

YORK CENTRAL

Initial engagement for The Square
and the proposed Government Hub

Q&A



December 2022

Context

In November 2022, the York Central partners sought the views of the local community on the proposals for The Square and the proposed Government Hub. This will inform the final design of both elements which will be submitted as Reserved Matters Applications in 2023.

This public engagement is important to ensuring that proposals for the site will 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.

The event was the first of three stages of engagement for The Square and the proposed Government Hub. Three in-person staffed exhibitions were held across the 17th, 18th and 19th of November.

An online webinar was held on the 23rd of November between 7–9pm. The webinar was held by the York Central Partners and their team of technical consultants, who

presented the same material that was shown during the in person event. This can be found in appendix 1.

During the webinar there was the opportunity for attendees to ask questions to the panel. The majority of these questions were answered during the webinar, however due to time constraints not all questions were answered.

This report presents all of the questions asked during the online webinar with answers provided by York Central Partners and their consultants. All questions are presented as verbatim.

The second stage of engagement will be held on the 2nd, 3rd and 4th of March.

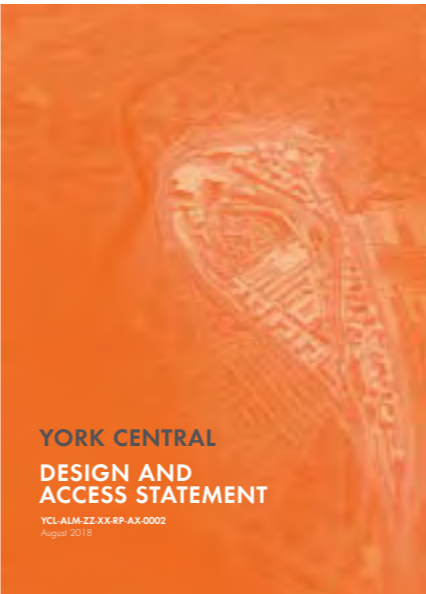
For further information on the proposals for York Central please visit the website at:

<https://www.yorkcentral.info/>

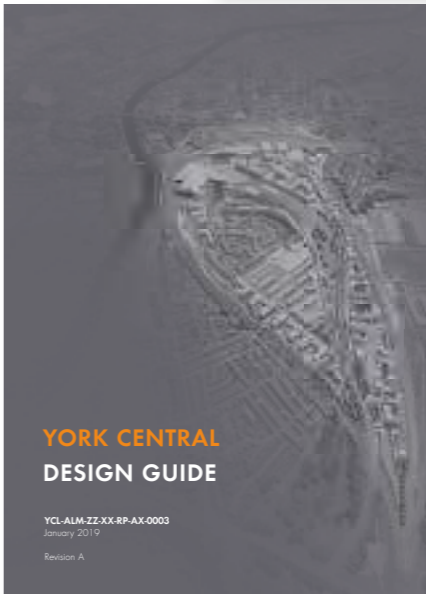
Helpful documents

In addition to the information provided in this Q&A report, there are a number of useful documents which provide further information on the proposals for York Central. These can be accessed by clicking on the below covers.

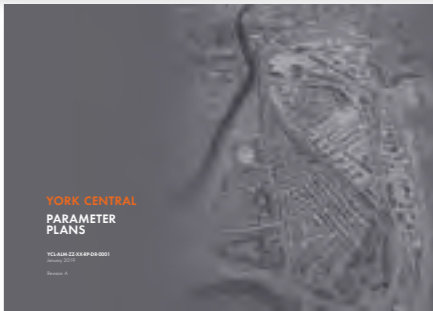
The OPA application can be found at the City of York’s planning website by visiting <https://planningaccess.york.gov.uk/online-applications/> and entering the reference number 18/01884/OUTM into the search box.



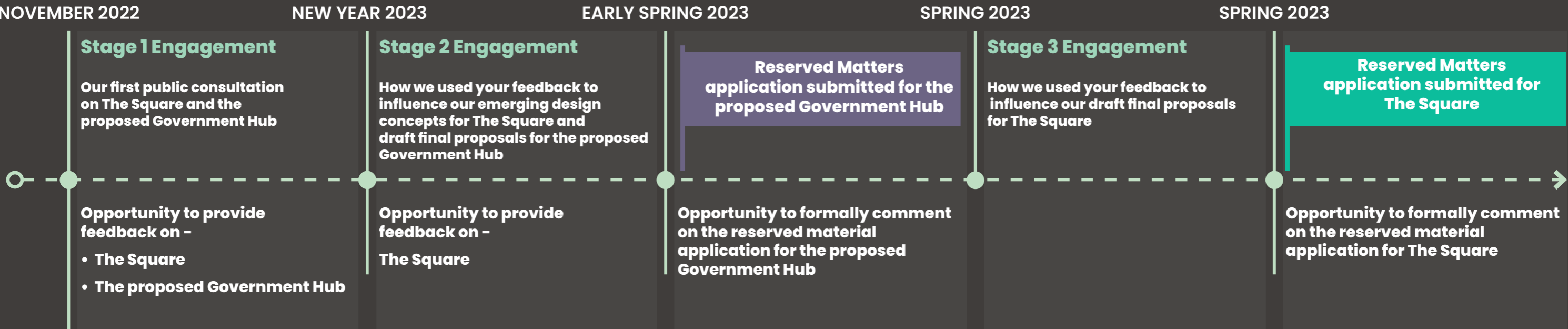
Outline Planning Application as submitted in August 2018. To access this document click on the cover above, scroll to the bottom of the webpage for all relevant Design and Access Statement documents.



Design guide submitted in January 2019. This document is available by clicking the document cover above. Relevant documents can be found on this page.



The parameter plans that were submitted as part of the OPA in January 2019.



Questions and Answers

1 Overview

Q.1. Who is here from CYC please?

City of York Council is one of the integral partners to the project. Their ongoing role is multifaceted. They play a role as a statutory planning authority looking at highways and drainage in York. They were not in attendance at the Webinar but were represented at some of the in-person sessions.

Q.2. Will this long process impact on the enterprise zone returns for CYC ratepayers as we are at massive risk?

The Council have currently committed £35 million of Enterprise Zone borrowing towards the project. This was based on a conservative estimate relating to build out rate of the commercial area of the project. Further funding for the project is generated from a combination of Homes England and Government funding sources through the Devolution Deal. This funding will ensure quality place making to enhance the viability of the site for development and investment partners.

Q.3. RE the development/investor partner...is this one or more developers...?

We are currently looking to partner with a single entity to deliver the whole of the York Central project.

