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York Central Phase 1 Infrastructure Reserved Matters Application

York Central Partnership comprises



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Welcome

York Central is the most significant urban expansion in the ancient city of York's modern history and currently one of the largest development projects in the UK. The proposals presented here relate only to the infrastructure and associated landscaping works required to create a new east-west route from Water End to Station Rise.

A Phase 1 Infrastructure Reserved Matters Application (RMA) will be submitted from March 2020 following the Outline Planning Permission for York Central granted in December 2019.

The partnership approach

The development is being facilitated by a collaborative approach between the members of the York Central Partnership (YCP) – Network Rail, Homes England, City of York Council and the National Railway Museum. As the scheme proceeds each party will take a different role in delivering the site focused on unlocking the site's potential and realising a long-held ambition for York.

Network Rail and Homes England, as the majority landowners, will lead on the delivery of development on the site in conjunction with future development partners. This will lead to future planning applications to deal with housing, employment, infrastructure and parkland. The National Railway Museum is investing £50m to provide a world-class cultural cornerstone for the site.

City of York Council is delivering the significant initial elements of the site infrastructure to create the paths, cycleways and highways shown on the drawings throughout this exhibition. This is the first part of the site's regeneration that we are sharing with you now and these proposals will form the Phase 1 Infrastructure Reserved Matters Application (RMA).

What has already been agreed?

Homes England and Network Rail, as the majority landowners, received outline planning permission for the masterplan in December 2019. This agrees the principles of the regeneration, with up to 2,500 new homes, approximately one million sq ft of new Grade A offices and hotel use with up to 6,500 new jobs created. The stopping up of part of Leeman Road is also approved in principle as part of the outline planning permission. The conditions attached to the planning decision and the associated S106 Planning Agreement provide the basis for development of the site with numerous benefits that will be realised during the course of the site's development. Some will be provided immediately once the Phase 1 Infrastructure has been constructed. The majority will follow as later phases of development are delivered by the Homes England/ Network Rail project team. These key benefits are explained in more detail on **Board 2**.



Illustrative view of the masterplan, looking west

Stopping up order

Homes England and Network Rail have applied to the Department for Transport for a Stopping Up Order (SUO) for part of Leeman Road. This will improve the environment for homes off Leeman Road, simplify the highway layout at Museum Square and facilitate the construction of a new Central Hall linking the NRM buildings. This is an entirely separate legal process to the Reserved Matters Application.

To view the detailed proposals of the SUO please look out for the on-street and press notices and when these are published you can ask to view full scale plans at City of York Council West Offices Customer Services Reception, Station Rise YO1 6GA.

Structure of the exhibition

The exhibition contains the following information:

- How we responded to engagement (**Board 2**)
- What does this application include? (**Board 3**)
- Summary of the proposals (**Board 4**)
- Millennium Green and Water End (**Board 5**)
- New bridges (**Board 6**)
- Other key character areas (**Boards 7 and 8**)
- Other infrastructure, planting and construction (**Board 9**)
- How to comment (**Board 10**)

Wider proposals

In addition to these proposals, other related schemes and events of interest are:

- The National Railway Museum is sharing five design concepts for its new Central Hall. You can view them in the museum's Great Hall until 29 March
- The council, LNER and Network Rail are working together on plans to transform the front entrance to the railway station www.york.gov.uk/stationfront
- A new phase of My York Central community engagement activity will run throughout 2020. Keep an eye out for events at www.myyorkcentral.org, or follow [@MyYorkCentral](https://twitter.com/MyYorkCentral) on twitter and on facebook [/myyorkcentral](https://www.facebook.com/myyorkcentral)

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How we responded to engagement

Extensive public engagement is central to securing regeneration which works for York's residents and businesses. This makes sure that proposals for the site can respond to York's needs and aspirations around sustainability, the city's unique heritage, quality design and providing the housing and jobs the city needs.

Overview

The Phase 1 Infrastructure RMA proposals build on extensive public engagement which has been undertaken throughout the project since 2017 including the Festival of York Central (June-July 2018). The Festival of York Central saw nearly 6,000 comments and contributions left both online and at the 43 events held over six weeks. There was an intensive period of consultation with the Millennium Green Trust (MGT) (February – August 2018) on the road alignment and landscaping. MGT also held its own consultation in July 2018 to share proposals with the local community. The National Railway Museum has also undertaken targeted engagement in relation to access and the proposed Central Hall which has also been subject to a design competition.

Going beyond the planning consent

The outline planning permission and Design Guide secure a range of benefits for York residents and businesses, and high standards of design and sustainability. YCP is committed to delivering those benefits for the city, and in addition are actively exploring several potential ways which York Central might be even better. A bus lane will be delivered at the start of the regeneration rather than later in the programme. Other elements which could form part of future planning applications are listed below:

- YCP is exploring how to get the largest possible amount of affordable housing, and deliver community-led housing, on the development.
- YCP is looking to learn from other cities to identify if any methods for making sure homes are lived in and not used for holiday rents would work in York.
- The council is working with bus operators to see if York can be added to the city's clean air bus zone, and talking to partners about increasing sustainability even further.
- YCP is also considering options to bring the bulk of construction materials in by rail rather than road.

Benefits secured through the planning permission

1. Prioritising sustainable travel

York Central is designed as a place for people not cars. Overall £5m will be set aside to promote sustainable travel. Park Street is designed for a speed of 20mph in order to create a safer environment for pedestrians. A network of segregated pedestrian paths and a new segregated cycle path network will run through the site (detailed on [Board 4](#)).

A new bus lane will be incorporated into part of the highway through the site. Bus-stops will be provided along the main roads and next to the new west entrance to the railway station that will be built as part of the new site infrastructure. The permission specifies cycle parking standards for new developments and for the provision of 300 new cycle spaces to the west of the railway station.

On-site parking will be limited to the numbers contained in the planning permission with multi-storey car parks to replace existing surface level parking for uses such as the railway station, NRM and new offices. Electric Vehicle charging points will be provided for on street and commercial parking. Parking places throughout the site will be kept to lower levels than the maximum standards set out in planning policy. Other measures to promote non car use include employment of a site-wide travel coordinator, a city car club and sustainable travel pack for all new residents.

The proposals are flexible, so can accommodate changes to policy and the ways road networks are managed.

The southern connection into York Central from the Holgate area for pedestrians and cyclists will also be improved in a future phase prior to new residents moving in.

2. Creating a green lung in the city centre

More than 300 mature trees will be planted during the phase one infrastructure work (See [Board 9](#)). The regeneration will also create the largest park in the city for a hundred years, with a variety of different ecological treatments promoting biodiversity and there will be further tree planting in later development phases.

3. Guaranteeing high standards for design and sustainability

Natural methods of drainage and water management will be built into the park to improve the city's resilience to climate change, while all commercial parts of the scheme will be delivered to the BREEAM Excellent benchmark for sustainable standards or its equivalent.

4. Affordable housing and community facilities

The planning permission provides for at least 20% of the homes built on site to be available at affordable rent or sale and for provision of 5% of dwellings to be made available for sale as community or self-build schemes.

In addition to the affordable housing commitments, the S106 Agreement provides funding of up to £6.5m for contributions to local education, community sports facilities, improvements to footpaths and highways and other improvements in neighbouring communities. Community and health facilities will also be provided within the scheme.

Note on naming of streets, spaces and areas at York Central

It is important to note that the names of proposed streets and spaces at York Central have not been finalised. They are included on these boards for ease of identification.

