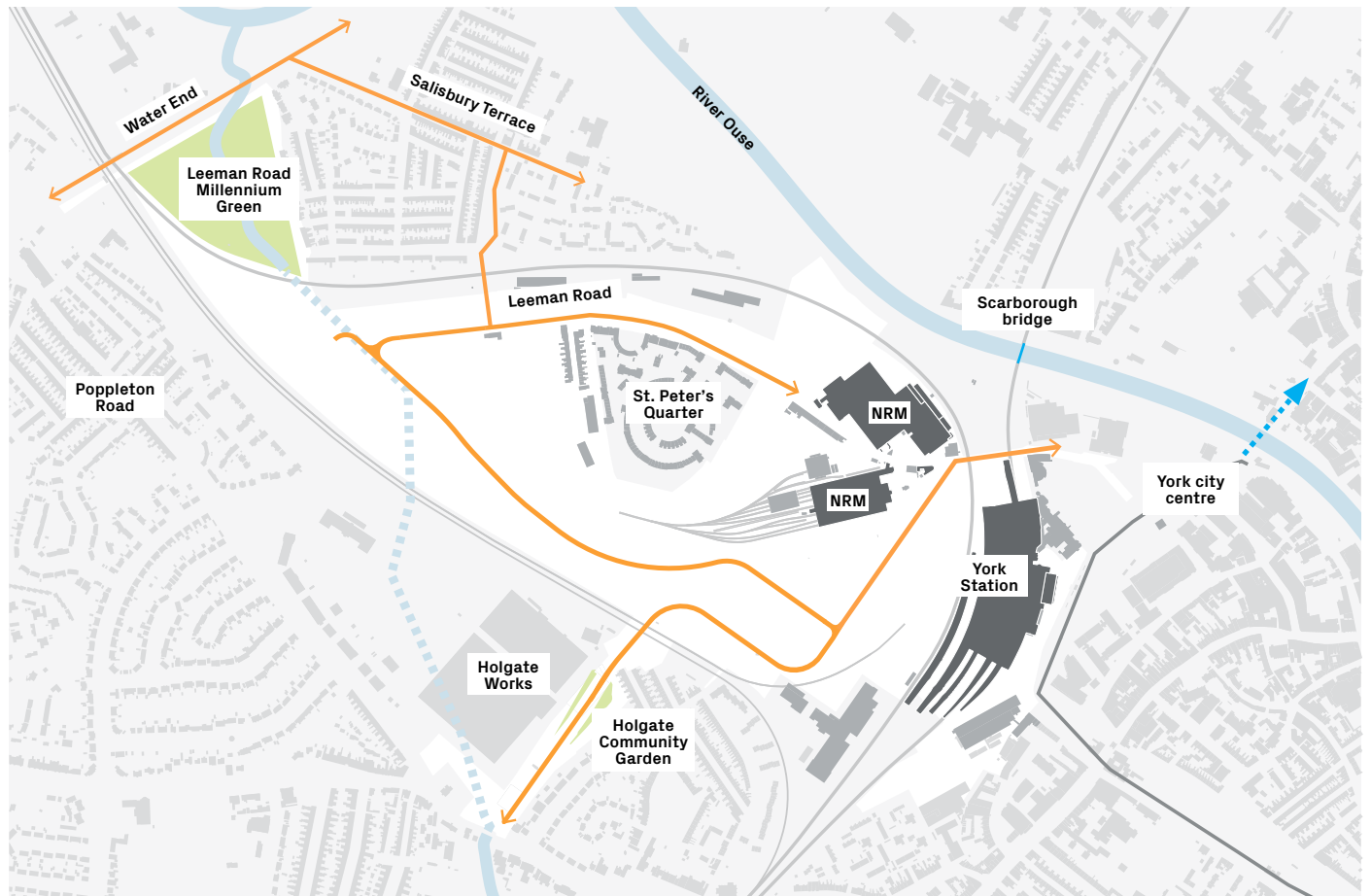


Western option 02 does not require works to the existing rail bridge on Water End. The total cost of constructing the bridge and access road for Western option 02 is approximately 45% cheaper than Western option 01.

Necessary work will include:

- Creation of a new traffic light signalled road junction at the eastern end of the existing Water End road bridge over the East Coast Mainline (ECML)
- A section of new road linking the traffic light signalled road junction with a bridge over the ECML
- A new road through the York Central site to link to the western entrance of York Station and on to Leeman Road plus a further road to connect with the western end of Leeman Road
- Building on part of Leeman Road Millennium Green

Southern option



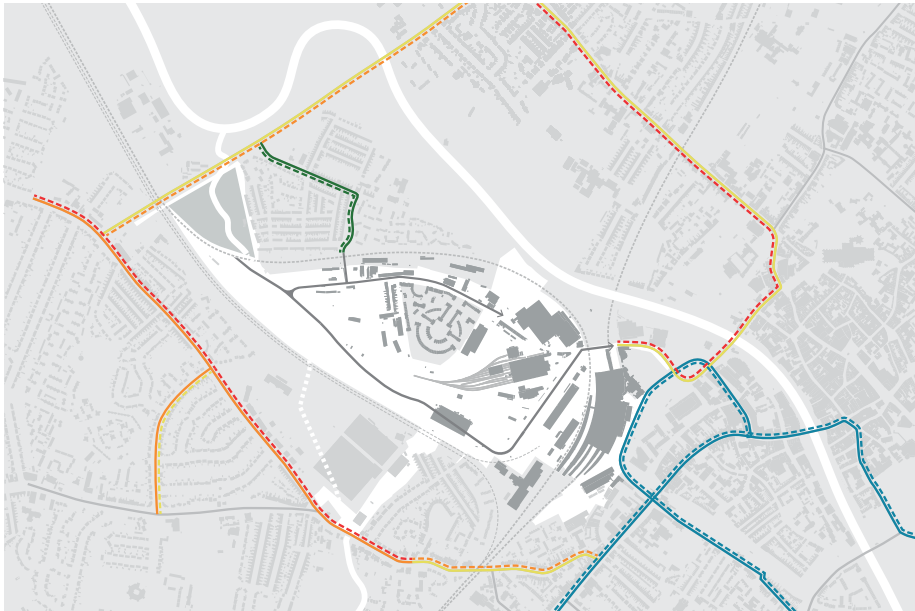
The Southern option does not require work near the East Coast Main Line and a cheaper single-span bridge can be lifted into place. The Southern option bridge and access road is approximately 65% cheaper than Western option 01.

Necessary work will include:

- A new bridge over the Freight Avoiding Line, originating from Holgate Road and running broadly parallel to Wilton Rise
- Building on the site of Holgate Community Garden
- A new road through the York Central site to link with the western end of Leeman Road
- A new link road to connect with the western entrance of York Station and the eastern end of Leeman Road and Salisbury Terrace

		Low flow increase
		Medium flow increase
		High flow increase
		Low flow decrease
		Medium flow decrease
		High flow decrease

Access traffic impacts



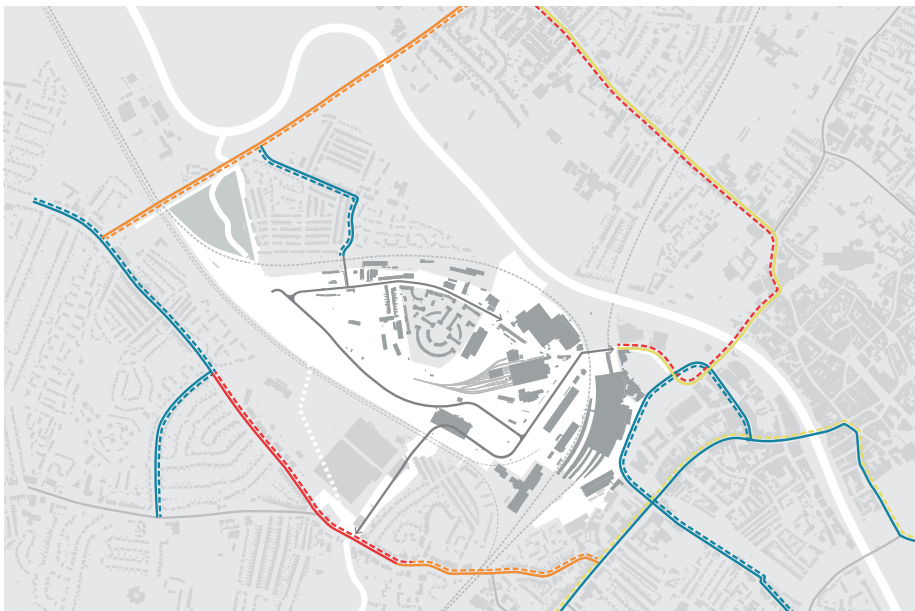
We have undertaken a traffic modelling exercise to assess the impact of each option. On the wider highway network, the impact of each access option is very similar and results in some increases in traffic flows, as would be expected for a major site development. The impact of the southern access option is slightly less as it enables greater spread of trips around the city. An indication of the traffic impacts on the local highway network is shown on the diagrams for the Southern option and Western options.

