

An aerial photograph of the York Central area, showing a mix of residential and commercial buildings, a river, and a railway line. The entire image is overlaid with a semi-transparent orange filter.

YORK CENTRAL

**STATEMENT OF
COMMUNITY INVOLVEMENT**

YCL-ARP-ZZ-XX-RP-TX-0014

August 2018

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1 Introduction

1.1 Project Overview

Introduction

York Central is one of the largest brownfield regeneration sites in England with some parts of the railway-locked area restricted to rail uses for more than 150 years. The site offers the opportunity to create a series of new city centre residential and business neighbourhoods including a high-quality commercial quarter with improved access to the city's railway station. York Central has an important role to play in delivering a significant proportion of the overall growth of the city as set out in the emerging Local Plan. The site has been designated as a UK Government 'Housing Zone' and has also been awarded 'Enterprise Zone' status which offers commercial occupiers significant incentives.

York Central's Enterprise Zone designation will allow for retention of 100% of business rates uplift to 2042, providing a potential funding mechanism for critical infrastructure. Early

occupiers will also be able to directly benefit from rate relief incentives up to 2027. The Housing Zone designation for York Central has helped York Central Partnership to access funds to help to accelerate the delivery of homes.

York Central Partnership (YCP)

York Central is being brought forward through partnership working between Homes England, Network Rail, the City of York Council and the National Railway Museum (the Museum). Bringing together funding streams to support the delivery of infrastructure and land assembly, the partners are working collaboratively to support the development of York Central.

Consultant team

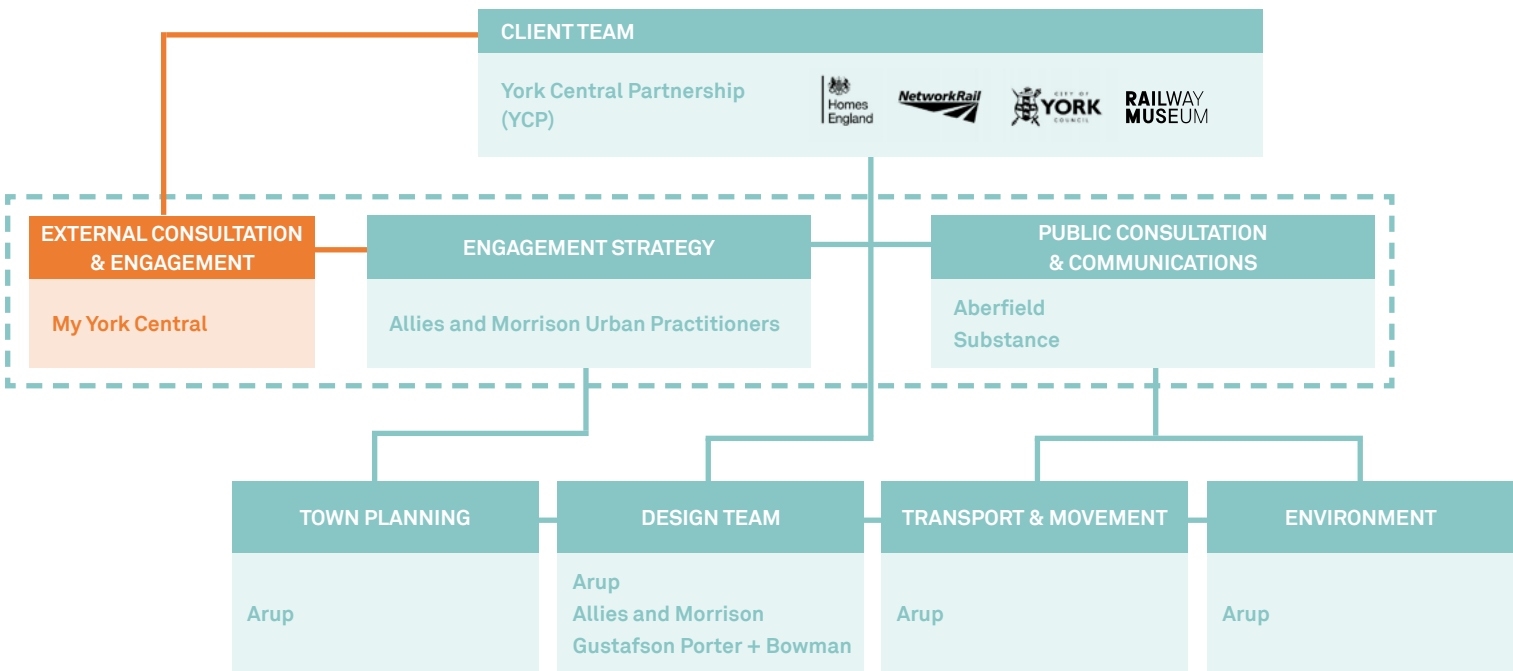
YCP engaged planning and engagement specialists, Allies and Morrison Urban Practitioners to develop an Engagement Strategy for the planning application.