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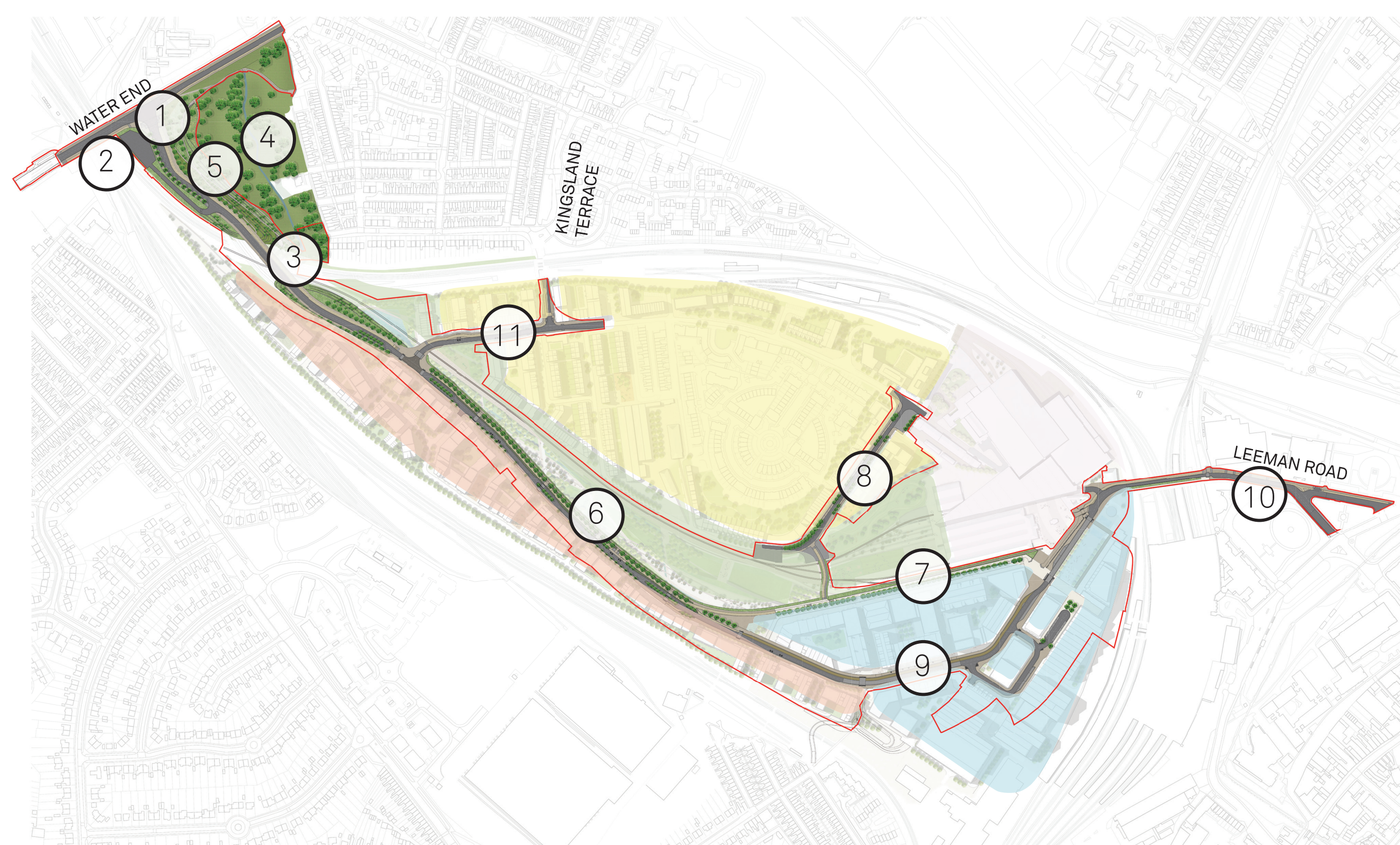


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What does this application include?

The Phase 1 Infrastructure proposals will open up the site and provide a new network of routes across the site for pedestrians, cyclists and vehicles. The proposals we are sharing with you here have been developed through ongoing engagement with the public, the Local Planning Authority and statutory consultees. We want to share them with you before submitting them to City of York Council (the Local Planning Authority) at the end of March 2020.



Overview of Phase 1 RMA and later phases of development

Phase 1 Infrastructure Reserved Matters Application

Highways and landscape proposals within the redline boundary. No buildings are included in this application.

- ① A new junction at Water End forming the primary connection to the site
- ② New pedestrian and cycle bridge to east of Water End Road Bridge
- ③ New East Coast Mainline Bridge
- ④ Enhancements to Millennium Green (beyond the redline boundary)
- ⑤ Creation of embankments at edge of Millennium Green
- ⑥ Park Street
- ⑦ Hudson Boulevard
- ⑧ Foundry Way
- ⑨ Cinder Street
- ⑩ Leeman Road Tunnel
- ⑪ Leeman Road Spur

Later phases of development

Future neighbourhoods and areas which will be subject to separate Reserved Matters Applications. These are yet to be designed in detail. Separate engagement will be undertaken as each part of the site comes forward.

- **National Railway Museum** - expanded museum and cultural facilities
- **Station Quarter** - new destination for businesses, tourists and local residents
- **York Yard South** - new residential neighbourhood and community spaces
- **Foundry Quarter** - mix of new homes, community uses and workspace
- **Great Park** - series of high quality open spaces and biodiverse habitats

Current and future Reserved Matters Applications (RMA)

All the detailed proposals for what is built on York Central will be dealt with through future applications. The diagram above shows the broad areas these will cover. The purpose of this exhibition is to share detailed proposals for the area illustrated within the red line boundary – these are what are referred to as the Phase 1 Infrastructure which will provide access to the site and facilitate the delivery of the masterplan. The proposals within the red line boundary will form part of the Phase 1 Infrastructure RMA.

It is important to remember that all the other parts of the site will also be subject to public engagement and planning applications as schemes are developed by Homes England, Network Rail and their chosen development partners, so you will have your chance to shape them at a later date.

The outline planning permission and S106 agreement set the framework for securing a wide range of community and environmental benefits as future RMA applications come forward.

Progress since planning committee

Since the York Central planning committee, York Central Partners have progressed the scheme as follows:

- **Homes England and Network Rail** have appointed a Project Director and project team to progress delivery of the site's development; completed the S106 Planning Agreement; applied for a Stopping Up Order for part of Leeman Road
- **City of York Council** have developed the detailed design of the Phase 1 Infrastructure proposals in conjunction with partners; appointed construction contractor John Sisk Ltd in September 2019; conducted a design review and developed a Construction Strategy; have also had ongoing discussions with West Yorkshire Combined Authority and made representations to MHCLG in relation to securing grant funding for the proposals.

Partners and funding

- The council and partners have put together a £155m funding package, including an application for a £77.1m grant from the government's Housing Infrastructure Fund. The package also includes £23.5m of a total of £37.2m from the West Yorkshire-plus Transport Fund and Leeds City Region Growth Deal, which will also fund the ambitious plans to transform the front of the railway station.
- The West Yorkshire-plus Transport Fund has been part-funded through the Leeds City Region Enterprise Partnership (LEP) Growth Deal, a £1 billion package of Government funding to drive growth and job creation across the Leeds City Region. The aim is to create around 20,000 new jobs and add £2.4 billion a year to the economy by the mid-2030s.
- City of York Council has also received a Local Growth Fund contribution of £6m from York, North Yorkshire and East Riding Enterprise Partnership and agreed to borrow £35m to be repaid using retained business rates from the York Central Enterprise Zone.

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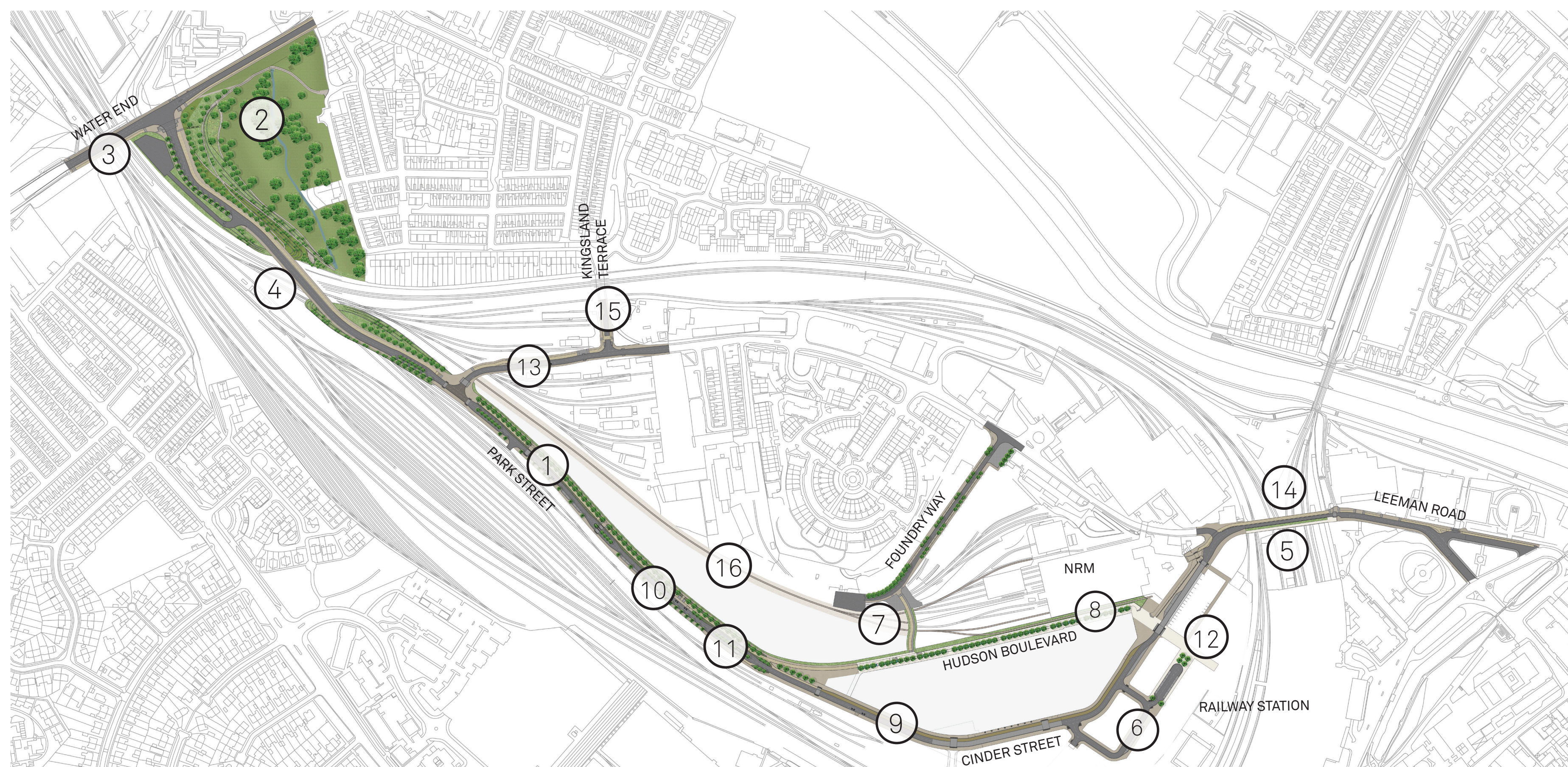


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Summary of the proposals

York Central will create a new network of streets which will connect to existing travel routes and support convenient, safe sustainable travel. This board identifies the key elements and principles which will benefit existing and future residents. Further detail on landscape, planting and spaces is provided on [boards 5 to 9](#).