An access to the west also provides an alternative route to Leeman Road, greatly reducing trips on residential streets to the north of the site. There are moderate increases in traffic on Water End and the A19 as a result of new development trips and greater increases in trips on Poppleton Road, with existing trips diverting away from Water End.

The southern access option provides a new access to the south / west of the rail lines. The traffic flows are predicted to have a greater increase on the A59 Poppleton Road, close to the proposed access, but slightly reduce trips on some routes as existing trips divert away from the A59. There are also moderate increases in traffic on Water End and the A19.

For all access options, the modelling predicts slight reductions in trips on some city centre routes because additional routes are available through the site – for example, on the A1036 and Queen Street as indicated by the blue lines to the east of the station.

Projected traffic flows for western access options



Projected traffic flows for southern access option



Understanding impacts

The assessments we have undertaken can be used to help select an access option. More detailed assessments will be carried out as part of future planning applications.

Western option 01



Western option 02



Southern option



Area of impact	Comparative impact between options		
Construction	●	●	●
Transport	●	●	●
Townscape	●	●	●
Heritage	●	●	●
Air quality	●	●	●
Noise	●	●	●
Ecological	●	●	●
Flood risk	●	●	●
Community impact	We have assessed the areas of impact for each access option as shown in the table above (also see the descriptions of each area of impact below). We would like your views on the community impacts associated with each access option as part of this consultation.		

What do we mean by?

Construction	Complexity of bridge design and integration with existing highway and utility infrastructure
Transport	Predicted changes to traffic flows using the city-wide traffic model
Townscape	Potential impacts on views across the site including towards the historic city
Heritage	Impacts on known heritage features on or adjacent to the site
Air quality	Predicted changes in air quality associated with the access option
Noise	Potential noise impact associated with the access option
Ecological	Any direct impacts on defined ecological spaces within the site
Flood risk	Proximity of access to low, medium and high flood zones as mapped by the Environment Agency

Understanding impacts

Further detail on the impacts assessed is set out in the table below. We would like your views on the importance of these impacts in choosing the access option to take forwards.

Western option 01



Western option 02



Southern option



Area of impact	Commentary		
Construction	<p>Western option 01 will require the construction of a new bridge at Water End over the East Coast Main Line and further works to the existing bridge at Water End to create a right turn lane into the site.</p>	<p>Western option 02 would not require changes to the existing bridge over the East Coast Main Line at Water End.</p> <p>The road alignment passes across Flood Zone 2 and Flood Zone 3.</p>	<p>The Southern option would consist of a single span bridge.</p> <p>It will require the relocation of an existing electricity sub-station.</p>
Transport	<p>Western option 01 has a slightly higher impact on network-wide delays compared to the Southern option.</p>	<p>Western option 02 has a slightly higher impact on network-wide delays compared to the Southern option.</p>	<p>The Southern option has a slightly lower impact on network-wide delays.</p>
Townscape	<p>A tied arch bridge would be required for Western option 01 due to the required span over the East Coast Main Line. This may increase the townscape impact compared to Western option 02 and the Southern option.</p> <p>The Leeman Road Millennium Green Mosaic may be affected by the Western option 01.</p>	<p>There may be some visibility of the new access route from long distance views towards the Minster depending on the height of any required bridge structures.</p> <p>The Leeman Road Millennium Green Mosaic may be affected by the Western option 02.</p>	<p>There may be some visibility of the new access route from long distance views towards the Minster depending on the height of any required bridge structures.</p> <p>Holgate Community Garden will be affected by the Southern option.</p>
Heritage	<p>There would be no loss of any designated heritage assets as a result of Western option 01.</p>	<p>There would be no loss of any designated heritage assets as a result of Western option 02.</p>	<p>There would be no loss of any designated heritage assets as a result of Southern option.</p> <p>The Southern option is close to an Area of Archaeological Interest.</p>

Understanding impacts

Further detail on the impacts assessed is set out in the table below. We would like your views on the importance of these impacts in choosing the access option to take forwards.

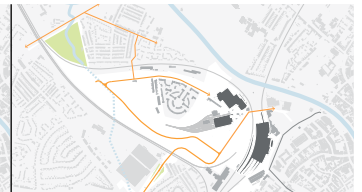
Western option 01



Western option 02



Southern option



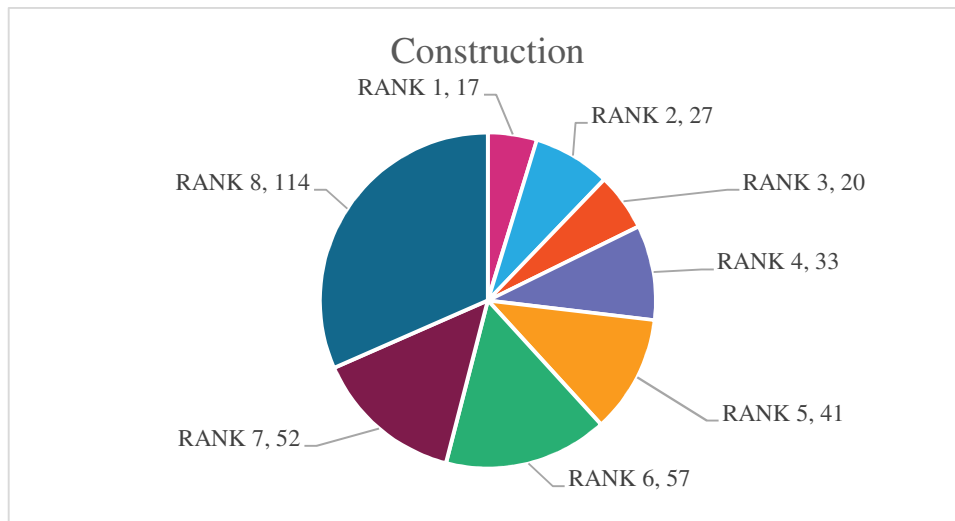
Area of impact	Commentary		
Air quality	<p>The site is within Air Quality Management Areas.</p> <p>Only slight impacts on air quality are predicted with Western option 01.</p>	<p>The site is within Air Quality Management Areas.</p> <p>Western option 02 moves the western access closer to residential properties and therefore has a greater potential for air quality impacts than Western option 01.</p>	<p>The site is within Air Quality Management Areas.</p> <p>Higher pollutant concentrations are predicted with the Southern option.</p>
Noise	<p>Western option 01 is further away from residential properties than Western option 02 and therefore has a lower potential for noise impact than Western option 02.</p>	<p>Western option 02 moves the western access closer to residential properties and therefore has a greater potential for noise impact than Western option 01.</p>	<p>The Southern option results in the greatest noise impact at nearby properties because of the proximity of the access road to the residential properties and partially because of the elevation of it above ground.</p>
Ecological	<p>No statutory nature conservation designated sites were identified within the site boundary or adjacent to the site. Western option 01 is located in Millennium Green which is a local Site of Importance for Nature Conservation.</p>	<p>Western option 02 moves development further into the Millennium Green which is a local Site of Importance for Nature Conservation. This may require additional ecological improvements to be developed.</p>	<p>The Southern option is not located in close proximity to any statutory or non-statutory sites.</p>
Flood risk	<p>Part of Millennium Green is categorised as Flood Zone 3, and the remainder as Flood Zone 2.</p>	<p>Part of Millennium Green is categorised as Flood Zone 3, and the remainder as Flood Zone 2. More of Western option 02 is located within Flood Zone 3 compared to Western option 01.</p>	<p>An area at the junction of Holgate Road and Chancery Rise is within Flood Zone 2. The southern option has the least impact on existing Flood Zones.</p>