YCP also commissioned communications company Aberfield and integrated brand communications company Substance to undertake the public consultation and communications associated with the project.

Local group My Future York was commissioned to lead a process of events and activities to support the project as a whole, and the planning application specifically. The group created an alternative identity, 'My York Central' (MYC), to undertake the project .

Where the SCI relates to the MYC process, these sections are colour coded orange for ease of reference.

The key roles and responsibilities for each company are shown in the organisational chart below.



Summary of the scheme

Homes England and Network Rail ('the Applicant') are seeking outline planning permission with all matters reserved for a comprehensive redevelopment to provide up to 2,500 homes, new office, retail and leisure uses, community and hotel uses, car parking, open space including a new park, expansion of the National Railway Museum, a western concourse for York Railway Station, a new access from Water End, associated access routes and improvements, demolition, infrastructure and engineering works.

The full description is included for reference below:

Outline planning permission with all matters reserved is sought for the redevelopment of the Site to provide a mixed-use development with up to 367,580 m2 (Gross External Area(GEA)) of floorspace comprising:

- Up to 2,500 homes within Use Class C3;
- Up to 87,693 m2 (Gross External Area(GEA)) Use Classes B1a/B1b;
- Up to 11,991 m2 Retail and leisure floorspace within Use Classes A1-A5 or D2;
- Hotels with up to 400 bedrooms (Use Class C1);
- Up to 12,120 m2 (Use Class D1) for Expansion of the National Railway Museum and provision of community uses;

with:

- Provision of new open space;
- Associated car parking provision (including delivery of multi-storey car parking buildings);
- Construction of a new western station access, drop off and concourse for York Railway Station;



Emerging masterplan

- A new site access at Water End;
- Associated vehicular, rail, cycle and pedestrian access routes and improvements;
- Demolition and alterations to existing buildings and structures and removal of some existing railway lines and tracks; and
- Infrastructure and engineering works, associated with the proposed Development.

Construction of the proposed Development is due to commence immediately following grant of planning permission and is anticipated to be fully operational in 2033.

A detailed summary of the scheme proposals including a scheme summary is set out in the Planning Statement, Development Specification and Design & Access Statement.

Note on nomenclature:

Please note that the names of proposed streets and spaces are indicative, intended to aid the characterisation of the proposals and wayfinding around the material.

The Statement of Community Involvement typically refers to the terminology used as part of the exhibition for Stage 3 as this is the main focus of the report.

Please note that some naming conventions have evolved in the submission material (primarily the Design and Access Statement and Design Guide). For example, the Great Park is now known as Central Park.

1.2 YCP's approach to engagement

Hearing the views of stakeholders and the community is really important to York Central Partnership (YCP). YCP is committed to an ongoing conversation about the emerging masterplan with local residents, workers and visitors. Our approach to engagement has been guided by key principles, developed and shaped with the help of the community, and which are vital to achieving a successful scheme.

Overarching engagement strategy

The planning application engagement strategy has been developed in the context of an Engagement Framework for the York Central project as a whole, which has the potential to guide all engagement related to the project for the next 15 – 20 years.

Principles for engagement

York Central Partnership have developed a set of principles for engagement for the project as a whole. These are set out below:

Establish trust in the process and the project:

- Transparency, clarity and sensitivity form the basis of rapport and trust.

Transparency as a default:

- Sharing current and technical information as soon as possible.
- Comprehensive reports from the engagement process.
- Clear summary for easy access.
- Full transcripts where appropriate.
- Clear audit trail from engagement to outcome.
- Integrated approach with the design team.
- Collation of demographic background of participants.