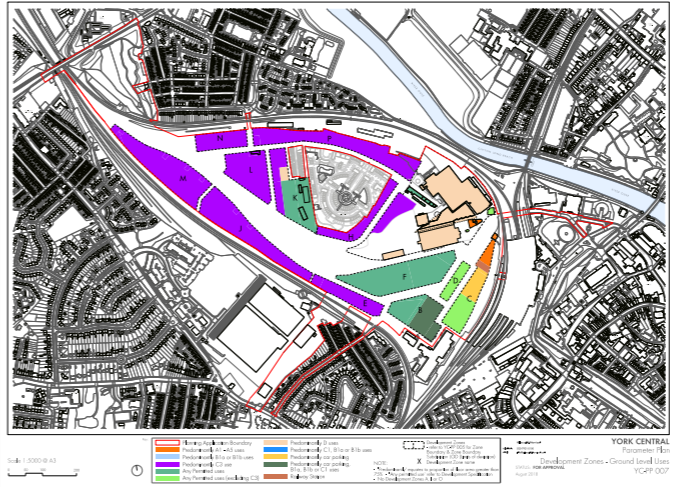
Questions and Answers

2 Proposed land uses

Q.4. Which areas are zoned for domestic development and which for commercial?

The Outline Planning Consent (2019) includes a land use parameter plan (see below and in appendix 2) which identifies the balance of land uses across the site.

Some flexibility is embedded, but broadly speaking, commercial and leisure uses will be clustered in the area immediately adjacent to the Station, and adjacent to the new Square and the National Railway Museum. This area will also include new homes to ensure vitality throughout the day. The remainder of the site including the area south of the new access road and park, and the new streets north and west of St Peter’s Quarter will be predominantly residential neighbourhoods. Community uses will also be provided throughout the site.

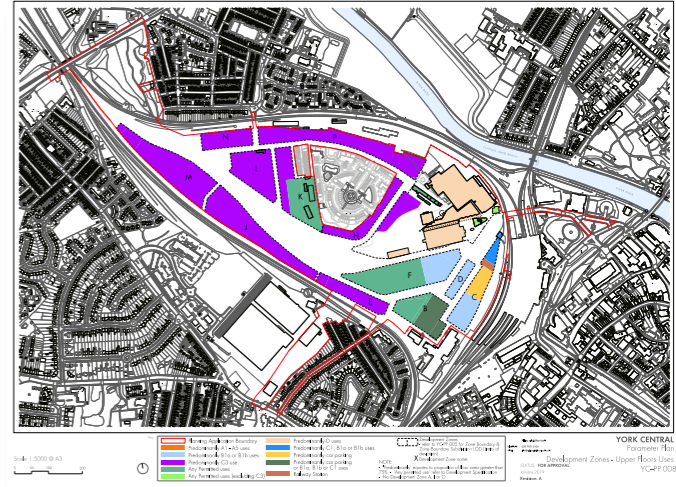


Land use parameter plan identifying the development zones for both the ground level uses and upper floor uses.
YORK CENTRAL Q&A – December 2022

Q.5. With so many businesses now supporting working from home post-covid, will this change the projections for how much office space is required on the site?

The Outline Planning Consent embraces a degree of flexibility over the amount of floorspace to be delivered at York Central. Many companies are now adopting a hybrid approach to working with a balance of work from home, alongside an office-based presence. Many companies are looking at the design of their office spaces to make it attractive to work and collaborate with colleagues. Flexible working patterns are likely to remain, and as such commercial space is still expected to be in high demand, particularly in accessible, attractive mixed-use environments with a balance of homes, commercial space, community uses and leisure.

The proposed Government Hub is based on current projections for workplace policies as set by the Government. These cover the range of workspace flexibility needed to accommodate the changing working patterns



Questions and Answers

2 Proposed Land uses

Q.6. Why are only 20% of the planned homes affordable, and how will you ensure the remaining 80% are not bought for use as second homes and Airbnb?

The 20% affordable housing provision is the proportion agreed through the planning consent and is consistent with local plan policy. In terms of the remaining proportion, we recognise that this is a key area of concern for the local community, and we are investigating how we could enforce any restrictions around second homes / holiday lettings including the use of covenants. The key question is where responsibility for enforcement sits which would need to be considered when the first housing developments start to come forward on the site.

3 The Square

Q.7. How is the community vision for public space expressed through the My York Central process being reflected in thinking about the new square?

Findings from the “My York Central” (MYC) engagement process was reviewed comprehensively during the preparation of the masterplan and Outline Planning Application in 2018. The findings are set out in **Chapter 5 of the Statement of Community Involvement**.

The Outline Planning Permission (OPP, 2019) embraces a significant proportion of the principles conveyed through the MYC exercise. Proposals for The Square must, by definition, be in accordance with the parameters and guidelines as established through the OPP and approved Design Guide.

Questions and Answers

3 The Square

(Q.7 continued)

The Square is one part of a series of publicly accessible spaces of varying scales, character and location. The Square and these spaces have been shaped by a number of key MYC principles including the following:

- Spaces which serve a public function and support civic life;
- Well-connected and legible spaces;
- Liveable streets;
- Suitable entrances, edges and gateways.
- Diverse spaces at ground level and at upper spaces in buildings;
- Spaces which support views;
- Spaces which mediate between work and home;
- Safety for all; and
- Presence of trees, water and playfulness.

The images we have shown in the exhibition provide examples of some of the possible elements for The Square. We want people to challenge us and help us create the best place we can for York.



Figure 2. Illustrative plan of the proposed Square (as shown on board 6 of the exhibition material).

Q.8. Where are the 2 new squares and the central park: they are not obvious in the concept photo

The location of the new public spaces is best illustrated on Board 6 of the exhibition (see below and in appendix 3). The design of the new Square focuses on the space north of the new access road which sits adjacent to the National Railway Museum. The Coal Drops area, situated to the south to the road will eventually form part of The Square, and will be delivered as a later phase.

The location of the park is best illustrated on Board 2 of the exhibition (see below and in appendix 4). This depicts the large central green space which is situated to the north of the new access road and south of the St Peter's Quarter and the new development adjacent to Leeman Road.



Figure 3. York Central illustrative masterplan, approved for Outline Planning Permission in December 2019 (as shown on board 2 of the exhibition material).

Questions and Answers

3 The Square

Q.9. What will be planted in the green spaces?

Chapter 3 of the York Central Design Guide provides guidance and context for the landscape strategy at York Central. Section 4.13 sets out the key principles relating to street trees. The detailed proposals for planting locations and species for green spaces will be developed as designs progress for the relevant areas of the masterplan. Details of any planting for trees adjacent to the proposed Government Hub, and as part of The Square will be confirmed in subsequent stages of engagement.

Q.10. You portray a “strong presence” on the new square, but The Government Hub will require a high level of security, making any sort of genuine interplay between the building and adjacent public space hard to achieve. Is this the most appropriate building to locate adjacent to what is portrayed as a vibrant public space?