Appendix B

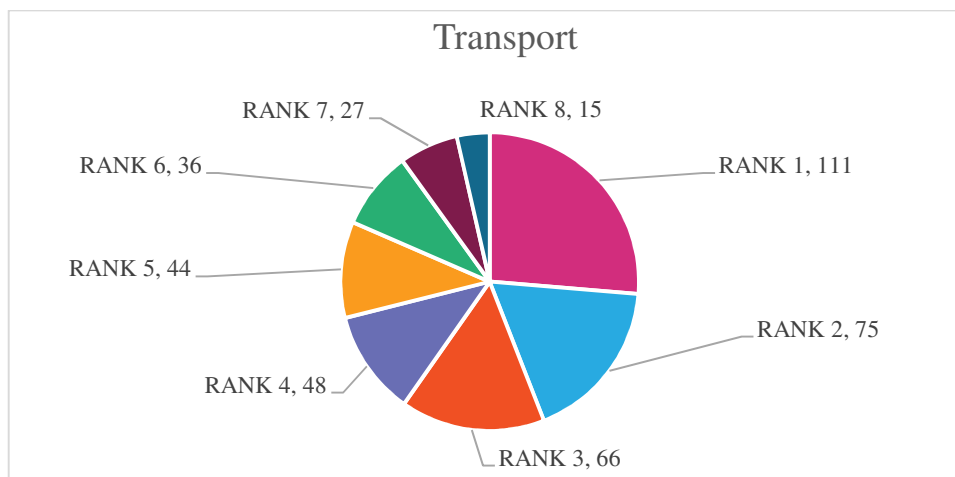
Question 2 Priority Graphs Breakdown

B1 Question 2 Impact Criteria Breakdown

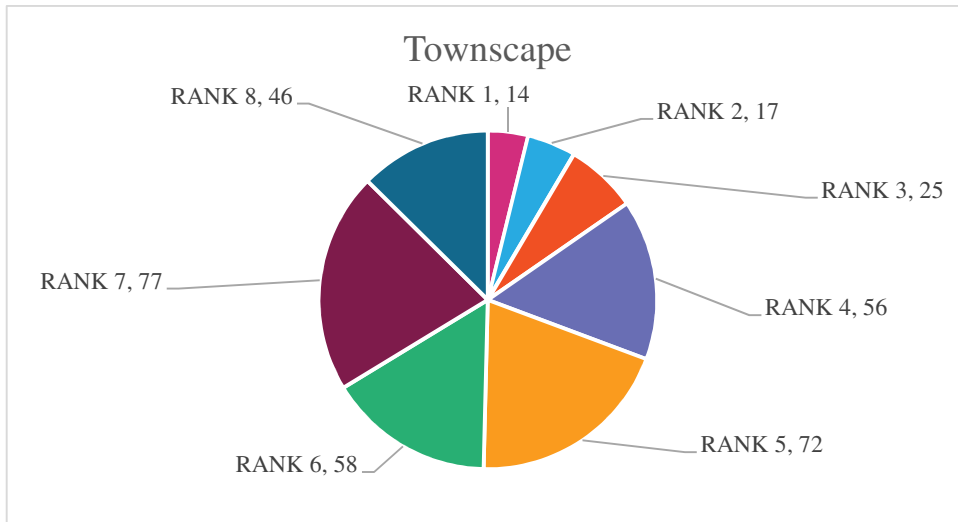
The following pie charts provide an analysis of responses in relation to question two ‘Please tell us which of the following you believe should be a main priority when planning the new access options’. Each pie chart provides analysis on a different priority identified in the ranking table.



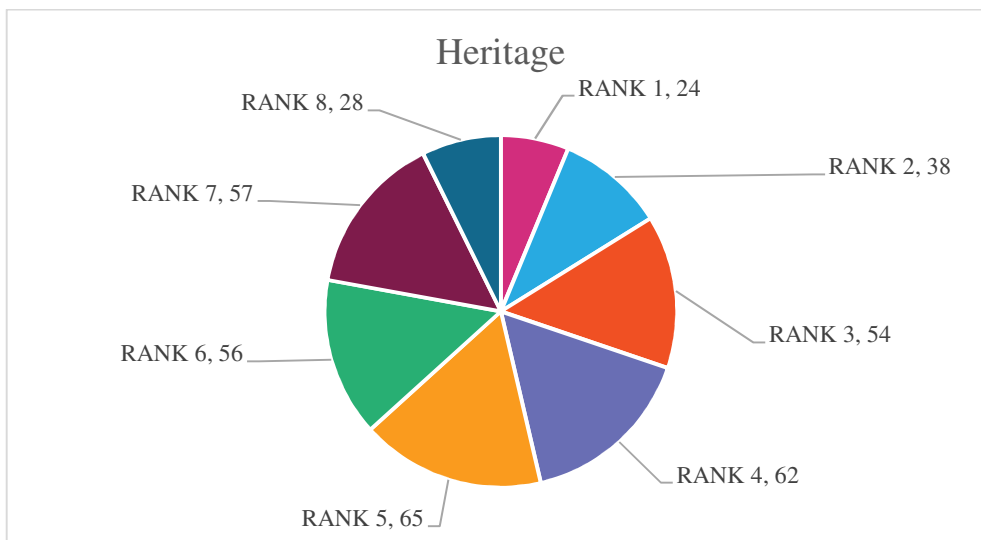
The construction pie chart shows that 17 respondents ranked this factor as the highest priority and 114 ranked it as the lowest.



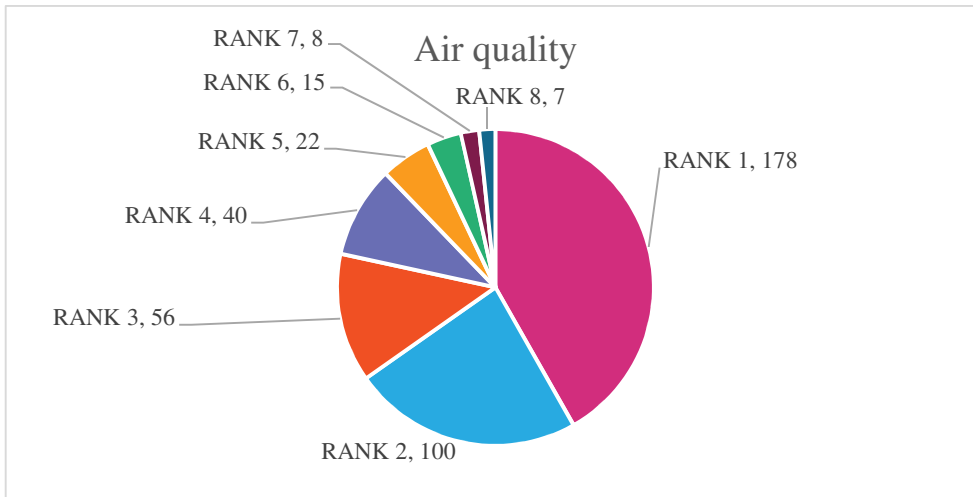
The transport pie chart shows that 111 respondents ranked this factor as the highest priority and 15 ranked it as the lowest.



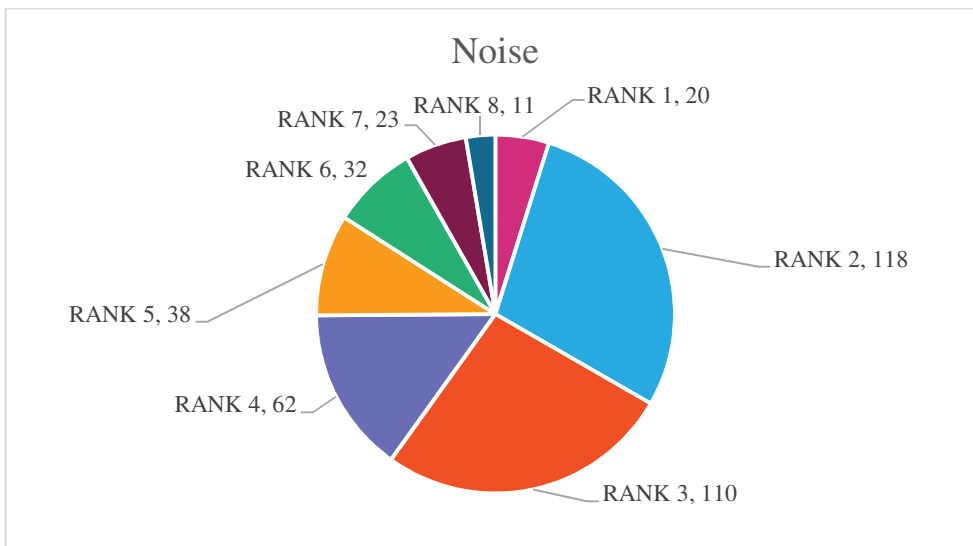
The townscape pie chart shows that 14 respondents ranked this factor as the highest priority and 46 ranked it as the lowest.