Summary of phase one RMA proposals

- ① **Western access and Park Street**
A landscaped 2m pedestrian footway and a segregated 3.5m wide, two-way cycle route will extend the length of the new access road from Water End, with mature trees and shading, creating a safe and welcoming street environment from day one. Regular pedestrian crossing points will allow for easy connections between places.

Walking and cycling connections

The proposals include 1.85km of segregated walking and cycling routes with an emphasis on safety and environmental improvements.

- ② **Millennium Green:** Dedicated footways will be provided linking Millennium Green with adjacent neighbourhoods and into York Central.
- ③ **Water End Road Bridge:** Existing footways, cycle-ways and crossings on Water End Road Bridge will be improved. A 4m wide shared space for pedestrians and cyclists will be provided on a new footbridge next to the existing bridge. This space will be similar in style to the new Scarborough Bridge.
- ④ **East Coast Mainline Bridge:** New road bridge over ECML with segregated paths for pedestrians and cyclists on the eastern pavement and a dedicated pedestrian route on the western one.

- ⑤ **Leeman Road Tunnel and Marble Arch:** A pedestrian only route will be provided through Marble Arch and a dedicated cycle lane will be provided through the Leeman Road Tunnel.
- ⑥ **Railway station:** New cycle parking at York Railway Station western entrance will support cycle commuting and visitors. This will be provided as part of the future scheme to develop the station entrance.
- ⑦ **Pedestrian and cycle improvements next to NRM:** New segregated pedestrian and cycle provision to route around the NRM to maintain connections from Leeman Road through to Marble Arch and Leeman Road Tunnel.
- ⑧ **Segregated cycle and pedestrian routes along the landscaped Hudson Boulevard:** leading directly into the rear of the station.

Priority for public transport

The access proposals will integrate bus networks across the city and transform access to the rear of the station for all users.

- ⑨ **Bus Lane:** A new 3.5m wide bus lane for city centre bound journeys along Cinder Street will provide priority for public transport vehicles.
- ⑩ **Park and Ride:** Two high frequency Park & Ride bus services will be routed through the site and new stops will be provided to serve the railway station and National Railway Museum.

- ⑪ **Existing local bus services:** Some buses which currently use Leeman Road will be re-routed through new roads on the site, with stops to be provided on the new road linking Leeman Road corner to Park Street and on Park Street. Existing residents of St Peter's Quarter will be able to walk to Park Street via Foundry Way and the new space adjacent to South Yard at the National Railway Museum.
- ⑫ **New drop-off facility to west of station:** This will deliver spaces for 12 vehicles including taxis that drop passengers off at the station.

New streets and access

- ⑬ **Leeman Road Spur:** This will provide a connection from Park Street to the junction of Kingsland Terrace and Leeman Road.
- ⑭ **Leeman Road Tunnel:** This will be reduced to a single carriageway for vehicles with a one-way working system controlled by traffic signals, along with a dedicated segregated cycle route. This will be accompanied by improvements to lighting and surfaces.
- ⑮ **Leeman Road underpass:** This vehicle access to the site will be retained and enhanced at the Leeman Road underpass to the north. Works to the underpass itself are not part of this RMA.
- ⑯ **Replacement spur line:** This will connect from the East Coast Main Line to the National Railway Museum and include the NRM Visitor Experience Ride.

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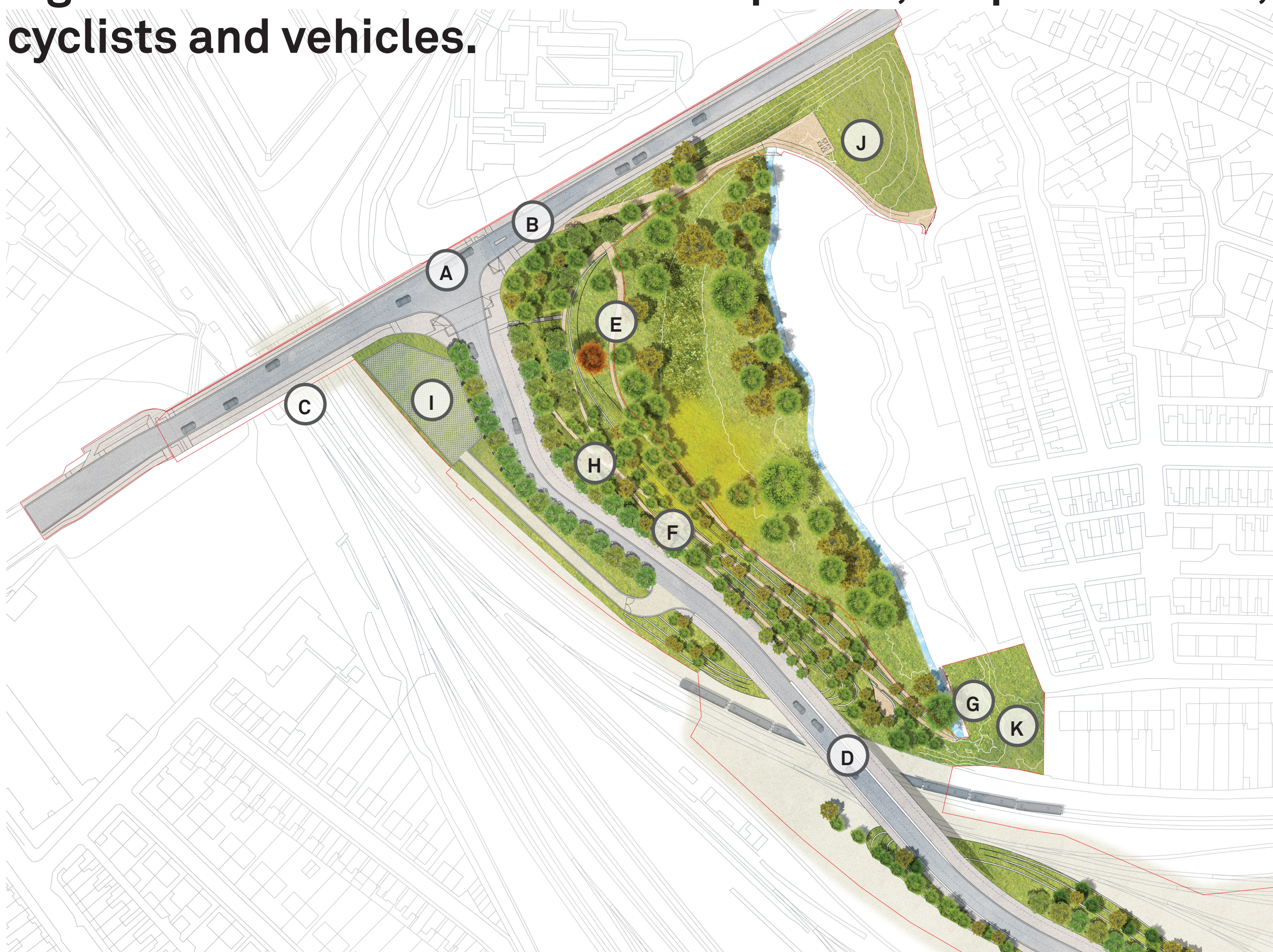


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Millennium Green and Water End

The Western Access road will bridge the existing East Coast Mainline (ECML) rail corridor and serve as a significant entrance to the development, for pedestrians, cyclists and vehicles.