This has been central to designing the building and would be achieved materially and through the emphasis placed on activating the public realm. The design approach has kept the creation of the Public Realm at its core, prioritising, accentuating and activating the public space as much as possible.

Adhering to the criteria of the OPA the GPA is working hard to ensuring they are activating the street edges at ground floor and with the main façades now onto the Boulevard, Museum Square and Cinder Street all providing activation at ground level.

Q.11. Why do The Square proposals not include the Coal Drops, since they are effectively part of that public space?

The Square will form a key public space within York Central, creating a gateway from the City Centre. Together, The Square and the Coal Drops will form the largest civic space in the city. The Square will create a gateway to the Museum formed by the new Central Hall proposals and the larger development of York Central beyond. The Coal Drops will mark the entrance to the new western concourse for York Station.

Our proposals focus on the first phase of The Square, but proposals for the Coal Drops will form a later phase, establishing a single coherent space, comprising a range of different characters and functions.

The proposals do not include the Coal Drops at this time because it is not known what the design on the buildings will be around this key important area. It is important that the design of the Coal Drops element of The Square faces outwards to these buildings and provides the continued connectivity.

Q.12. Green space comment – fruit trees and fruit bushes, There is an apple tree on Cinder Lane I expect that will be cut down....

We are not aware of any existing fruit trees in the Square itself, but a variety of fruiting trees could be looked at as part of the Central Park proposals in future stages of work. This comment will be considered as part of proposals for Cinder Lane and adjacent development plots.

Questions and Answers

4 Public Space and Governance

Q.13. Public spaces including the public square by the station–
– Are these really public?
– Are the public spaces covered by York by-laws?
– Are the public spaces covered by NY Police to enforce laws?
– Who decides policies on public art and performances etc.
– What is the democratic process that underpins the above issues?

The first phase of The Square is important because it sets that tone of what we are looking to achieve at York Central. It will be the gateway into York Central, but also an important gateway into the city as well. The spaces will be publicly accessible, with the exact long-term management strategy to be determined through dialogue with the future development partner.

As part of the developer procurement process, we have asked prospective partners to set out a long-term plan for York Central in terms of stewardship. As part of the criteria, we will be assessing ideas for the long-term approach to management including the curation of meanwhile uses, public art and event spaces. Developers will be encouraged to work with the community in this process. Whilst the public spaces will be open to the public, it is anticipated these will be managed and maintained through a site wide stewardship and so it is anticipated that the land would remain in its existing ownership. The pedestrian and cycle route that runs

through The Square will be dedicated as highway and maintained by CYC. The pedestrian walkway from the highway to the National Railway Museum entrances will be maintained by the NRM under what is called a Walkway Agreement between the Museum and CYC. By-laws can be used as a way of ensuring the appropriate management of The Square.

Q.14. A well-established way of exploring public use of new urban space is to encourage meanwhile uses prior to firming up the design. Will this be employed here, and if so what moves are being made to engage with community partners, given the wish to take forward detail design next year?

As set out above, the intention to embed meanwhile uses in the design and delivery of not only the new Square but also across the wider site, and this is something which Homes England is encouraging potential developers to consider.

Whilst the Infrastructure works are being delivered, there will be limited areas which are available for meanwhile uses for health and safety reasons. Homes England has already met with SPARK to discuss opportunities.

Questions and Answers

5 The proposed Government Hub

Q.15. What impact on the already inflated housing market do you expect bringing civil servants from London to have?

As part of the government estate strategy, the Government Property Agency is seeking to consolidate existing roles in the York area into the proposed hub. We expect there to be the opportunity for the proposed Hub to accommodate new roles, supporting the Government's drive to increase job opportunities in the cities and regions across the UK.

The proposed Hub will comprise a mixture of consolidating existing government roles within the York area and new roles to the area created by "Places for Growth". Places for Growth seeks to move 22,000 roles out of London by 2030.

The ambition is that the roles will be wide ranging, attracting a diverse range of people, working across a wide range of policy areas and professions, creating permanent sustainable employment for local people. These will cover a wide range of skill levels, grades and salary levels – the roles will not be exclusively senior Civil Service positions. Similarly, many jobs will be occupied by people who live locally. As such, we do not expect the proposed Government Hub to have a disproportionate effect on the housing market in York.

Q.16. Follow up re the govt Hub – the people in the building can go out, to interact with what happens at York Central, the entrepreneurs and residents, and local gpa's. In York there are a lot of teams of employees going out. Corporate responsibility if nothing else. And good PR as that will be in short supply.

Agreed – the vision for York Central embraces the opportunity for residents and employees to actively engage and interact. Streets and public spaces present an important opportunity to facilitate this rich and vibrant mix of uses which will define the character of York Central.

Q.17. Will the current government offices in York be moved to the hub as against new jobs coming up?

As part of the government estate strategy, the GPA are seeking to consolidate existing roles in the York area into the proposed hub. The GPA also expect there to be the opportunity for the proposed Hub to accommodate new roles, supporting the Government's drive to increase job opportunities in the cities and regions across the UK.

Questions and Answers

5 The proposed Government Hub

Q.18. What is the, the likely square, square meter or square footage of the government hub.

The proposed Government Hub building is likely to create a floorspace of up to 16,000 square metres (circa 170,000 sqft), subject to ongoing design requirements. The final design for the proposed Hub will be shared with the local community at future engagement sessions before the planning application is submitted.

Q.19. What about jobs in the government hub? The risks if you don't attract these jobs – who is responsible for attracting this investment as CYC has almost zero experience and capacity in this regard

We believe that the progression of the proposed Government Hub is key to the project. We believe that the hub will add to the attractiveness of the project and will stimulate demand from occupiers. We are seeing a lot of pent-up demand for high quality commercial spaces.

It is clear from the procurement process, that there is that there is a lot of interest in the site from major developers due to its location and connectivity.

Although CYC is part of the York Central Partnership, they do not have specific responsibility for delivering the commercial aspects of the scheme.

Q.20. About the Gvt Hub – Collaboration – does this include collaboration beyond what is in the presentation – employment and placements for local people, support for community groups and seeking out e.g. local caterers, and easy methods for local people to bid for contracts etc.

The proposed hub is primarily a workspace for civil servants and there will be security restrictions on who can enter the building in terms of day to day use of the building.

It is anticipated that the GPA contractor would be expected to use local subcontractors. The exact approach will be managed under government procurement policy.

John Sisk & Son Ltd, the contractors who are delivering the essential infrastructure for York Central are getting involved locally. Its early contractor involvement and enabling work on the project includes ongoing work with local schools, community groups and charities creating career and educational opportunities.. In addition, where possible, they will be sourcing local suppliers, hiring from within York, providing apprenticeships in construction and local school careers engagement.

Questions and Answers

5 The proposed Government Hub

Q.21. The design seems more about protecting the building from people (and vehicles) rather than contributing to the life of the spaces around. Yes?