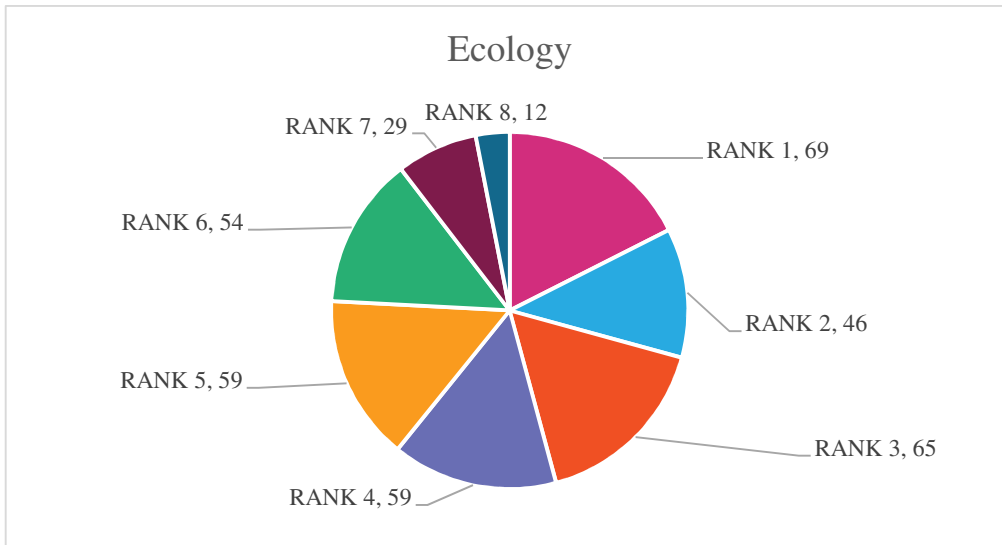
The heritage pie chart shows that 24 respondents ranked this factor as the highest priority and 28 ranked it as the lowest.



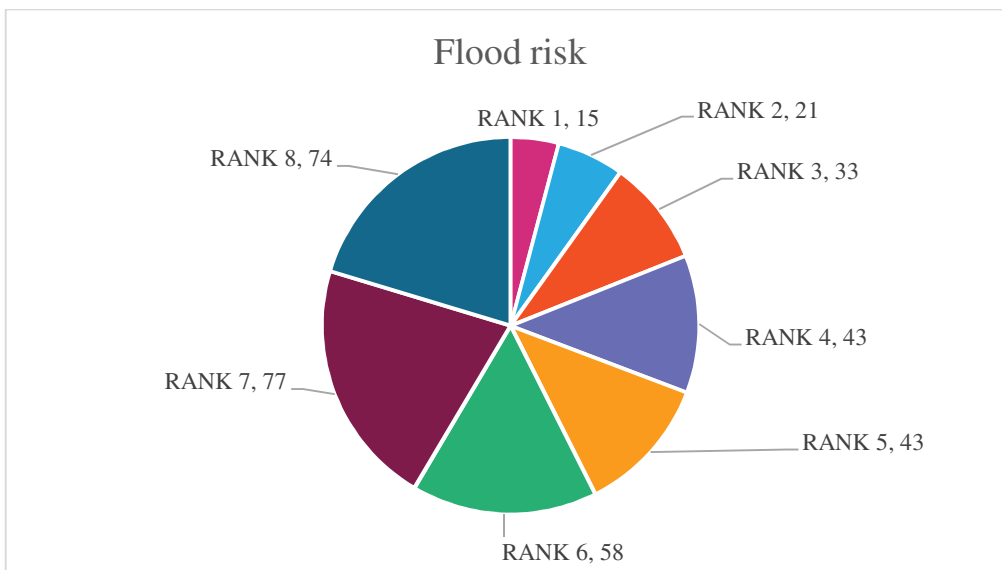
The air quality pie chart shows that 178 respondents ranked this factor as the highest priority and seven ranked it as the lowest.



The noise pie chart shows that 20 respondents ranked this factor as the highest priority and 11 ranked it as the lowest.



The ecology pie chart shows that 69 respondents ranked this factor as the highest priority and 12 ranked it as the lowest.



The construction pie chart shows that 15 respondents ranked this factor as the highest priority and 74 ranked it as the lowest.

Appendix C

Question 3 Coding Analysis

C1 Coding Framework

Code	Description	No. of consultees who raised the issue
Theme	Support and opposition for options (please see figures 22-23)	
WO1P	Preference for Western Option 1	196
WO1O	Opposition for Western Option 1	39
WO2P	Preference for Western Option 2	115
WO2O	Opposition for Western Option 2	66
SouthP	Preference for the Southern option	29
SouthO	Opposition for the Southern option	336
RES	Reservations about any of the options	56
POS	Positive comment about York Central	4
Theme	Community Impacts (please see figures 24-27)	
CI1	Concerned about community impact as a result of constructing Western Option 1	46
CI2	Concerned about community impact as a result of construction Western Option 2	61
CI3	Concerned about community impact as a result of constructing the Southern option	238
CI4	Concerned about impact on quality of life associated with the development overall	36
CI5	Safety concern about students/schools associated with the access options	28
CI6	Safety concern for non-motorised users associated with the access options	12
CI7	Concern about the impact on Fox Inn pub associated with the Southern option	32
CI8a	Western option 1 considered to have the least impact on communities	57
CI8b	Western option 2 considered to have the least impact on communities	33
CI8c	Southern option considered to have the least impact on communities	5
CI9	Concern over loss of vibrancy as a result of southern option	5
CI10	Concern about impact on schools associated with the proposals	2
Theme	Traffic and Transport (Please see figures 28-30)	
TRA1	Existing problem with rat running in the area	7
TRA1a	Worsening problem with rat running	8
TRA2	Existing congestion on Leeman Road	34
TRA3	Existing congestion on Holgate Road	150
TRA3a	Existing congestion on Poppleton Road	46
TRA4	Existing problem with speeding	0
TRA5	Other existing traffic problems	29
TRA6	Request for provision of alternative forms of transport, i.e. pedestrian and cycle access.	77
TRA6a	Reduce vehicle use and encourage alternative transport within and around the site.	40
TRA6c	Concern about impact on public transport	6
TRA7	Request to improve connectivity throughout the site	13

TRA8a	Worsening congestion due to Western Option 1 or Western Option 2 (or mention of Leeman Road)	50
TRA8b	Worsening congestion due to Southern Option (or mention of Holgate Road)	198
TRA8c	Worsening congestion on Poppleton Road as a result of an access option	54
TRA8d	Bus lane would worsen congestion at the southern option.	2
TRA9	The access options do not take future growth into account	16
TRA9a	Western options can cope with additional noise and traffic from the development.	4
TRA10	Request to keep Leeman Road open	13
TRA10a	Leeman Road congestion would reduce with Western Option 1	8
TRA10b	Traffic would reduce levels along Poppleton Road with southern option	1
TRA10c	Traffic would reduce levels along Poppleton Road with western options	4
TRA11	Concerns about the traffic impacts on the whole of York	32
TRA12	Request for wider transport integration with the rest of York	22
TRA13	Other comment (Summarise in box)	6
TRA14	Dispute the transport model information provided at the consultation	35
TRA15a	Worsening impact on Salisbury Terrace as a result of the southern option	6
TRA15b	Positive impact on Salisbury Terrace as a result of the southern option	2
TRA15c	Worsening impact on Salisbury Terrace as a result of the western options	11
TRA15d	Positive impact on Salisbury Terrace as a result of the western options	13
TRA16	Road improvements are needed	15
TRA17	Western options provides best long-term approach	6
TRA18a	Western options allow for evenly distributed access from a number of sides	4
TRA18b	Southern option allows for evenly distributed access from a number of sides.	5
TRA18c	Concern about access into the site due to where the routes are placed	4
TRA19a	Southern option not considered feasible.	7
TRA19b	Junction improvements would be required at Holgate Road to construct the southern option	6
TRA19c	Unclear on road layout on southern option	1
TRA20	Lack of parking in the area/worsening as a result of southern option.	11
TRA21	Concern about getting onto the road from a side road	4
TRA22	Request for traffic calming	2
TRA23	Congestion around station will worsen with Western Option 2	1
TRA24	Request for information on the marble arch closure	6
TRA25	Request for more than one access to be constructed to access the site	10
TRA26	Concern about longer commutes/journey times as a result of any of the access options	4
TRA27	Western options would relieve Leeman Road residential area of traffic problems it currently suffers	1
Theme: Environment (Please see figures 31-34)		
ENV	General concern about noise	11
ENV1a	Adverse impact on existing noise climate as a result of Western Option 1	14
ENV1b	Beneficial effect on existing noise climate as a result of Western Option 1	1