Sensitivity in building relationships and providing consistency:

- The proposals relate to homes and people, not units.
- It takes time to build relationships through the project.
- Engagement on the outline and detailed planning applications is the first step in a long process of planning and design, and it is important to start on the right footing ahead of reserved matters applications, detailed design work and other initiatives.
- Consistent points of contact should be maintained through the project, fully integrated in the design team.

Clarity on the processes and stages of engagement, what is discussed when and how it informs the design:

- Clear process with stages of engagement.
- How and when will we engage with people?
- What aspects of the project will be debated at each stage?
- How will the engagement inform the design?

Clear communications which are accessible and appropriate:

- Accessible engagement.
- Appropriate language and graphics.
- Creative approach to engagement formats.
- Clear reporting.

Interesting formats to encourage people to participate:

- Tailored, distinctive techniques and tactics.
- Appropriate methods which are flexible and responsive to the needs of stakeholders.
- Contribution to capacity building and general up-skilling where possible.
- Making the process fun, wherever possible.

Planning Application Engagement Strategy

The engagement strategy for the planning application process has responded to discussions and debates which took place at York Central Community Forum (YCCF) workshops, stakeholder sessions and YCP Working Group and Board meetings about the shape, content and format of future engagement exercises.

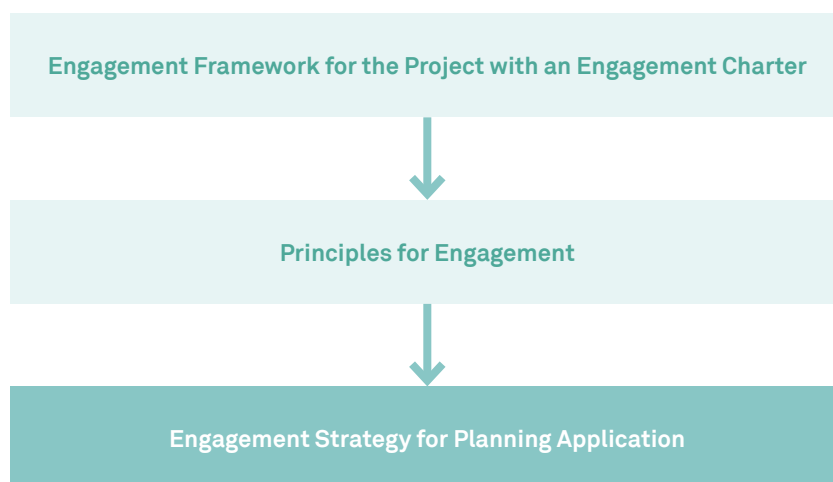
As such, the engagement strategy has sought to identify how the client and project team can embrace engagement as part of an iterative design process, establishing a broader position of consensus, and a more explicit understanding of key challenges and opportunities at an earlier point in the process without losing momentum, and establishing a more robust basis for determination.

Lessons learnt from the implementation of the strategy have been fed back continuously to refine and hone the broader Engagement Framework. This also helps to inform the ongoing process of interaction throughout the design and development process.

York Central Community Forum

The York Central Community Forum (YCCF) was established in November 2016 following the initial round of engagement for York Central (Seeking Your Views), to provide a sounding board for the proposals and development of the York Central site at key stages of the process.

During the initial round of consultation, people were invited to express an interest in being involved in the community forum.

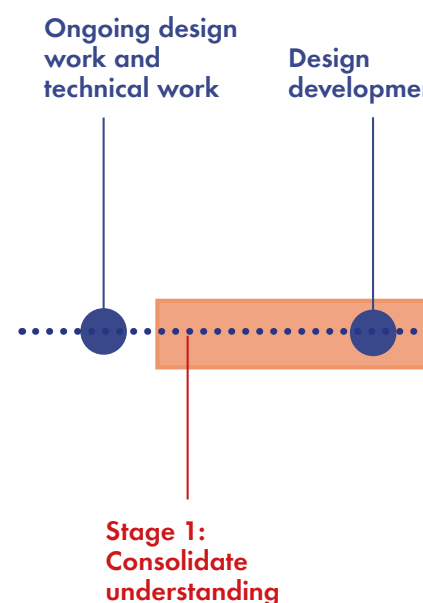


The forum representatives' role is to consider the proposals and provide feedback to the wider community.

There are up to 40 members in the forum, including the chair, local councillors, representatives from YCP, My York Central, stakeholder organisations and community groups.