Design principles and proposals

- A.** A new junction at Water End.
- B.** New pedestrian and cycle crossing facilities and existing segregated cycle provision.
- C.** New pedestrian and cycle bridge to the east of the Water End Road Bridge
- D.** Creation of a new bridge over the East Coast Main Line.
- E.** New layout of accessible paths linking adjoining areas through the Millennium Green.
- F.** Landscaped embankments will run from the new road towards lower areas of Millennium Green.
- G.** Preservation and extension of existing wetland habitat with further meadow planting
- H.** Planting including mixed woodlands, meadows and lawns, creating a mix of ecological habitats.
- I.** Network Rail maintenance area.
- J.** New maintenance access for Millennium Green
- K.** New infrastructure and planting on land being transferred to Millennium Green

About Millennium Green

Millennium Green is a public green space and wildlife habitat which lies west of York Central and east of Water End. It is owned by City of York Council (the council) who granted a 999-year lease to the Millennium Green Trustees, a group formed by local residents in 1999. The land is held in trust as a natural green space for the benefit of the local community. In drawing up the lease agreement, it was foreseen that part of the land might be required to create a new access road into York Central. The lease includes a provision for part of the land to be transferred back to the council subject to the provision of replacement land of equivalent size. The Trust has reached a legal agreement with the council to do this and also to allow temporary access to part of the Green during construction of the road.

YCP has been meeting with the Millennium Green Trust (MGT) since September 2017 to discuss the Western Access route and its impact on the Green to ensure that this valued natural open space is preserved for future generations. Proposals have been developed through discussions with MGT and in response to environmental surveys. An options exercise was undertaken to refine the design of the road alignment and understand potential impacts. The Trustees participated in several workshops with YCP and the design team to develop the landscaping and planting proposals for the Green. The Trust have also undertaken their own engagement with the local community in July 2018 to ensure the process was open and transparent and maximised the opportunity for local people to engage with the plans.



Indicative section across Millennium Green

Year 0



Year 10



Changing views of landscape - showing how views will change as landscape matures

Amenity grassland areas



Riparian native planting



Buffer planting to screen road



Planting strategy

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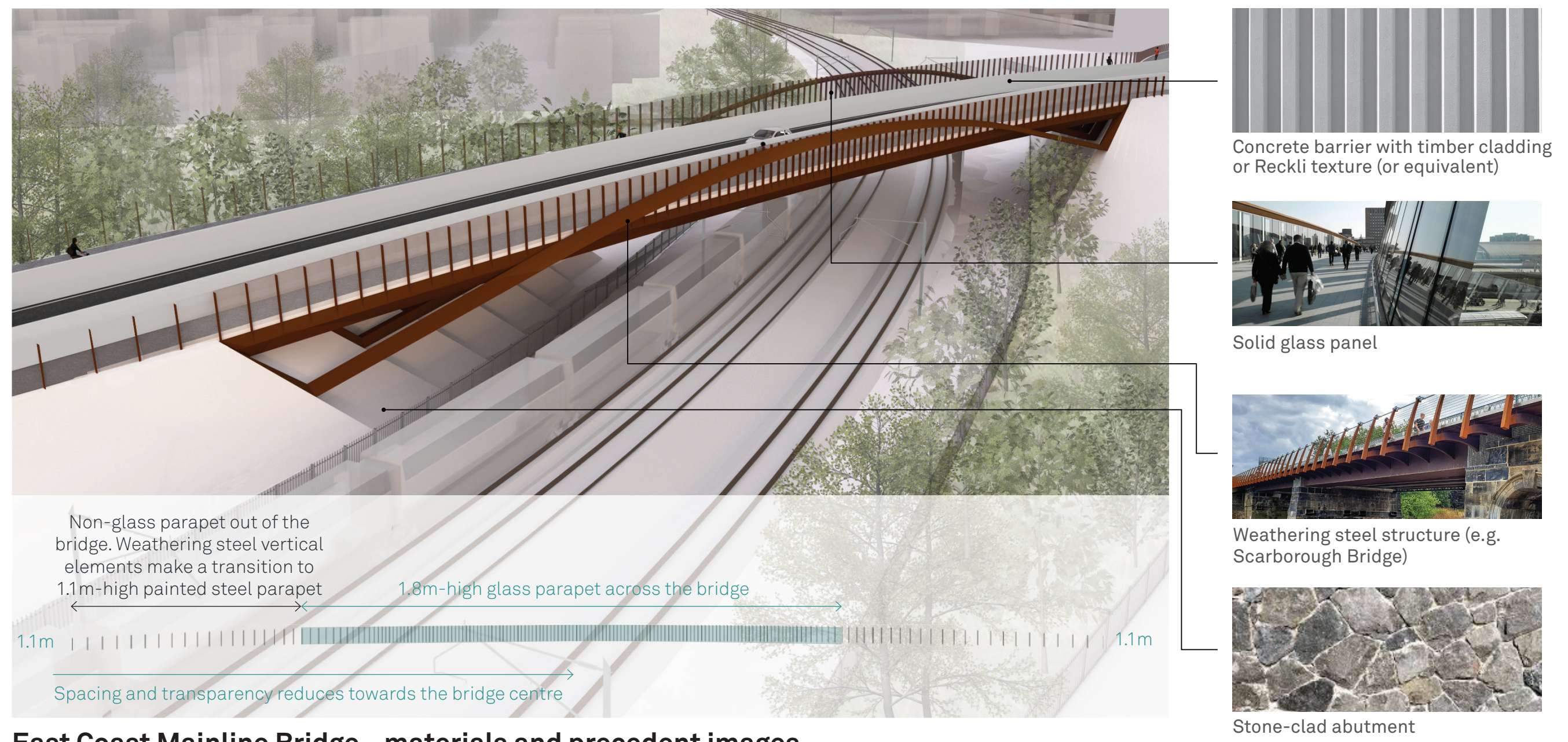


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New bridges

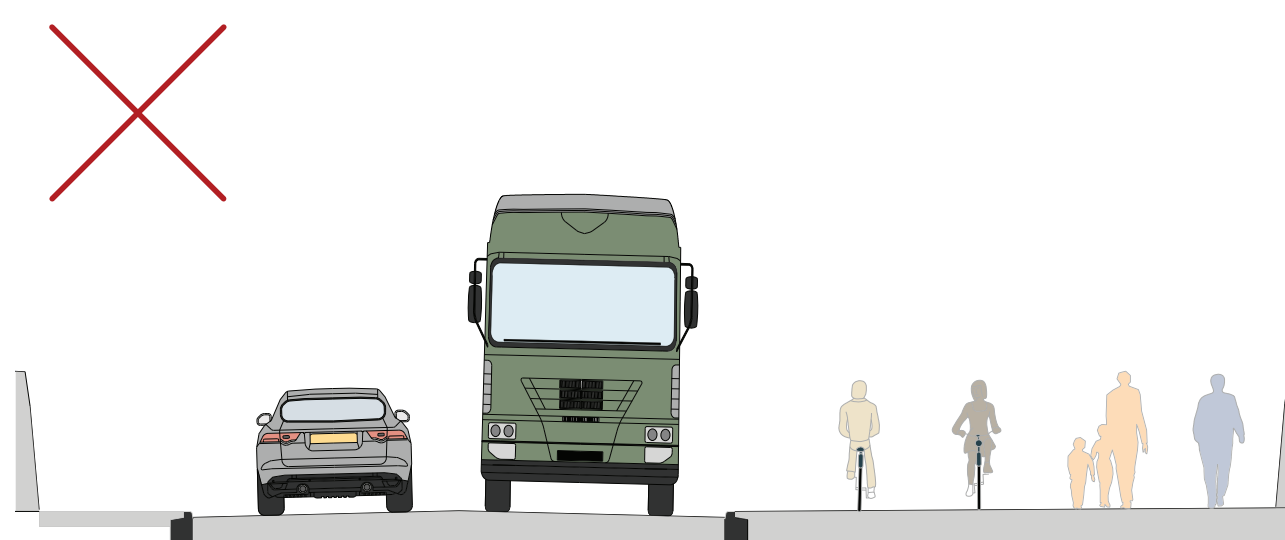
Two new bridges are proposed. The East Coast Mainline Bridge will be a statement structure as a gateway to York Central. The other, Water End Foot and Cycle Bridge, will be more modest in character, creating a segregated cycle and pedestrian route adjacent to the existing Water End Road Bridge.



East Coast Mainline Bridge - materials and precedent images

East Coast Mainline Bridge

The ECML bridge will have a main span of 71m and a width of 17m, and host a two lane road, segregated paths for pedestrians and cyclists on the eastern pavement and a dedicated pedestrian route on the western one. A bridge design has been selected that prioritises pedestrians and cyclists and their user experience by giving them separate space and open views. The rejected design contained all users in a single space with no open views. Since previous design stages, the main span and skew of the bridge have been reduced, its height over the railway tracks lowered, and the main material changed from stainless steel to weathering steel (similar to Scarborough Bridge).