ENV2a	Adverse impact on existing noise climate as a result of Western Option 2	15
ENV2b	Beneficial effect on existing noise climate as a result of Western Option 2	2
ENV3A	Adverse impact on existing noise climate as a result of Southern Option	116
ENV3b	Beneficial effect on existing noise climate as a result of Southern Option	0
ENV4	General concern about air quality	45
ENV4a	Adverse impact on air quality/increase in pollution as a result of Western Option 1	17
ENV4b	Adverse impact on air quality/increase in pollution as a result of Western Option 2	19
ENV4c	Adverse impact on air quality/increase in pollution as a result of Southern Option	197
ENV4d	Raised comments about Air Quality Management Areas in location of site	75
ENV5	General concern about flood risk	8
ENV5*	Flood risk impact should be minimal as a consequence of the access option	2
ENV5a	Concern over impact on flood risk as a result of Western Option 1	7
ENV5b	Concern over impact on flood risk as a result of Western Option 2	22
ENV5c	Concern over impact on flood risk as a result of Southern Option	8
ENV6a	Concern about impact on environmental features (including trees/ecology) as a result of Western Option 1	23
ENV6b	Concern about impact on environmental features (including trees/ecology) as a result of Western Option 2	32
ENV6c	Concern about impact on environmental features (including trees/ecology) as a result of Southern Option	61
ENV7	Concern over loss of the Holgate area Community Garden	260
ENV8	Concern about impact on Millennium Green related to the construction of Western Option 1	56
ENV9	Concern about impact on Millennium Green related to the construction of Western Option 2	115
ENV10	Negative impact on listed buildings/heritage related to the construction of Western Option 1	9
ENV11	Negative impact on listed buildings/heritage related to the construction of Western Option 2	6
ENV12	Negative impact on listed buildings/heritage related to the construction of the Southern Option	34
ENV13	Request for mitigation	36
ENV13a	Design of York Central should focus on improving air quality.	4
ENV13aa	Human rights concern about not improving air quality due to York Central development.	5
ENV14	Other environmental concerns (use summary box to summarise comments on others)	1
ENV15	Negative impact on townscape as a result of any of the access options	25
ENV17a	Negative impacts on residents health as a result of the construction of Western Option 1	13
ENV17b	Negative impacts on residents health as a result of the construction of Western Option 2	18
ENV17c	Negative impacts on residents health as a result of the construction of the Southern Option	66
ENV18	Concern about light pollution worsening due to the York Central development	17
ENV19	Concern about overall lack of existing green space without further development planned	69

ENV19a	There is enough green space existing in the Leeman Road area	3
ENV20	Request for further environmental surveys to take place before the access option is chosen	3
ENV21	Natural environment is considered to be valued for openness and protection from pollution	1
ENV22a	Holgate Road is considered to have high ecological value	1
ENV22b	Millennium Green is considered to have high ecological value	2
ENV23	Evidence on environment effects is being ignored to make the decision	2
ENV24	Insufficient data to determine impact of options/request for Environmental Assessment	2
ENV25	Tree Preservation Orders exist in areas which will be affected by construction	2
ENV26	Western Option 2 has the least impact on air quality.	1
Theme	Construction Related Concerns (Please see figure 35)	
CON1	Why build any of the access options which encourage traffic/air pollution?	3
CON2	Request to consider the sustainability and carbon footprint in construction of the access option	5
CON3	Concern about impact on listed buildings from construction	4
CON4	Do not believe construction method is a significant issue in choice of access options	11
CON4a	Western Option 1 is considered to be too complex to construct	5
CON5	Request for construction to be started as soon as possible	2
CON6	Other Construction suggestions (use summary box to summarise comments)	3
CON7	Construction disruption will be of concern for Holgate Road residents.	3
CON7a	Request to keep the Public Right of Way open along the river during construction	1
CON7b	Western Option 2 has the least disruption during construction	1
CON8	Concern about dust, dirt and disruption associated with construction activities	9
CON9	Concern about lack of developers to take forward the York Central site	3
Theme	Alternative suggestions (Please see figure 36)	
DES1	Design suggestion for Western Option 1	13
DES2	Design suggestion for Western Option 2	8
DES3	Design suggestion for Southern Option	6
DES4	Concern about previous access options being excluded from the consultation	28
DES5	Preference for previous access option	49
DES6	Other access options design suggestions (use summary box to summarise comments)	15
DES7	Request for high quality design associated with York Central	12
DES7a	The access road design should be sensitive to surroundings (i.e. residential properties)	8
DES9	Request to ensure appropriate access is maintained for York Bridge Club	2
DES10	Request for design competition for the access option	1
DES12	Suggestion that the access should use the existing track from Water End towards Millennium Green	3
Theme	Process and engagement comments	

COP1	Concern that is a political decision making process (e.g. the decision is made by politicians and not the community)	37
COP1a	Concern that decision will be made irrespective of negative impacts of one access option	1
COP1b	Decision is divisive and is creating conflict between two communities	3
COP1c	Comments about the role of the National Rail Museum in the project	3
COP1d	Comments about the role of Network Rail in the project	3
COP2	Concern about the consultation process being genuine (concern that people's comments will not be taken into account in refining the scheme as a result)	46
COP3	Disagreement with the priority ranking table within the questionnaire and boards	28
COP4	General comments about consultation materials	52
COP4a	Dissatisfaction/disagreement with the Red/Amber/Green ranking conclusions within consultation materials	47
COP5	Comments about the lack of data provided for consultation	66
COP6	Comments about the consultation events	22
COP7	Request for additional consultation	3
COS1	Comments about the decision being made due to budget/cost rather than high quality design	30
COS2	Comments about decision being made due to budget/cost rather than what is best for the site/York residents	97
COS3	Concern about blight (reduction in houses price etc)	19
COS4	Concerns about funding of the development	21
COS4a	Western options should be disregarded because Millennium Green is a National lottery funded project.	1
COS5	Request to spend more money now in the choice of access rather than choose the cheapest option (concern about short-sighted nature of decision-making)	66
COS6a	Preference for Western Option 2 on cost grounds	5
COS6b	Preference for the Southern Option on cost grounds	6
COS6c	Considers Western Option 1 to be too expensive to progress	5
COS6d	Cost seems to be the most significant factor in the decision making process	1
COS7	Suggestion about Compulsory Purchasing affected properties	2
COS8	Request for compensation related to choice of access	4
COS9	General concern due to the cost of living being high in York meaning residents cannot afford to move if affected by access option	2
COS9a	Comment from residents that they would have to move due to pollution if the Southern Option is constructed	1
LEG	Raised comment about the potential for a legal challenge	10
ANEC	General comments about how places are currently used.	44
TIME	Timeline should not be a problem for the development	1
Theme	General comments about the masterplan	
MP1	Needs high quality vision for the development	45
MP*	Other comments	3
MP1a	Request for high quality and sensitive design for the development	15
MP2	Comments about housing types and numbers for York Central	13
MP3	Insufficient information about the masterplan for the site to be able to determine which access option is best	32
MP4	Raised the importance of the National Railway Museum (NRM) and its impacts on the local area	11
MP5	Concern about NRM closing Leeman Road	3
MP6	Planning and foresight is needed before decision made on masterplan	14