The proposed Government Hub building will be designed as an office building for civil servants. The building will look directly onto The Square, forming a key frontage. The northern edge of the building will also address Hudson Boulevard.

Hudson Boulevard is a linear street that runs about 20 meters wide along the long edge of the National Railway Museum. The boulevard will not have any traffic, and will only be available for pedestrians and cyclists (a dedicated and continuous cycle lane from Water End through Marble Arch).

The third edge of the building is to a yard, which sits between this plot (Plot F1 as defined in the original masterplan) and the adjacent plot (Plot F2). The approved use of Plot F2 is flexible, but is likely to be a non-residential building.

The fourth edge is Cinder Street / Park Street, which is the main vehicular access street which runs from Water End into the city.

The relatively limited amount of vehicular access means that the plot is very suitable for a Government tenant. In addition, the presence of a strong building in a civic use on The Square, adjacent to the National Railway Museum is also very positive.

Questions and Answers

6 Access and Movement

Q.22. On that through road he mentions buses cars and bikes .. what about pedestrians .. sorry to ask but pedestrians are often not considered amongst the louder lobbies

Pedestrian movement is a key priority within the wider York Central proposals with dedicated pedestrian route along the length of the access road as well as the pedestrian and cycle only Hudson Boulevard in addition to footpaths on the new road too. A new pedestrian bridge is also being provided at Water End to accommodate the road widening associated with the junction works for the new access route.

Q.23. What is expected traffic generated by development through Marble Arch once finished?

Traffic assessments were undertaken to inform the York Central infrastructure reserved matters application and allow the design to include measure to alleviate traffic congestion at Water End. The York Central Infrastructure Package 2 (IP2) works have started on site to facilitate the construction of the new York Central spine road and associated infrastructure. The works will include an additional priority right turn lane spanning the existing Water End highway bridge along with improvements to street lighting, traffic lights and signalling along Water End. The IP2 works also include a new cycle lane and footbridge at Water End spanning the railway lines. The aim of these improvements will be to ease some of the traffic around York Central. There are also commitments to improve bus services.

Q.24. Is there going to be a bus interchange within or adjacent to York Central; where will it go? What are the traffic plans for the front of the station?

One of the key benefits of the York Central scheme is proximity to York station. The front of Station project is outside of the Redline Boundary for York Central and is being delivered by CYC. The Station Gateway Scheme has Full Planning permission and is expected to commence in 2023. It will enhance public realm, cycle, pedestrian and bus interchange facilities at the front of the station. As part of these proposals, the Queen Street bridge will be demolished. This will allow the creation of a more legible space as you exit the station, and better arrangement of bus stops.

The York Central project team will be engaging with CYC to ensure that works are coordinated, and disruption is minimised.

Q.25. Do we have a time frame for Queen Street demolition... I had thought it was now is?

Enabling works with service diversions taking place have commenced, the main works are expected to start spring/summer 2023.

Questions and Answers

6 Access and Movement

Q.26. How will traffic be controlled accessing and exiting the new road onto Water End given the current congestion on there from the traffic lights at the junction with Water End, Poppleton Road and Boroughbridge Road?

The York Central Outline Planning Permission includes a financial contribution to facilitate upgrades to the infrastructure along Water End in order to maintain the flow of traffic between Poppleton Road and Boroughbridge Road. This includes improvements to street lighting, traffic lights and signalling along Water End. There are also financial contributions to improve bus services, wider pedestrian and cycle facilities, better travel planning for users of York Central and incentives for future residents to use sustainable modes of transport. The aim of these improvements will be to ease some of the traffic around York Central. There will also be a new right-hand turn which does not currently exist.

Q.27. How will residents of Westgate Apartments access their garage

There will be no change to access for the residents. Sisk and YCP will continue to work with the residents of Westgate Apartments and their board, to keep them up to date if any works are planned nearby. There will be no change to the way residents access their services or utilities.

Q.28. Where is the Leeman Road footbridge?

The plan below identifies the former location of the Leeman Road footbridge. This has however been removed to facilitate the current infrastructure works.



Q.29. The traffic modelling used for the planning application suggested that the spine road will carry similar numbers of vehicles to Gillygate. How will this, and the resultant queuing traffic, shape the design and use of The Square?

Traffic modelling assessments were undertaken to inform the design of the spine road and agreed with the local highway authority as part of the reserved matters infrastructure application for York Central. This included traffic signalling consideration to allow traffic to pass by the new square as freely as possible. Traffic flows are likely to have been altered since the assessments, driven by working habits as a consequence of the pandemic. However, as with all city centres queuing traffic cannot be ruled out in peak times.

The relationship between The Square and the new road was established in broad terms through the Outline Planning Consent. The design of The Square will flesh out the materials used, function and character of the space in response to the overarching parameters and fixes as defined by the previous planning consents and taking into consideration the traffic flows. The area is to have a shared space feel with a 20mph speed limit.

Q.30. Will new bridges and new roads be built first so that they're used for such traffic rather than through domestic areas at each end of Leeman Road?

The enabling works for the York Central development commenced in 2022, with the construction contract between Homes England and the Contractor (Sisk) for the highway infrastructure works awarded in July 2022.

The works required to provide the alternative highway routes to enable the stopping up to be implemented are planned to be completed by Autumn 2023, with the connection through to Water End anticipated to be complete in 2025.

The only way that construction traffic can enter the site is through the Marble Arch tunnel, and so no construction traffic will be accessing the site through the Leeman Road tunnel or the residential area.

Questions and Answers

7 Sustainability

Q.31. To what extent will the whole scheme and these two parts of it be zero carbon? Gvt Hub – Sustainability – I have not seen anything about the Circular Economy, this would be a great principle to adopt both at the construction stage and once the building is operating. YNY LEP [York and North Yorkshire Local Enterprise Partnership] has a lot of resources about this which could be helpful for you. There are local community groups who are already engaged in the circular economy, and having a critical mass nearby saves even more carbon emissions.

We are currently in the early phases of development, focusing on infrastructure delivery. We are prioritising material reuse as part of a wider sustainability strategy.

Chapter 9 of the Design Guide identifies the overall context for the Sustainability Strategy which relates to climate adaptation, energy and carbon, health and wellbeing and materials and waste. This establishes an overall framework for the development.

In terms of the proposed Government Hub, the Government Property Agency is committed to delivering the UK government's ambition for net zero carbon emissions by 2050. This can be evidenced in our sustainability strategy (comprising a Fabric First and Passive Design approach). The proposed Hub would forecast to meet EPC A and would target BREEAM Outstanding (NABERS 5* Superior Performance) with an independent ecology team Biodiversity Review.

In practice, the emerging design is seeking to operate within very low "u-values" (a sum of the thermal resistances of the layers that make up an entire building element) that exceed the building regulations. The design of façades is particularly important in balancing a range of design components including solar gain, natural ventilation and natural daylight.