Rejected bridge design showing no segregation



View of Bridge from carriage way

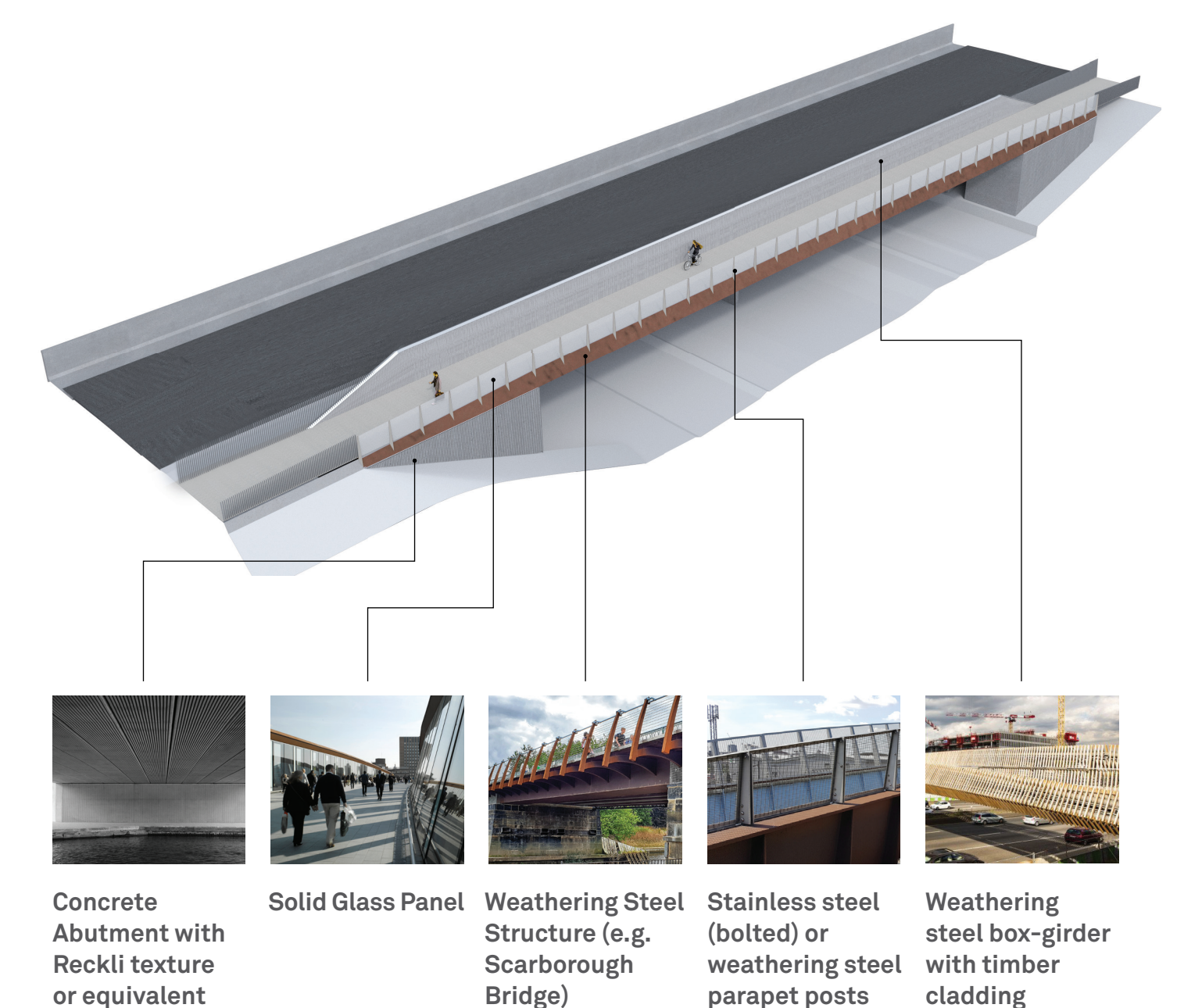
Key principles

1. The ECML bridge will set the tone for York Central as one of the first elements to be built, and physically as the main access point to York Central. The bridge will be a **statement structure** that acts as a **gateway** to the new development.
2. The bridge design has an **elegance which respects the scale, architectural and townscape context** of the existing city and the future development. It preserves existing views of York Minster, creates new views across the city and forms a pleasing background for views from the existing nearby neighbourhoods. It will also establish new views of the railway environment.
3. The new bridge will be part of the main street of York Central, Park Street, which will be a **high-quality urban environment and experience**.

4. The bridge has been designed as a **natural addition to the family of York bridges**, all of them arches, rigid frames or beams. The ECML bridge is a combination of all these types from a geometric and structural point of view. Its form, made up of from slender longitudinal elements, pays tribute to the layout of the Grade II listed Ouse Bridge and Skeldergate Bridge, two of the most representative and historically important bridges of York. The bridge will prioritise the experience of pedestrians and cyclists, whilst providing appropriate vehicular access for buses and cars.
5. The use of weathering steel references York's **railway heritage** and similar materials used in the new Scarborough Bridge foot and cycle way
6. The bridge has been designed to be an **appropriate solution from a construction and maintenance point of view**, acknowledging that it will be located over the East Coast Main Line. Weathering steel requires minimal maintenance and the design allows it to be constructed off-site and then moved into position.

Water End Foot and Cycle Bridge

The Water End Foot and Cycle Bridge will be a weathering steel structure, constructed alongside the existing bridge with a main span of 52m and a shared space 4m wide for use by pedestrians and cyclists kept entirely separate from the traffic. Its main structural element will face the nearby concrete impact barrier of the existing bridge, in order to allow the opposite outward-facing edge to be slender and transparent, giving the opportunity for cyclists and pedestrians to have views of the Minster, the railway environment and the new development. The bridge is sympathetic to the suburban backdrop and will not be a prominent part of the cityscape. Construction will be carefully managed in relation to the East Coast Main Line.



Concrete Abutment with Reckli texture or equivalent
Solid Glass Panel
Weathering Steel Structure (e.g. Scarborough Bridge)
Stainless steel (bolted) or weathering steel parapet posts
Weathering steel box-girder with timber cladding

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Other key character areas

Character areas of the RMA



York Central has to reflect York's heritage and feel a part of the city. **Boards 7 and 8** provide zoom-ins of the local character areas as you travel through the site from Water End towards the city.

In historic cities like York, conservation planners define character areas which trace history's imprint and outline how it has influenced the world we live in today. It is a vital tool for developers and planners to ensure that a location's historical identity contributes to today's quality of life. The Design Guide which accompanied the outline planning permission reflects how York Central will complement the 24 different character areas identified within York's historic core. These pages show how those ambitions are reflected in the infrastructure proposals.

1. Water End Junction

The proposals for the new western access into the site include a series of integrated improvements for pedestrians and cyclists as part of the new junction with Water End:

1. Shared foot and cycle path
2. Toucan crossing for cyclists and pedestrians
3. Proposals connect to existing cycle network
4. Dedicated footpath
5. Segregated 2-way cycle route
6. Dedicated footpath