MP7	Comments about office space in the development	9
MP8	Need to create community feel in new development	2
MP9	Concern about height of buildings in the York Central proposals	2
MP10	Request for community infrastructure (i.e. schools, GP, green space) as part of developing York Central	20
MP11	Comments about Holgate Beck as part of the new site	2
MP12	The York Central development should seek to repurpose heritage buildings for new uses	2

Appendix D

Alternative Access Design Solutions (Free-text Responses)

D1 Alternative Access Design Solutions

Alternative Design Suggestions for Western Option 1
<p>As to option 1 or option 2, expense should be put to pen side, as to what the better option would be for traffic controlling etc. However option 1 (western) would not cut through as much of the Millennium Green, and I think the Leeman Road residents would prefer less traffic over cutting through Millennium Green. Affordable homes should be built in this teardrop area - ones that people can actually afford - families can afford. Not 1 bed apartments for commuters or homes for the better off. Areas need to be created for new communities to form and create their own community.</p>
<p>Western Option 01 - is my third option. Western option 01 - 3rd choice. Plus for this option is the reduced air pollution and noise. Have no concern (see above) about loss of Millennium Green. New bridge is attractive design. Minus is the cost. Not near any schools whereas the two options may impact on Leeman Road school and their own incoming traffic.</p>
<p>I appreciate that there are problems with Options A1 and A2, mainly on the grounds of the cost of expensive oblique crossings of the ECML and, in the case of A1, of its proximity to the existing bridge, requiring the latter to enlarge. I should therefore like to suggest for consideration between A1 and A2 which I feel could considerably reduce their costs. I have shown this diagrammatically on the attached plan. By Joining Water End at the junction with the present service road for Network Rail vehicles to access the railway the railway, this would avoid (in common with Option A2) the need for works to the present Water End bridge over the railway and, starting from a lower point, would require a lower embankment in the vicinity of Water End. Curving southwards, it would be necessary to cut across the corner of the Millennium green but this would involve far less damage to the attractive ecological and recreational area than Option A2 and have an impact similar to that of Option A1. It would then bridge over the ECML at a much less oblique angle than either Option A1 or A2, which should reduce the cost of bridge, before curving south-eastwards to enter the development site adjacent to the Avoiding Lines. Whilst I am not able to assess this suggestion from the point of view of levels, it would seem likely to be considerably cheaper than Option A1 or A2 and, for this reason, appears to me a vibrant which should be considered. Whilst I appreciate that Water End/Clifton Bridge is a liable to congestion at peak times, it surely makes sense to provide access to York Central further away from the City Centre, bearing in mind that there will still be access from Leeman Road via Marble Arch.</p>
<p>Western Option 01 - Sounds very expensive and complex construction could lot of disruption during construction. Will result in lot of traffic on Water End, which is already very plus knock on increase onto the A59 would destroy Leeman Millennium Garden - Could this be developed differently if this route been chosen?</p>
<p>Western option 1: The only downsides appear to be cost and a big bridge. There are none of the issues that the other options have. This development will be around for generations. We need to spend upfront to decrease impact on the people who already live and work in these area. It seems unclear why the bridges with less impact from Western Option 2 could not be used in option 1, reducing the visual impact.</p>
<p>Option Western 01 and 02. Traffic: Both give access to and from the site towards the outskirts which seems sensible though it needs to be designed so as not to be a rat-run taking (too much) traffic off Holgate Road. Option 01.02 Townscape. If a new bridge was architecturally interesting it could add to the rather than detract from the townscape.</p>
<p>Western Option 1 seems to have the overall least impact on existing areas external to the site, and the transport options offered by the westerns options appear to improve congestion and routes for vehicles more than the Southern option. There is no indication of the current condition / remaining life of the Water End bridge - if Network Rail were cinderling preplacing this in the next 10-15 years this option would offer an opportunity to correct this. However if the structure is relatively new, i.e. with 80-1000 years of service left it would make more sense to look at amended western Option 2. If no alterations to options are to be considered then Western Option 1 appears to be the best to progress.</p>
<p>Option 1: a) Concern about backing up of traffic onto Borough bridge Road due to right turning traffic.</p>

b) Access from the south and east is limited.
"Hi, I am a resident living close to Option 1 (and even closer to option 2). I have a suggestion which may reduce the cost and impact of option 1. Could Landing Lane be used as a loop road to align traffic with the proposed road? This could reduce the need for modifications to the existing rail bridge. Ideally, a short tunnel to cross under Water Lane could be used or failing that a traffic light junction as already proposed. Picture attached to illustrate."
I think the best option on all counts would be WO2 moved across as far as possible to the line of WO1 across Millennium Green
The western route must be reconsidered, taking into account potential future plans from network rail. If this starts off 'on the cheap' it sends out a wrong message to residents and alarm bells.
Though most expensive, Western option 1 would avoid Holgate and Leeman Road communities, whilst providing the opportunity to make the bridge something celebratory and inspiring. Where the townscape is a concern for many, use it as an opportunity to bring it to life.
Western Option 1: This has the potential to negatively impact the townscape of the Leeman Rd community. If this option is chosen I would prefer an iconic bridge in the style of Newcastle's 'blinking eye' or Millennium Bridge. If I am to sacrifice my view let it be for a gateway I can be proud of. There are no positive impacts to be gained from a Water End style concrete corridor.
This is already a noisy neighbourhood with very poor air quality. It would be inhumane to make it any worse. Has the option of using Landing Lane to bring traffic under the existing rail bridge with a new bridge to then carry traffic over the ECML been considered? Or failing that, Landing Lane to a new road junction crossing Water Lane directly onto new road and bridge. Saves costs of change to existing rail bridge, causes least disruption and will work with existing traffic flows. This is essentially Option 1 but at a much lower cost.
Proposed route must not impact negatively on existing communities, including open space dedicated to public use and traffic. Given the choice of access options, Holgate Community Garden should take priority over millennium green as there is active community engagement with it. Traffic is a major issue in this part of York, and any increase in traffic on Holgate Road (the Southern access option) is unacceptable for rush hour congestion and air quality. I would therefore opt for route Western 01 but with some concerns about the York Central development impacting on views from Poppleton Road/Borough bridge Road/Water End/Clifton towards York Minster.
The Western Options are both preferable to the Southern Option. The bridge envisaged for the more expensive Option Western 01 is large and unsightly. However, it is unclear whether the artist's impression in the consultation document is actually the size it would be or whether it has been drawn larger to put people off.
Western options 01 and 02 are the same except for civil engineering required at the intersection with Water End. It is misleading to suggest that any area of impact would be significantly different for either of these options other than the construction work and its cost.