The aspiration for zero carbon is being explored by a number of disciplines including building services, mechanical, electrical and structural engineering. The team is undertaking thermal modelling as part of this.

Circular economy principles are also important to the process. The team is seeking to maximise the use of recycled materials as much as possible. In addition, we are promoting methods of construction that enable disassembly and easy maintenance of the building.

BREAAM stands for Building Research Establishment Environmental Assessment Method, and is the world's leading science-based suite of validation and certification systems for sustainable built environment supporting ESG (environmental social governance) solutions.

NABERS is a simple, reliable system for rating the energy efficiency of office buildings.

Questions and Answers

8 Naming Conventions

Q.32. The name "York Central" is misleading and confusing – and boring! York Central is already the name of a parliamentary constituency for example, which covers a different area. When will you give residents the chance to suggest (more interesting and accurate) names for this new area/development?

Q.33. When will you give residents the chance to suggest (more interesting and accurate) names for this new area/development?

The overall project name, York Central, is well-established and will continue to be used at least until the developer partner is appointed. Over time, it is anticipated the developer will work with City of York Council and local stakeholders in relation to naming.

Q.34. Do the new roads have names? What bits of the existing Leeman Rd. will keep that name?

The current intention is that the whole of Leeman Road will retain its name and there is no plan to change it.

Q.35. How have the street names Hudson Boulevard and Foundry Way been chosen – were York residents consulted?

The design team identified working names for key streets and areas within the masterplan as part of the Outline Planning Application. This is most evident in the Design Guide which seeks to define guidance for streets, spaces and buildings. The names Hudson Boulevard and Foundry Way are effectively place holder names for the project. The final names will be agreed with CYC in due course.

Q.36. The new roads within York Central do have working names, Hudson Boulevard, Foundry Way, Park Lane???? and Cinder Street.

Please see plan below and in appendix 5 with street names.



Questions and Answers

9 Engagement and Communications

Q.37. Why did you send your booklet out so late that the other 3 consultation events had already happened by the time we received it?

Homes England apologises for the late receipt of invitations and information. The booklets were printed on time, but the strike at the Leeman Road sorting office resulted in a significant delay to deliveries. **The recording of the webinar event has been uploaded on the website**, so anybody who’s missed it is able to watch it at a later date. Copies of all the consultation material is also available on the website, and the exhibition boards are up in the foyer of the CYC offices. In addition, we have extended the deadline for consultation responses until the 31st December. We will be coming back with further feedback and discussion on The Square later in the new year.

The York Central Engagement events were also promoted via:

- Local Press – online and in print through York Press and on air with York Mix, plus media site tours
- Paid advert in York Press
- York Central social media channels – Facebook and Twitter
- Paid Facebook ads
- Partner emails and social channels including CYC, NRM, Network Rail and Homes England
- Partner briefings
- The York Central website
- Personal invitations to ward Councillors and key stakeholders

- All partners and key stakeholders (including ward councillors and Make it York) were provided social assets and flyers to share in their own networks
- Flyers handed out in York city centre and locations around Leeman road and Jubilee Terrace
- St Barnabas promoted at congregation and community cafés
- Newsletter sent to 10K addresses within a 1 mile radius of the centre of the York Centre development site (after liaison with ward councillors) – However these were delayed due to multiple postal strikes and second class postage being caught up in the backlog of mail.

Q.38. Where is the public exhibition being held?

The in-person events were held as follows:

- Thursday 17th November St Barnabas Church. Jubilee Terrace, YO26 4YZ, 10:00 to 20:00
- Friday 18 November City of York Council West Offices, Station Rise, YO1 6GA, 09:00 to 17:00
- Saturday 19 November City of York Council West Offices, Station Rise, YO1 6GA, 10:00 to 14:00

The next round of events are anticipated to be in spring 2023, the exact details will be confirmed as soon as they are known.

APPENDICES

1. **Exhibition boards presented at the engagement event**
2. **Parameter Plan of Land uses**
 - 2.1 – Ground level uses
 - 2.2 – Upper floor uses
3. **Illustrative plan of The Square**
4. **York Central illustrative masterplan, approved for Outline Planning Permission in December 2019.**
5. **Plan of proposed streets with road names**

Appendix 1. Exhibition boards presented at the engagement event.

Y

York Central

1

Welcome...

York Central is the most significant urban expansion in York's modern history and is currently one of the largest city centre development projects in the UK. Building upon extensive engagement that has taken place for the original York Central Outline Planning Application, this event will focus on two key early elements of the masterplan, a proposed Government Hub building and the Square. This engagement is part of an ongoing process of developing York Central. We want to hear your views about the proposals for the new building and the new space. This will help us to shape the final design of both elements which will be submitted to Reserved Matters Applications in 2023.

York Central has an important role to play in the future of York. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre. The site has been designated as a UK Government Housing Zone and is one of the largest commercial sites in the city. It offers a unique opportunity to create a new city centre and to improve the quality of life for residents and businesses.

Why are we consulting now?

Extensive public engagement is central to securing agreement which works for York's current and future residents and businesses. This includes work that proposes for the site to be developed by York's residents and businesses, to create a new city centre and to improve the quality of life for residents and businesses. The work will also involve working with the public to ensure that the proposals are in line with the city's vision for the future.

UNDERSTANDING THE PLANNING PROCESS...

What is an Outline Planning Application?

An Outline Planning Application (OPA) is a request for permission to develop land. It is a key part of the planning process and is used to determine the general principles of a proposed development. It is a key part of the planning process and is used to determine the general principles of a proposed development.

Who is York Central Partnership?

The development is being delivered through a partnership between the City of York Council and the National Railway Museum. The partnership is a key part of the planning process and is used to determine the general principles of a proposed development.

THE YORK CENTRAL PARTNERS

What is Reserved Matters Application?

A Reserved Matters Application (RMA) is a request for permission to develop land. It is a key part of the planning process and is used to determine the general principles of a proposed development.

TODAY WE WILL BE LOOKING AT...

1. The Square
2. The Vision for York Central
3. Creating York Central
- 4 and 5. The proposed Government Hub and the Square
- 6 and 7. The proposed Government Hub and the Square
8. The proposed Government Hub and the Square

Y

Initial Engagement for The Square and the proposed Government Hub

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York Central

2

The Vision for York Central

Located on one of the largest brownfield sites in the UK, York Central includes opportunities for a new office quarter, new residential neighbourhoods, an expanded and enhanced National Railway Museum, improvements to York Railway Station, and a network of vibrant public Squares with routes linking to surrounding neighbourhoods and York City Centre. The proposed Government Hub and new Square mark a major step in delivering the vision.