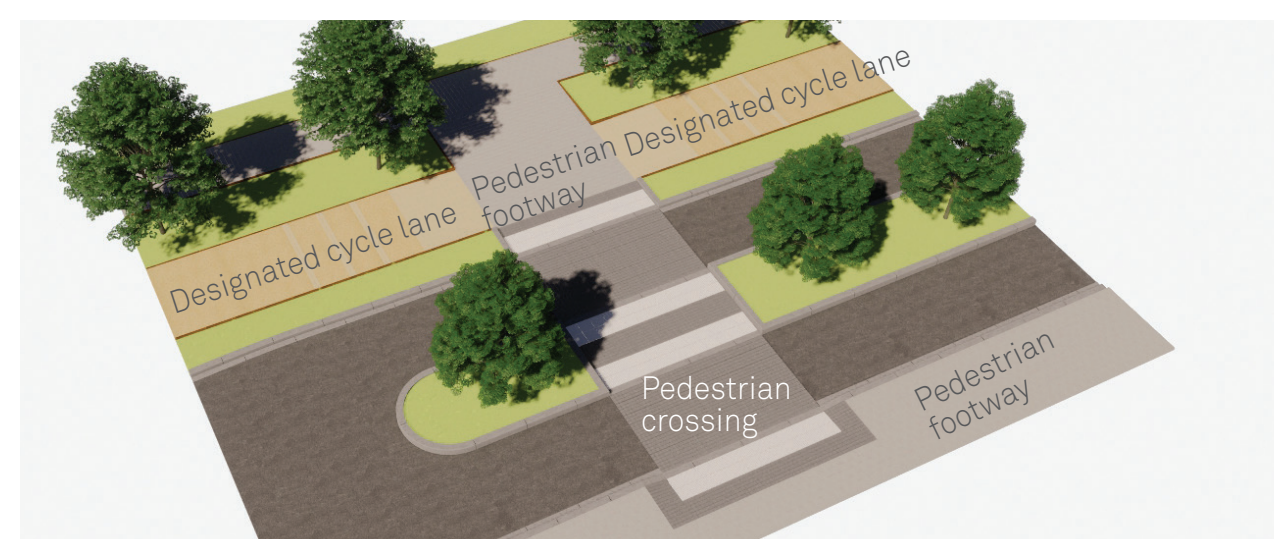


Water End junction

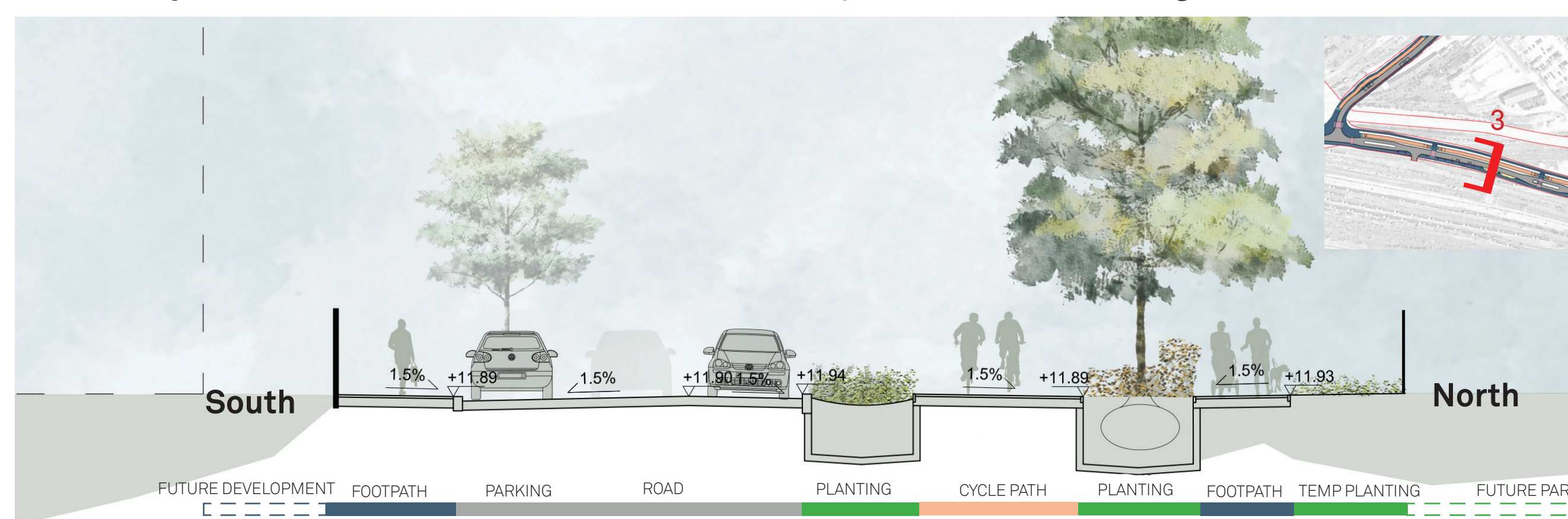
2. Park Street

Park Street serves as the main spine of York Central, with segregated pedestrian, cycle and vehicle routes running along its entire length. This street is designed as a safe and accessible focus of the development next to the Great Park.

The street will benefit from a natural character which is pleasant for people walking and cycling into the city and around York Central. Park Street will feature generous areas of buffer planting and an avenue of street trees, along with frequent pedestrian crossings. These areas of planting will be established as mature specimens from day one, giving immediate landscape and environmental benefits. Park Street has a designed speed limit of 20 miles per hour which is key to achieving safe and easy crossings.



Typical pedestrian crossing



Section across Park Street

3. Foundry Way

The Foundry Quarter was originally used for the production of precast concrete rail features, including sleepers and fencing. The proposals will respond to this context in its materiality, with the use of precast concrete within the streetscape surfacing.

A small square is proposed adjacent to the NRM South Yard, which will allow public use and service access for the Museum. A key pedestrian/cycle link within the masterplan runs through this area from Leeman Road and then across the NRM's South Yard. It will provide all-hours public access across the proposed museum rail connection, replacing the existing Leeman Road access between St Peter's Quarter and Marble Arch.

Sorbus aucuparia



Acer pseudoplatanus

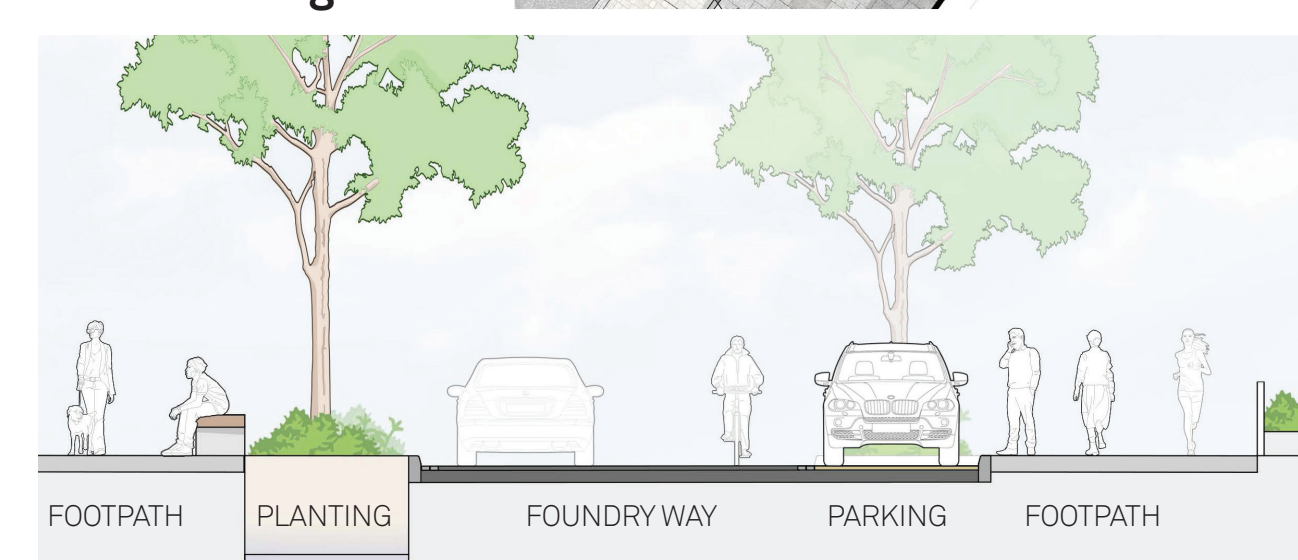


Indicative planting which is good for local shading



Indicative materials including:

- 1) concrete pavers
- 2) concrete setts
- 3) granite kerbs
- 4) asphalt



Foundry Way section

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Other key character areas

York Central has to reflect York's heritage and feel a part of the city. **Boards 7 and 8** provide zoom-ins of each local character area in addition to **Boards 5 and 6** (see **Board 4** for all of the proposals in context).

4. Cinder Street

Cinder Street connects Park Street through to Museum Square and Leeman Road Tunnel. This street will eventually be characterised by new commercial buildings and will serve as the main street constructed with high quality materials. This stretch of roadway will feature a dedicated bus lane to give bus priority for journeys towards the city centre. The design will include measures to reduce traffic speed and encourage safe use for multiple modes of transport. Pedestrian crossing points have been strategically located to link Wilton Rise with the development plots in future phases.