Alternative Design Suggestions for Western Option 2
Western 1 and 2 will provide another route for cars, bikes and pedestrians away from Borough bridge Road, hopefully giving them a cleaner route through to town and would hopefully reduce the traffic down borough bridge road. The mosaic that is mentioned for option 2 that will be affected is very badly damaged already and therefore is this really something that is worth keeping?
Option Western 01 and 02. Traffic: Both give access to and from the site towards the outskirts which seems sensible though it needs to be designed so as not to be a rat-run taking (too much) traffic off Holgate Road. Option 01.02 Townscape. If a new bridge was architecturally interesting it could add to the rather than detract from the townscape. Ecology: money is a factor and if it can be done sensitively option 02 could provide a green corridor into the development. Associated cycle/walking paths need to be landscaped and away from the traffic - 'a greenway' that could like with routes out to Poppleton and Skelton on to side of the Ouse.
The downsides of Western Option 2 is that it cuts the Millennium Green area in two. There is an existing road from Water End to the South with a road alignment that is far away from Water End bridge but then carries around the outside of the green area. Consideration for a road alignment that follows the route of this existing road should be put forwards to prevent the need for a longer bridge again the road alignment should be considered to align with the rest of Option 2 to pass over the railway. Given the low speed of traffic in the area the severe road alignments required could be suitable.
I think the best option on all counts would be WO2 moved across as far as possible to the line of WO1 across Millennium Green
The western route must be reconsidered, taking into account potential future plans from network rail. If this starts off 'on the cheap' it sends out a wrong message to residents and alarm bells.
Western options: The 'information' provided has not been enough to make a serious comparison between West 1 and West 2. The visual impact on the city can't be judged without considering what will be built on the site - and the master plan is not even available in draft yet. The environmental impact can't be judged without a full environmental impact survey (the same is true for the Southern option) - and will be greatly influenced by the type of construction. E.g. for West 2 a viaduct link from water end to the new railway bridge would have much lower impact on millennium green than an embankment dividing the green. The three options trade profitability of the scheme for the Network Rail against impact on existing, thriving communities. If York central is going to be a valuable addition to the city - and not just a way for Network Rail to raise money - then the access road choice should be based on minimising the impact to existing communities, while giving good growth opportunities for the site.
I do feel that West option 1 or 2 cutting through the millennium green would have least impact on the local communities, however I would like to see option for the access road which is suggested to be an embankment for option 2 to lower through the green area without completely cutting it in half such as viaduct style or large open cuts/see-through.
Regards the western options 1 and 2, these options look more useful for the York Central Site and getting easy access to it. The Southern option looks very constrained and would take up a large chunk of development space in the southern part of the site. Western 1 and 2 will provide another route for cars, bikes and pedestrians away from Borough bridge Road, hopefully giving them a cleaner route through to town and would hopefully reduce the traffic down borough bridge road. The mosaic that is mentioned for option 2 that will be affected is very badly damaged already and therefore is this really something that is worth keeping? As I live close to the southern option, most of my knowledge and experience will be based around that and so my feedback will be mostly on this option. Heritage is so important to the community for us to understand how York became what it is and gives us a sense of place and belonging. For the air quality and noise, the western options 1 and 2 seen quite away from houses and this would not be much of an issue but with the southern option, the road would go so close to existing properties, this is a major issue. The area at the moment is quite considering its closeness to industry and the city. A noisy road would completely change the look and feel of the area, it would increase the air pollution and be a danger to our children and it would block out our light.
Western options 01 and 02 are the same except for civil engineering required at the intersection with Water End. It is misleading to suggest that any area of impact would be significantly different for either of these options other than the construction work and its cost. Of the two Western options, option 02 is preferable: the ecological and flood risk should be similar to option 01 and manageable at a reasonable cost. Western options 02 is preferred to the Southern option, primarily because it is further from the city centre.

Alternative Design Suggestions for Southern Option

Negative Southern option would seem to draw more traffic in different routes near the city centre. Negative Southern Option may not offer much space for future expansion. Positive Southern: a good option if we strive to reduce car use. Positive Western 1 looks best for access traffic and minimum impact in communities. Positive Western 1 has more flexibility for the future. Positive Southern Ecology is best All options may require Holgate Road/A59 to be widened.

Southern Option: Concerns regarding: traffic congestion; funnelling effect on Holgate road. Ability to enhance access by widening (Poppleton Road, Macomb Road, Holgate Road), proximity to residential housing, destruction of Holgate community gardens. No information on how short-term impacts of construction can be reduced by using either the existing railway lines for goods brought in/out of the river. Concerns of the air quality impact on Holgate allotments - facing the access route junction to Holgate Road.

Southern is dreadful. You ignore apparently that it will become the new inner ring road for traffic to the north east city, hospital etc. Noise and air pollution from the traffic grinding up the (unintelligible) required on both sides of the rail avoiding line is not mentioned. There was doubt cast on keeping open Cinder Lane footbridge. We would be forced to make considerable detours to walk/cycle to the rail station and city. Where is the analysis of traffic increase? Is there going to be a new bus station? This would mean even more traffic for the Southern route. Is Leeman Road rail under bridge to remain a single carriageway? Where are the traffic generation figures? Why are you worried about a few million pound difference for something that will last for many years? What are you attempting to achieve? What will happen to the quality of life for the Leeman Road area? How will the young and infirm access York city Centre? Why are wasting your money and our time on this consultation as you have already purchased the land for the Southern Route. Build some houses on it.

As a resident of Wilton Rose; the Southern option would have a significantly negative impact on the community, and myself as a resident. The proposed road, which would lead to Holgate Road, would be built behind my house. The increase in traffic would be high as well as noise levels and pollution. As it is the cheapest option, I am concerned that the numerous negative impacts are being overlooked. The comparative impact chart is misleading as it implies it has the least impacts - however it is the best option which would directly affect the most residents. As this is aiming to be prestigious development. I also do not feel that an entranceway which leads through Holgate works offers the entrance you require. I would like to finish by saying that I am appalled at the thought of a road being built to close to my property, and the thought of the increase in traffic on Holgate Road.

In addition the Southern Access route destroys the only green area between the rail and the main road (Holgate road) into the city. For all these reasons I feel strongly that the Southern access option should be discounted except as a pedestrian/cycle route (already present) I'm not sure which of the other options would be best. I think option 1 would be the least intrusive as regards to Millennium Green and it seems to have a slightly lower flood risk. I realise that this is the most complex and expensive but we have waited so long for development of this site, it makes sense to do the job properly, despite the cost, especially if the funding available to help the cost.

Southern option - the one that is offered for consultation is not supported. This is trying to put a pint in to a half pint pot! The houses will be adversely affected by the bridge that is being proposed. They will be over looked, the light will be reduced to their houses and the air quality will be severely reduced. The community garden in Holgate would be destroyed which is intolerable. The Fox Pub will become an island which isn't acceptable, it is stupid. The access of hundreds of cars at the Southern Option would mean that movement of traffic along Holgate Road grind to a halt. Pedestrians would find it difficult to cross the extra roads. Air quality would suffer terribly as the stationary traffic would cause vast amounts of pollution. This option is only viable for pedestrians and cyclists, not cars. It would be better to wait and use the Gateway Business Park road if it was felt that there had to be a southern access to the site for cars."

Southern Option: With reservations, this would be my preferred option, as (perhaps selfishly) it probably provides improved cycle and pedestrian access through the site from the Holgate area in a shorter space of time than the other options. However, I have concerns about increased traffic and associated noise and pollution in Holgate Road, exacerbated by the junction being in low-lying ground preventing ready dispersal of pollutants. However, it's likely that NOx and PM(n) emissions should be reducing within the medium term as a result of increased uptake of electric vehicles. Hopefully, mitigation factors can also be implemented in later phases of the development to deter use of the whole site by polluting vehicles. I also have concerns about the noise impact on nearby housing, the loss of Holgate Community Park and the fact that The Fox (a listed building) would likely end up on a traffic island.

The worse option of the 3 on all accounts is the Southern access from Holgate Road and yet, because it's been cost as the cheapest to build, the overwhelming evidence of the already traffic clogged Holgate Road and extremely close by densely built residential area has just been ignored. This Central Development project should be looking at building something to last for the next 100 years and take the long view even if the ambitious plans have to be built in stages depending on the national and local economic situation.

Appendix E

Anecdotal Comments on Use of
Existing Spaces (Free-text
Responses)