York Central provides a major opportunity to realise the vision for a new city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre. The site has been designated as a UK Government Housing Zone and is one of the largest commercial sites in the city. It offers a unique opportunity to create a new city centre and to improve the quality of life for residents and businesses.

WHAT WILL YORK CENTRAL BRING?

The York Central Masterplan

The development will create a new city centre and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

National Railway Museum Vision 2025

The development will create a new city centre and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

New Homes

The development will create a new city centre and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

New Jobs

The development will create a new city centre and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

New Public Spaces

The development will create a new city centre and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Excellent Connections

The development will create a new city centre and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

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Initial Engagement for The Square and the proposed Government Hub

Y

York Central

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Design Principles

Government hubs form a network of modern, flexible and sustainable offices across the UK. Hubs create high quality workplaces designed to enable smarter working and creating great places to work in large, multi-occupier spaces. They seek to enhance productivity and provide an environment equipped for rapid change.

The development of York Central has been a key part of the city's growth and will help to create a more vibrant and sustainable city centre. It is a key part of the city's growth and will help to create a more vibrant and sustainable city centre.

DESIGN PRINCIPLES

- Flagship Design**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Efficient**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Sustainable**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Resilient**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Connected**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Human Centred**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

WHAT COULD THE EMERGING SCHEME LOOK LIKE?

Active Frontages: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Access: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Scale and Massing: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Y

Initial Engagement for The Square and the proposed Government Hub

Y

York Central

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York's new Square

The Square will provide a new city-scale space at the threshold between the core city centre and York Central. The character and function of The Square will be varied, reflecting its multiple roles as a space for arrival, gathering and activity for the city. Here we have explored the overall vision, and some of the key technical considerations, so you can share your views on how we can develop it further to suit the future needs of York.

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DESIGN CONSIDERATIONS

Level Access: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Publication and Cycle Routes: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Accessibility to and from the Station: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Heritage: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

National Railway Museum: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Transport: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Servicing: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

Emergency Access: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

THE VISION

1. THE LARGEST PUBLIC SPACE IN YORK: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

2. CONSERVE OUTSPACE: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

3. A RANGE OF USES: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

4. HERITAGE FEATURES: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

5. FUTURE EVENTS: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

6. REFLECTING THE CONTEXT: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

7. COLOUR PATTERNS AND CYCLE ROUTES: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

8. MATERIALS: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

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Initial Engagement for The Square and the proposed Government Hub

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York Central

3

Creating York Central

York Central Partnership (YCP) undertook significant engagement to shape the masterplan from 2016 to 2018. Following the approval of Outline Planning Permission in 2018, further engagement was undertaken on the first phase of infrastructure development in 2020 (to provide a new network of routes across the site for pedestrians, cyclist and vehicles including a new access of water (first and new bridge). YCP is committed to ensure that proposals for the site 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. This board summarises progress at York Central since the Outline Planning Consent, and the target timescales for delivery.

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A view of York Central

1. The Square
2. The proposed Government Hub
3. York Railway Station
4. York City Centre
5. National Railway Museum (NRM)
6. York City Centre
7. York City Centre
8. York City Centre
9. York City Centre
10. York City Centre
11. York City Centre
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14. York City Centre
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16. York City Centre
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18. York City Centre
19. York City Centre
20. York City Centre

WHAT'S HAPPENED SO FAR?

2016-2018: Outline Planning Permission (OPP) for the first phase of infrastructure development.

2019-2020: Further engagement on the first phase of infrastructure development.

2021-2022: Further engagement on the first phase of infrastructure development.

2023-2024: Further engagement on the first phase of infrastructure development.

2025-2026: Further engagement on the first phase of infrastructure development.

2027-2028: Further engagement on the first phase of infrastructure development.

2029-2030: Further engagement on the first phase of infrastructure development.

2031-2032: Further engagement on the first phase of infrastructure development.

2033-2034: Further engagement on the first phase of infrastructure development.

2035-2036: Further engagement on the first phase of infrastructure development.

2037-2038: Further engagement on the first phase of infrastructure development.

2039-2040: Further engagement on the first phase of infrastructure development.

2041-2042: Further engagement on the first phase of infrastructure development.

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2091-2092: Further engagement on the first phase of infrastructure development.

2093-2094: Further engagement on the first phase of infrastructure development.

2095-2096: Further engagement on the first phase of infrastructure development.

2097-2098: Further engagement on the first phase of infrastructure development.

2099-2100: Further engagement on the first phase of infrastructure development.

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Initial Engagement for The Square and the proposed Government Hub

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York Central

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A Vision for a Government Hub

The proposed Government Hub within the York Central scheme presents an exciting opportunity to attract new jobs and talent to the city of York, bolstering public sector capability in the local area. Sustainability is at the heart of the design, promoting modern and flexible ways of working which make the building adaptable for future generations. The design reflects the history of York and provides an opportunity for an exciting workplace to be created, which has wellbeing, inclusivity and safety at its core.

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RESPONDING TO CONTEXT

The design approach has kept the context of the public realm at its core, prioritising, reimagining and activating the public space to create a new city centre. The design approach has kept the context of the public realm at its core, prioritising, reimagining and activating the public space to create a new city centre.

THE DESIGN APPROACH

The design approach has kept the context of the public realm at its core, prioritising, reimagining and activating the public space to create a new city centre. The design approach has kept the context of the public realm at its core, prioritising, reimagining and activating the public space to create a new city centre.

KEY BENEFITS OF A GOVERNMENT HUB

- Open & Efficient**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Connected**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Collaborative**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Flexible**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Smarter Working**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Technology**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Inclusive**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.
- Modern Design**: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

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Initial Engagement for The Square and the proposed Government Hub

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York Central

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Shaping your new Square

From the fine details of materials to everyday activities and events, we want to know how you would like your future Square to feel and function. Below are several photographs which could inspire or influence the design. We are keen to understand what you like and don't like, as well as what is most important to you about your new Square.

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HOW COULD YOUR NEW SQUARE FEEL AND FUNCTION?

CIVIC SPACES: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

PUBLIC ART: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

STREET FURNITURE: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

MATERIALS: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

SHARED SPACES: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

EVENT SPACES: A key part of the city's growth and will help to create a more vibrant and sustainable city centre.

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Initial Engagement for The Square and the proposed Government Hub

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York Central

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What happens next?

Thank you for joining our exhibition on The Square and proposed Government Hub building as part of the future for York Central. This exhibition is part of an ongoing conversation and series of engagement events. To find out more about the proposals for York Central, come and speak to a member of the team who will have further details on the things that are most important to you.

Thank you for joining our exhibition on The Square and proposed Government Hub building as part of the future for York Central. This exhibition is part of an ongoing conversation and series of engagement events. To find out more about the proposals for York Central, come and speak to a member of the team who will have further details on the things that are most important to you.