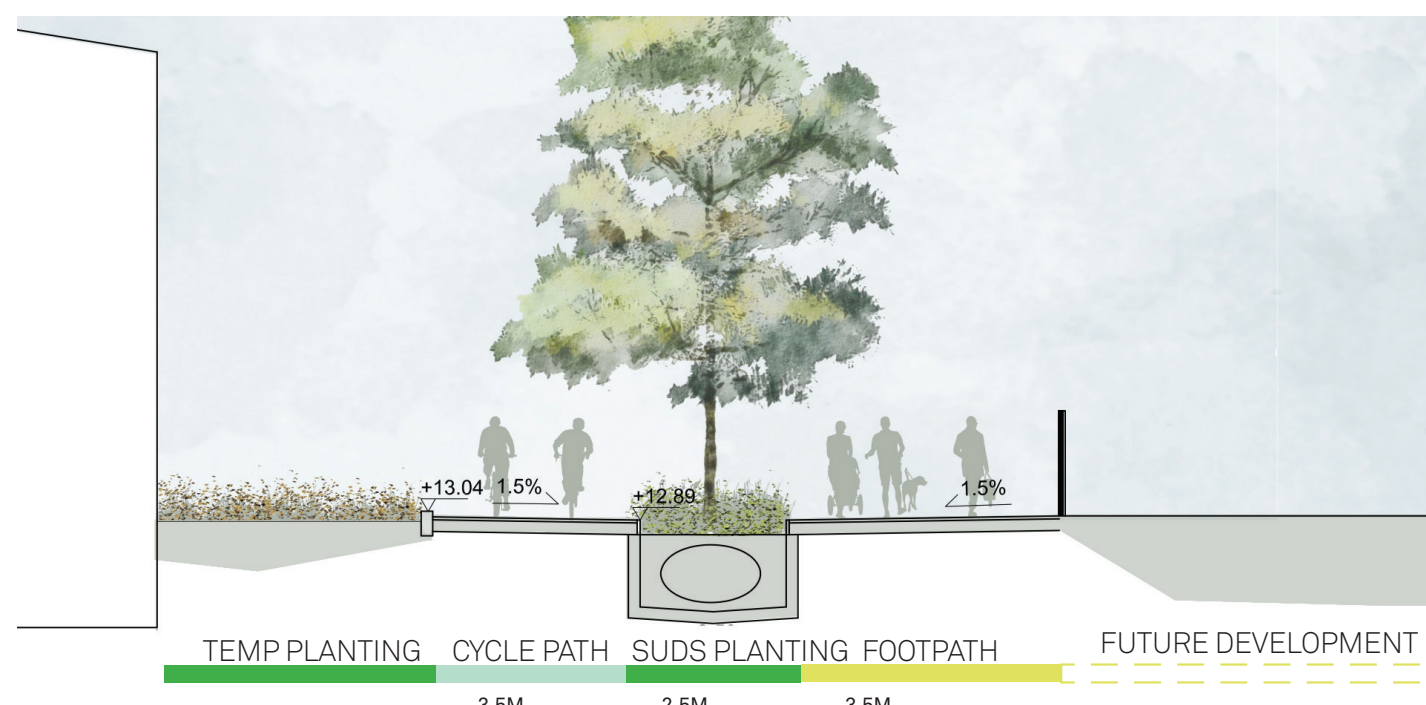


Indicative treatments



5. Hudson Boulevard

Hudson Boulevard is the major pedestrian axis of the commercial area of the site, providing a cycleway and footpath link from Park Street to Museum Square. It will be designed to make a positive transition between these two areas using higher quality materials, a generous landscape strip and active frontages along future building plots.



Hudson Boulevard - street section

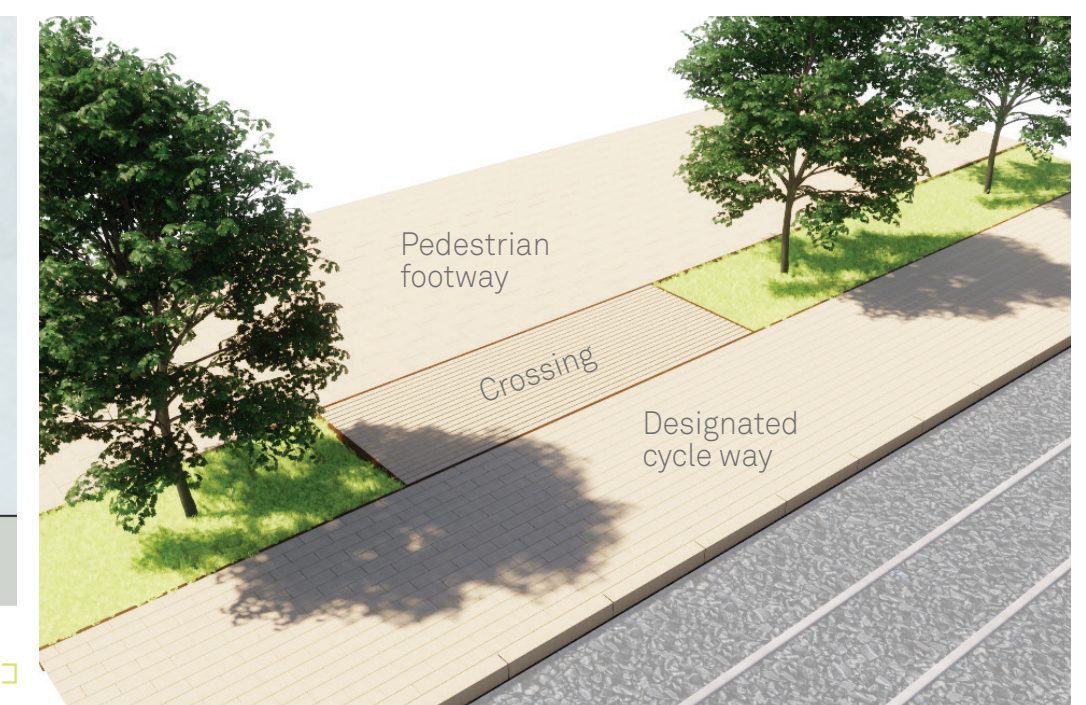
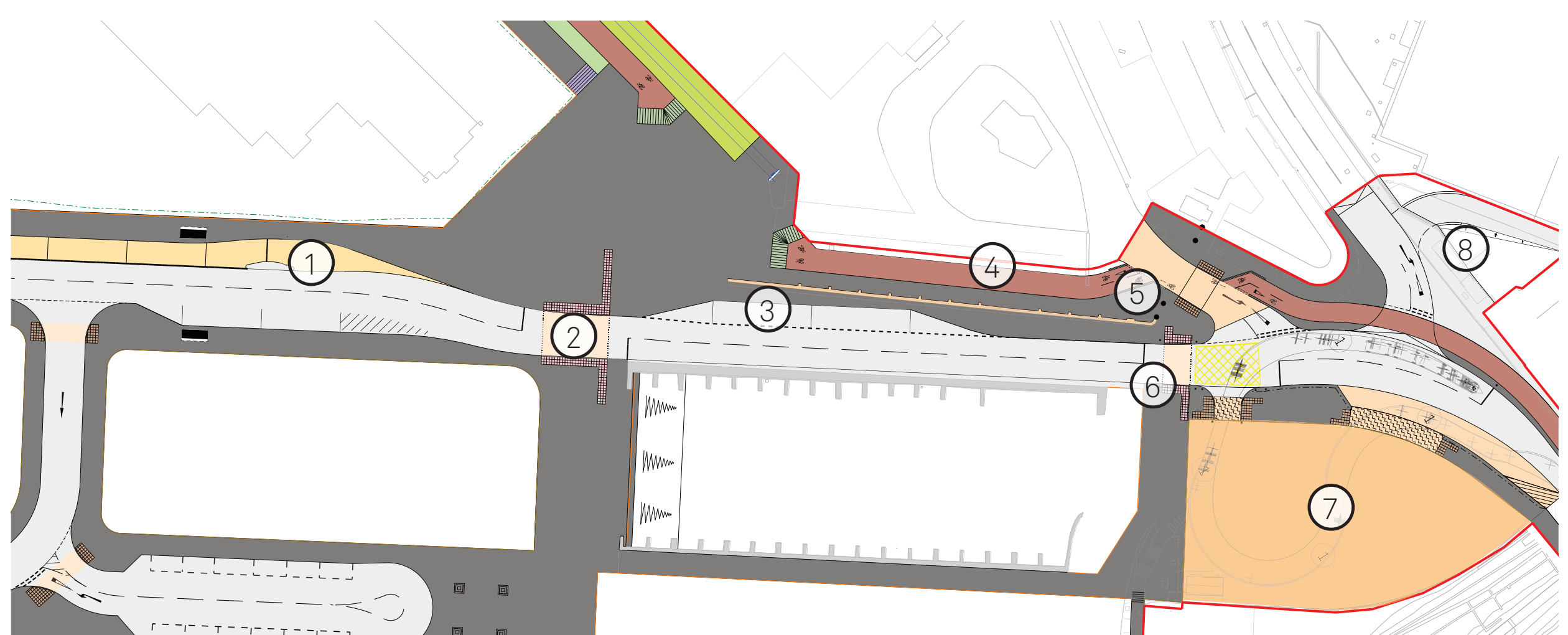


Illustration of typical street crossing

6. Museum Square

Museum Square occupies a key location between the station, the NRM, Cinder Street and Hudson Boulevard.