E1 Anecdotal Comments on Use of Existing Spaces

General Comments about How Places are Currently Used
This tight community centres on the community gardens. It is where our children play, it is where we all come together to celebrate (Spring, Halloween, Easter etc...), it is where my children learn how to plant fruits, watch them grow, and then pick and eat them - and so much more. Losing the Community Gardens will COMPLETELY destroy this brilliant community and Holgate will be much poorer for it.
Southern option has far too great an impact on communities and their right to a healthy living environment given the following: 1) The route would have an extremely detrimental impact on three Assets of Community Value including: The Fox, a heritage pub that is currently used as an important focal and meeting point for the Holgate community would become 'stranded', surrounded by roads and bus lanes on all sides; Holgate Allotment, an area where the community grows fruit and vegetables is likely to be affected by further air pollution; And the Holgate Community Garden, a space for recreation and growing food would be obliterated.
Holgate is a vibrant community with a good mix of young and elderly residents and good transport links in to the city centre.
We have too many things for tourists and visitors and nothing for resident's just expensive rates and council taxes.
Water Lane is spacious and not heavily residential as opposed to the A59 where the area around the Fox Pub is very green with many flats. My Biggest concern is the loss of our community garden in Holgate where my two boys have grown up. It is a place they meet with friends and I feel fine with them going unaccompanied.
Millennium Green and Holgate Community gardens are spaces in a city to be proud of; spaces other councils are trying to engage with, not drive a mighty great road through negatively affecting the health and wellbeing of residents. The Southern Option would potentially destroy a thriving growing community dividing it up with major roads causing safety risks to the many children and families using it to get between home/schools/parks/community facilities and town.
We have a young child, there are many children living along Wilton Rise and attending St Paul's School, and it feels highly irresponsible of the council to be approving a route which will elevate levels of air pollution both along the proposed route and on an already busy section of Holgate Road.
Additional traffic for a site on this scale would grind Water End and the surrounding areas to a halt impacting both residents and tourists attempting to access the city.
I'm strongly against the Southern option. It's the most densely populated of the areas, traffic already congested and would have a stronger impact on surrounding streets (many children walking to and from school) and loss of one of the only green areas in an area where individuals don't have access to outdoor space. The loss of millennium green is disappointing but it is much larger than the other space and there us significant other space in the close vicinity.
The positive spin on environment and communities is belied by the proposed destruction of a community garden. This despite numerous documents and mission statements including the Children and Young People's Plan and the Health and Wellbeing Joint Strategic Needs Assessment.
It is the people, in particular the young families, that make the Holgate area such a vibrant up and coming part of the city. This is the land on which lifetime friendships have been made and our children have grown and developed. To build on this green space at the heart of a predominantly terraced area would be like bulldozing someone's back garden. I would urge you to consider these points and leave this community asset for the future generations to discover and enjoy.
The Southern option will take away valuable space that is much needed by the surrounding community. Most of the houses in the area do not have gardens so the basketball court and gardens are the only space available for our children to learn to ride bikes, to play games and to enjoy the outdoors. The community garden has become the focus for the community and allows local residents space to relax in. The proposed access road will not only remove this space, but will also impact visually on the neighbouring streets and lead to an increase in traffic and emissions.
Heritage is so important to the community for us to understand how York became what it is and gives us a sense of place and belonging.

<p>In a previous report by York Council and English heritage recognised the value in retaining heritage in this area including St Pauls Estate, as the estate also was seen as excellently preserved Victorian terrace streets and included the land at the top of Cleveland and upper St Paul's Terrace that would be covered by the road and any development should be sympathetic to and enhance the area. The views from the streets up to the Holgate Community Garden, provide much needed green views as none of the houses have gardens. There is also an expansive view from the garden towards town and the river. These will all be lost and the streetscape enclosed. There are many young families on the estate and such views enhance our quality of life.</p> <p>Regarding the Holgate Community Garden that will be lost under the southern option, whilst mentioned in the consultant what is not mentioned is that it is a recognised Asset of Community Value. It is the only green space accessible to our families without crossing major roads. It is at the end of the roads so is very quiet and safe for children to play. We also have residents that have limited mobility who go and sit in the garden. This space is extremely valuable to our community by providing enhanced quality of life and a focal point for our community. We grow vegetables and fruit, play games and basketball. Children run around the park and get lots of exercise and is great for their wellbeing. The park is also the only place in the immediate area where people can walk their dogs. It is full of trees and is an important area for wildlife and is much loved.</p>
<p>Comments on Southern Option: I find it incredulous that this option is even being considered. It will have such significant impact on the existing community in Holgate that is could only be described as a blight on the residents. This road will not just cut through our community, it will tower above it.</p>
<p>Many children use this route to walk to school, and the Holgate Allotment site (an asset of community value and a major source of fruit, vegetables, and outdoor activity for residents) would be adversely affected.</p> <p>This route would have an extremely detrimental impact on The Fox, yet another asset of community value. This important heritage pub, which is a meeting point for many Holgate communities, including families, would effectively be hemmed in by two major roads.</p>
<p>Every day I see the diverse footfall that the Millennium Green receives. I know that for many it is the only chance they get for exercise and social interaction. For many of the children in this area, it is the only real green space they have.</p>
<p>Millennium Green is the heart and lungs of our community, in particular for the many elderly residents. I have met most of my neighbours from daily walks around Millennium Green, a space that reduces social isolation.</p>
<p>Do the planners actually live in York and are they aware of the congestion over the bridge as it is with traffic from the A19 and A59. It is about time York looked after the people who have lived here and supported the city all their lives instead of wasting our money on ridiculous planning new communities when the council doesn't appear to have any spare money for maintaining existing roads, cleaning rivers and drains out, keeping streets clean. Of course it does appear to have much more money available to spend on tourists.</p>
<p>Although I do not live in the area I travel through it regularly.</p>
<p>The community has invested considerable time and energy creating a community garden. They also have a play are for young children at a baseball court.</p>
<p>The Friends of Holgate Community Garden promote the use of the garden and play area, and champion its preservation as open space for public benefit. Working with other community groups in the area, we also seek to be a voice for the community in the St Paul's locality and to advocate on behalf of our neighbourhood.</p> <p>Holgate Community Garden and Play Park was created in the 1970s after housing within Upper St Paul's Clearance Area was demolished in order to balance a lack of open green space within the neighbourhood. When the park was created, the council recognised its special importance to the neighbourhood because of the lack of any other public green space. At the same time, the council expressed a wish that local people would be actively involved in caring for the place. That this wish is now amply fulfilled by local volunteers was recognised by City of York Council when the park and play area was awarded Asset of Community Value status in 2016 in recognition of its benefit and worth to the neighbourhood and beyond. At the same time, the Friends of Holgate Community Garden applied for Village Green status for the garden and park. Whilst this wasn't successful on legal grounds, this did enable us to gather over 100 'witness statements' detailing nearly 40 years of the park's use by locals and non-locals alike. These statements underline both the strength of local feeling and document the way that the place has been used and valued over the years, to an extent that even we had not previously fully appreciated. It is evident that the local community very much see the place as their 'village green'. Holgate Community Garden also features on the Local List (currently in draft form). This has been a fundamental recreational space that has been used by the local community for nearly forty years. The garden and park has been part of many people's childhoods and continues to be a place where the next generation learn to walk, ride a bike and roller-skate. For many the space is the reason why they moved into the St Paul's locality, using it for social and recreational</p>

use. The local community hold events within the park from basketball tournaments to picnics and scarecrow competitions. St Paul's Primary School and local groups use the space for physical education and forest school sessions. The community which comes together in this space has been made stronger as a result. This is not an artist's impression, nor a projected new community rendered in software - this is here and now. We don't think it can be right for the creation of a new community for York to come at the cost of a thriving, existing community. At the same time, the Friends of Holgate Community Garden applied for Village Green status for the garden and park. Whilst this wasn't successful on legal grounds, this did enable us to gather over 100 'witness statements' detailing nearly 40 years of the park's use by locals and non-locals alike. These statements underline both the strength of local feeling and document the way that the place has been used and valued over the years, to an extent that even we had not previously fully appreciated. It is evident that the local community very much see the place as their 'village green'. Holgate Community Garden also features on the Local List (currently in draft form).

The Southern Option will seriously impact on the Holgate Community Garden as shared space for family recreation. The garden is an ideal place for children to play and it has the community garden. Over recent years the community has worked hard to develop this area and this has helped to develop a strong community. The garden brings people together. We know that this form of social capital is irreplaceable. This is a unique space for families to occupy and children to play, and is the only such facility in the area. The Millennium Green is also a valuable community asset, which not only has developed as a natural habitat, but one which is popular with the residents on the north side of Leeman Road's community.

Secondly, I work at the University of York, and drive in the morning takes approx. 20-25 min in morning rush hours, if I would have to drive to work via Holgate or Bootham, that will take over an hour, as this roads are already experience heavy traffic during peak times as well as during normal hours.

There is a huge opportunity to masterplan a world-leading site fit for the 21st century. There are numerous models which could be referenced but don't appear to have been looked at:

The former British Army base at Vauban outside Freiburg was developed with high levels of citizen involvement in creating the masterplan and achieved a car ownership ratio of 150 cars per 1000 people;
The Bahnstadt development at Heidleberg, where all buildings are built to passivhaus standards – built on old freight yards and now housing more than 3,000 people;
Numerous examples of environmentally sustainable and economically successful development with high levels of public engagement in Munster, our twin city, recently shared with us by the Mayor of Munster at the annual One Planet York event.

I write as a lifelong York resident ages 81 who has lived in Heworth all my adult life so may perhaps be considered as having no axe to grind on this matter! The Central site development will have a massive impact on the whole of the North Western section of the city.