OUR PROGRAMME OF ENGAGEMENT FOR THE SQUARE AND THE PROPOSED GOVERNMENT HUB

NOVEMBER 2022: Design Engagement - The first phase of infrastructure development.

DECEMBER 2022: Design Engagement - The first phase of infrastructure development.

JANUARY 2023: Design Engagement - The first phase of infrastructure development.

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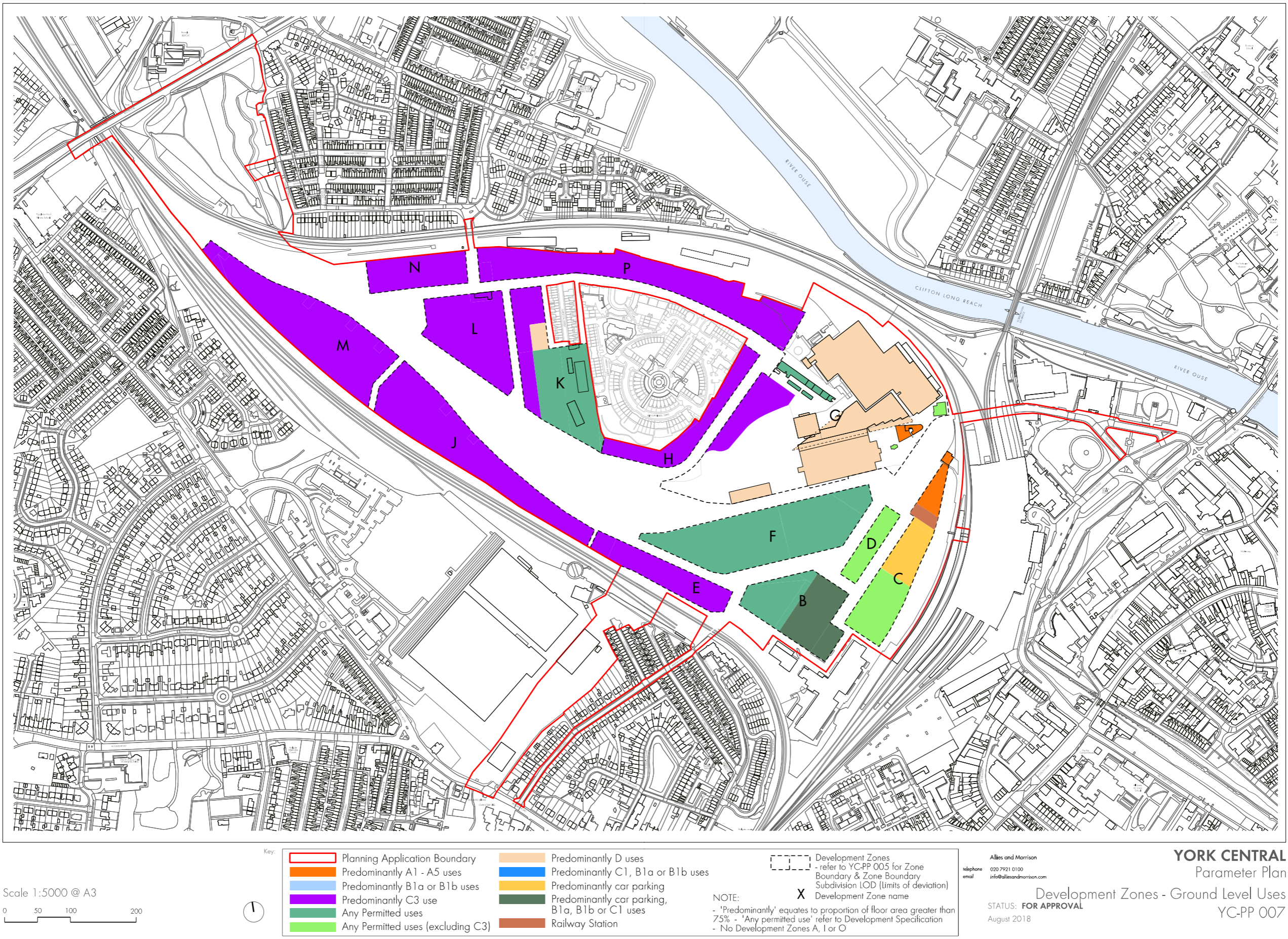
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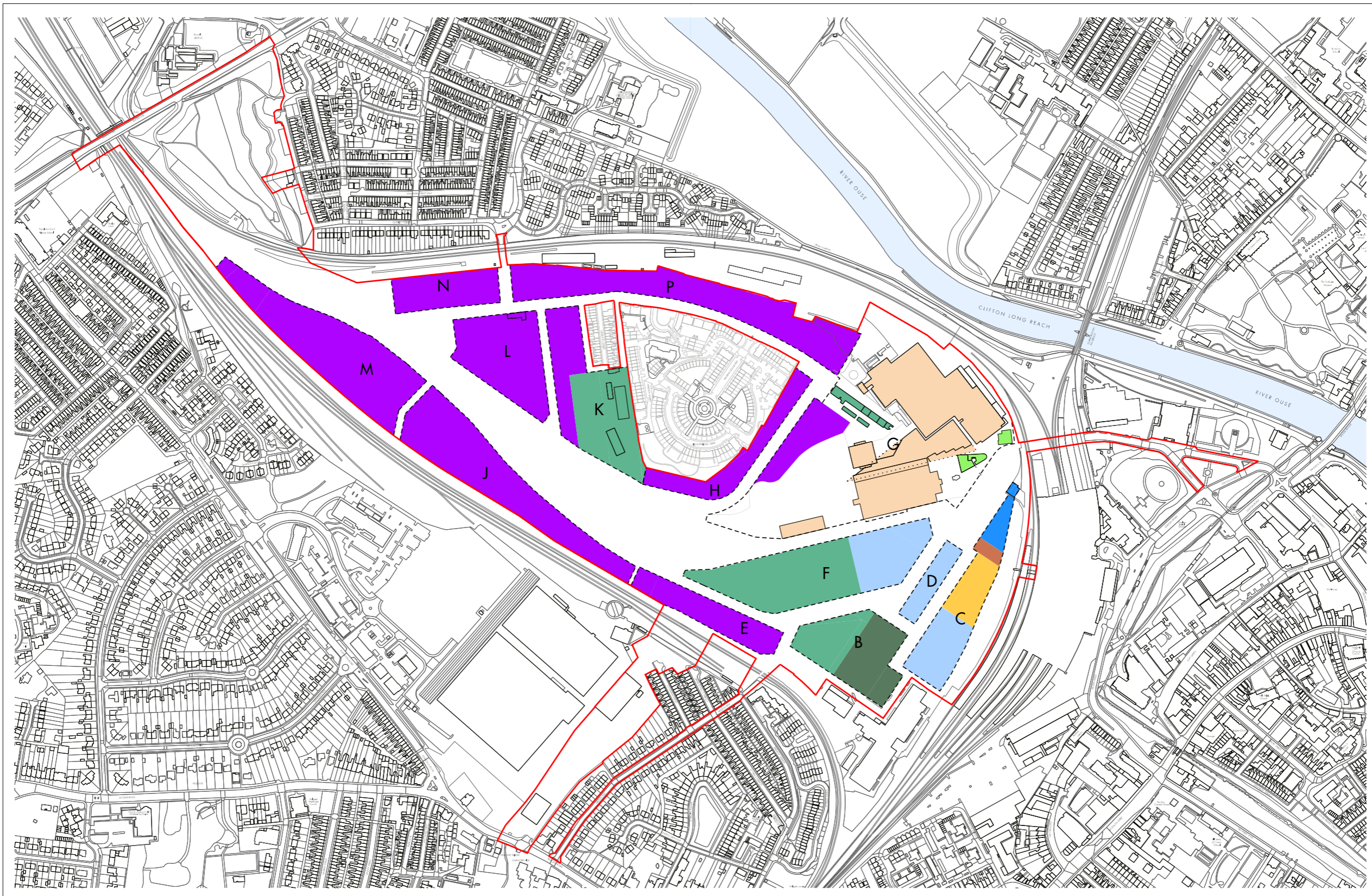
Appendix 2.1