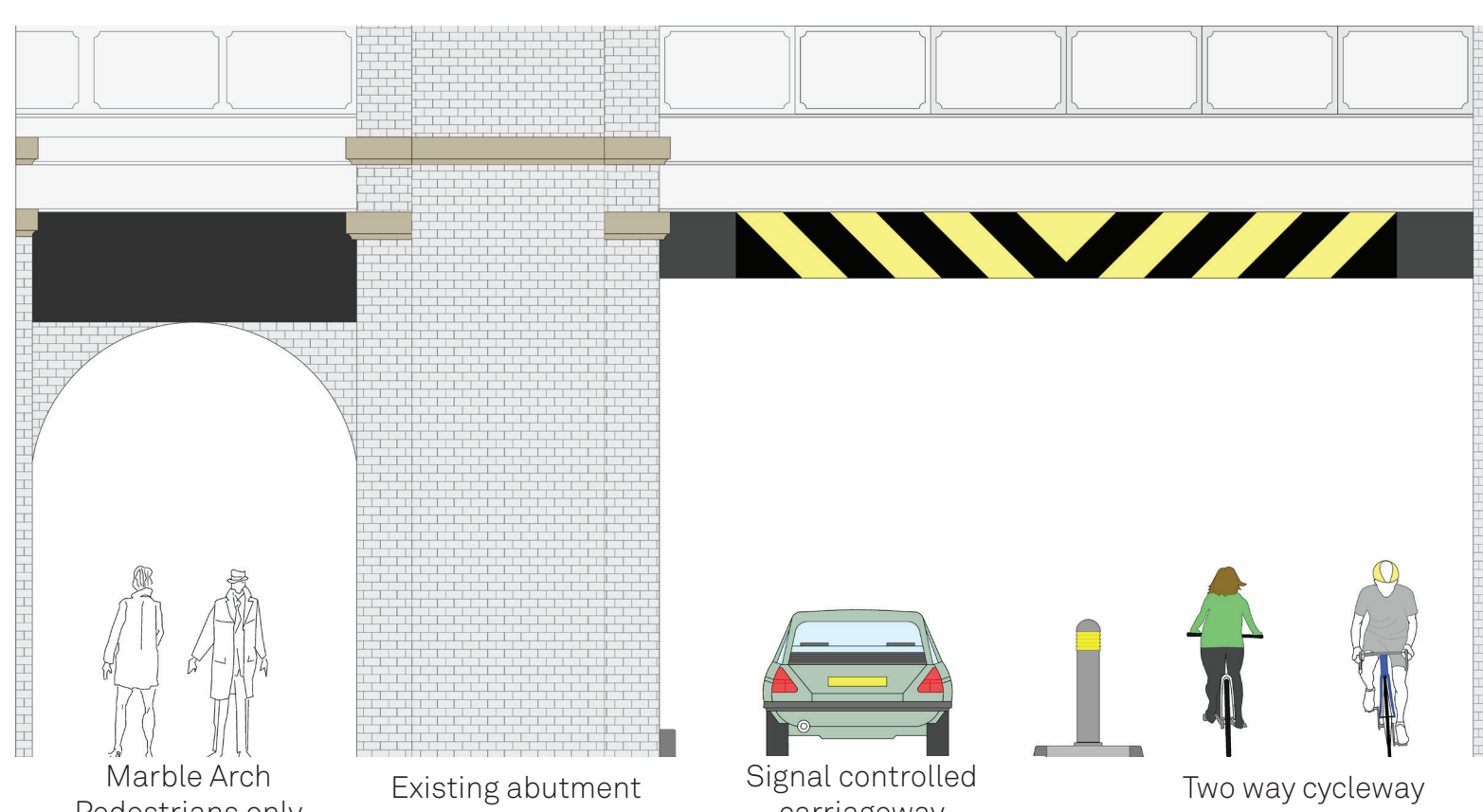
1. Bus lane priority signals
2. New wide pedestrian crossing between the NRM Museum Square, Hudson Boulevard and the York Station West Entrance.
3. Two coach set-down bays for the NRM
4. Continuation of segregated 2-way cycle route through NRM forecourt
5. Retention of the Listed gateposts and access to the NRM forecourt
6. New pedestrian crossing between NRM, York Station West Entrance and Marble Arch
7. Area for NRM road train access and set-down
8. Maintenance / Network Rail access



Museum Square - key movement proposals

7. Leeman Road tunnel and Marble Arch

In order to prioritise pedestrian and cycle connections between the site and the city, the Leeman Road Tunnel will be reduced to a single carriageway for vehicles with a one-way working system controlled by traffic signals. A dedicated segregated cycle route will be provide in the tunnel and a dedicated pedestrian route will use Marble Arch. This will be the primary route to the Site, from the east.



Leeman Road and Marble Arch section



Other infrastructure, planting and construction

The Phase 1 Infrastructure RMA proposals also include the provision of replacement railway infrastructure to allow a connection from the main railway network to the National Railway Museum (NRM).

Railway spur to National Railway Museum

A replacement rail connection will be constructed from the East Coast Mainline Bridge to connect to the NRM South Yard (Board 4). The rail line will be used on limited occasions during the year to transport Museum exhibits to and from the main Galleries.

- The eastern end of the line will provide a new route for the NRM Visitor Experience ride which will cross the foot and cycle path only at the start and end of the day.
- New buffer stops will be constructed at each end of the Visitor Experience line.
- A new road/rail crossing will be constructed on the Leeman Road Spur, again used very occasionally to move exhibits.
- A pedestrian/cycle crossing will be constructed through the NRM south yard to provide connectivity between the Concrete Works / Leeman Road and Hudson Boulevard



Segregated cycleway



Places to sit along major pedestrian routes



Pedestrian movement integrated within landscape

Other infrastructure

In addition to the development identified above the Phase 1 Infrastructure Reserved Matters Application will include a range of other key elements including:

- Surface water drainage
- Highways drainage and attenuation,
- Foul drainage networks and necessary diversions and provisions in relation to sewers, utilities and the culvert of the Holgate Beck.

Construction

John Sisk Ltd, has been appointed as the main contractor for this element of the project. The contractor has been involved in providing advice as the designs have developed to benefit the construction phase deliverability. Network Rail, Homes England and the City of York Council are actively investigating the opportunities for the development of a rail head within the site. The rail head would be used for the delivery of materials to reduce the need for on-road transportation and minimise construction disruption. Options are being considered for the construction of the new bridge over the East Coast Mainline to minimise the risk of building over the rail network. The key milestones, subject to funding approval, are summarised below.

Phase 1 Infrastructure milestones

Spring 2020
Final Designs

Autumn 2020
Complete detailed topographical, buried and demolition services surveys

Autumn 2020
Construction commencement

Autumn 2021
Enabling works Water End to Leeman Road West

Winter 2021
ECML Bridge installed

Spring 2022
NRM Rail Spur, Cinder Street

Summer 2022
Water End and Millennium Green improvements

Summer 2022
Concrete Works

Autumn 2022
Park Street

Autumn 2022
Water End Footbridge

Autumn 2022
Construction completion

Tree planting

More than 300 established trees will be planted during the phase one infrastructure work. Tree species will be selected to provide seasonal interest, shade, colour, texture and form appropriate to their context. Some indicative examples are illustrated below.

The street tree planting strategy seeks to reinforce the different character areas along Park Street and to work well together across York Central as a whole.

Millennium Green Trees



Corylus avellana



Malus sp.



Quercus robur

Foundry Way



Acer pseudoplatanus

Gateway



Liquidambar styraciflua

Park Street



Prunus padus

10 York Central Phase 1 Infrastructure Reserved Matters Application

York Central Partnership comprises



Supported by:



How to comment

The purpose of this exhibition material is to provide information about the Phase 1 Infrastructure RMA. These proposals build on the material which was submitted as part of the outline planning application and draws on the previous rounds of engagement feedback and activities.

How to find out about the proposals

This consultation will last from Monday 24 February 2020 until 6 March 2020.

On-line

You can see this information online at www.yorkcentral.info

Exhibition

The exhibition will be available to view at the following dates and locations:

- **City of York Council West Offices**, Station Rise YO1 6GA in the foyer – Monday 24th February to Friday 6th March, Monday to Friday 8am to 6pm
- **York Explore**, Library Square, Museum Street, YO1 7DS – Monday 24th February to Sunday 1st March. Monday to Thursday 9am to 8pm
- **Railway Institute Sports Club**, 22 Queen Street YO24 1AD – Monday 2nd March to Friday 6th March from 7am to 10 pm

Drop-ins

Get answers to your questions about the proposals from the project team at one of these drop-in events:

- Tuesday 25th February at City of York Council West Offices, Station Rise YO1 6GA from 9am to 1pm
- Thursday 27th February at St Barnabas Church, Jubilee Terrace YO26 4YZ from 1pm to 5pm
- Saturday 29th February at York Explore, Library Square, Museum Street, YO1 7DS from 10am to 1pm
- Wednesday 4th March at York Explore, Library Square, Museum Street, YO1 7DS from 10am to 1pm and from 6:30pm to 7:30pm

Stakeholder workshop

Key stakeholder groups have been invited to attend a workshop session during the second week of the engagement process.

How to provide feedback

Please let us have any thoughts or comments on the proposals – there are three ways you can do this:

If you are at a drop-in:

- Please communicate your thoughts and feedback to a member of the team who will record the feedback; or
- Please use one of the simple forms to write down your thoughts – please identify the topic which is most relevant to your feedback
- Or use a post-it to make your comment on one of the boards

If you are looking at the unstaffed exhibition:

- Please use one of the simple forms to write down your thoughts – please identify the topic which is most relevant to your feedback
- Or use a post-it to make your comment on one of the boards

Alternatively, please visit the website www.yorkcentral.info and complete a feedback form

Or join the York Central mailing list visit <http://www.yorkcentral.info/contact/>

How we will use your feedback

We will use this feedback to finalise the Phase 1 Infrastructure RMA submission.

Next steps for the RMA

The Phase 1 Infrastructure RMA is due to be submitted at the end of March 2020. The full proposals will be available to view once they have been submitted. The council will publicise and advertise the submission.

You will then be able to view the full RMA proposals:

- online at www.york.gov.uk/planning
- or ask to look at the plans and documents in person at the **City of York Council, West Offices, Station Rise, YO1 6GA**