Parameter Plan of Land use – Ground level uses.



Appendix 2.2

Parameter Plan of Land use - Upper floor uses.



Scale 1:5000 @ A3

0 50 100 200

Key:

	Planning Application Boundary		Predominantly D uses
	Predominantly A1 - A5 uses		Predominantly C1, B1a or B1b uses
	Predominantly B1a or B1b uses		Predominantly car parking
	Predominantly C3 use		Predominantly car parking or B1a, B1b or C1 uses
	Any Permitted uses		Railway Station
	Any Permitted uses (excluding C3)		

Development Zones

- refer to YC-PP 005 for Zone Boundary & Zone Boundary Subdivision LOD (limits of deviation)

X Development Zone name

NOTE:

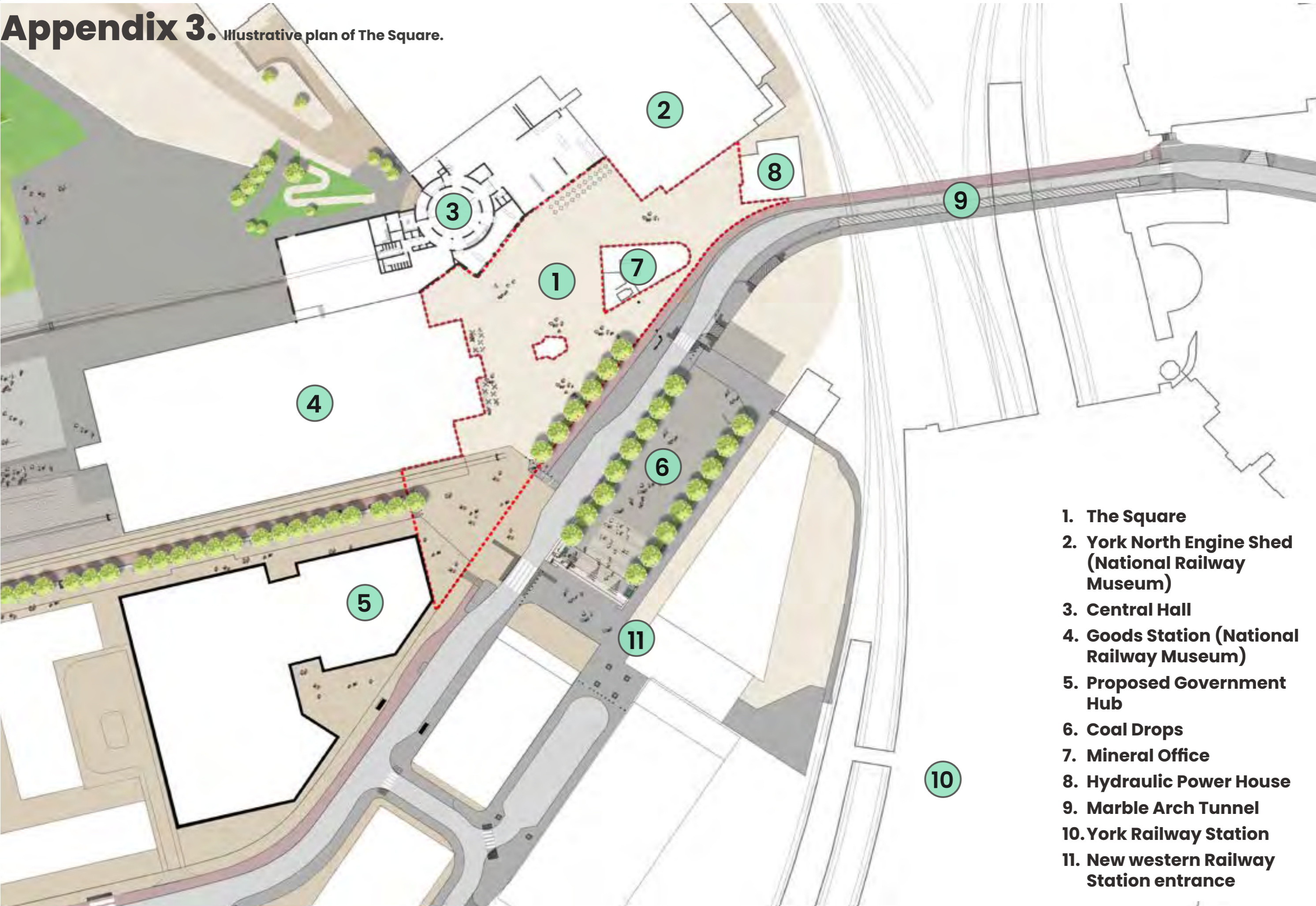
- 'Predominantly' equates to proportion of floor area greater than 75%
- 'Any permitted use' refer to Development Specification
- No Development Zone A, I or O

YORK CENTRAL
Parameter Plan
Development Zones - Upper Floors Uses
YC-PP 008

STATUS: **FOR APPROVAL**
January 2019
Revision: A

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Appendix 3. Illustrative plan of The Square.



- 1. The Square
- 2. York North Engine Shed (National Railway Museum)
- 3. Central Hall
- 4. Goods Station (National Railway Museum)
- 5. Proposed Government Hub
- 6. Coal Drops
- 7. Mineral Office
- 8. Hydraulic Power House
- 9. Marble Arch Tunnel
- 10. York Railway Station
- 11. New western Railway Station entrance

Appendix 4. York Central illustrative masterplan, approved for Outline Planning Permission in December 2019.



Appendix 5. Plan of the proposed streets with road names.