Previous community forums have had a maximum of 20 members, but it was felt that the scale and complexity of the York Central project required additional members.

The group meet regularly to discuss the proposals, with workshops facilitated and delivered by YCP and the consultant team. The group met 11 times from November 2016 to July 2018, as well as two site tours.



1.3 Purpose and structure of the report

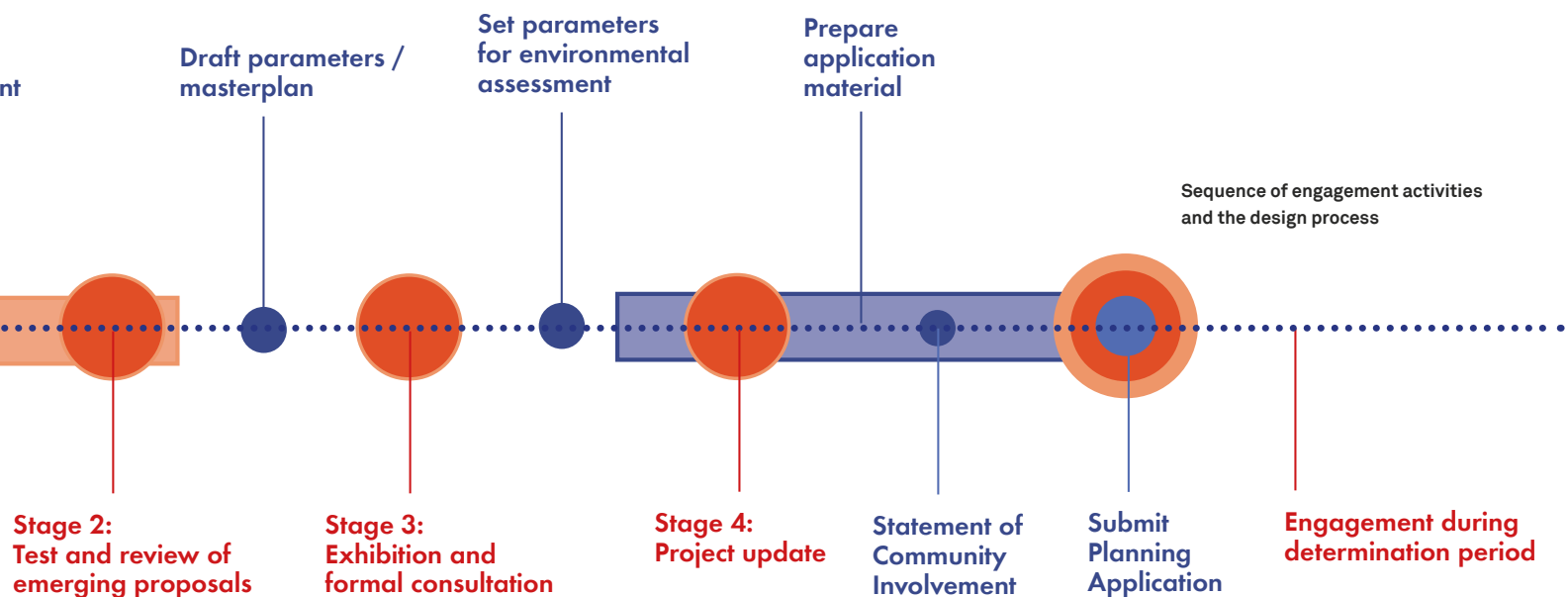
The preparation of the Statement of Community Involvement (SCI) is not a statutory requirement but is encouraged by the Local Planning Authority (LPA) for major projects as set out in the CYC Statement of Community Involvement.

This Statement of Community Involvement (SCI) provides full details of the community consultation and engagement process undertaken as part of the York Central design development and has been prepared to support the applications for proposed Development.

The report explains the programme of consultation and engagement which has taken place, and the results findings from each stage. The report also explains the impact feedback has had on the design, and subsequent pre-application engagement.

Following the introduction, the report is structured as follows:

- **Approach to Consultation:** overview of York Central Partnership's approach to the consultation process for York Central, including information about how it was structured, the purpose of each stage, an overview of the engagement undertaken, and how it was promoted.
- **Summary of feedback and responses:** An explanation of the process of each stage on engagement, a summary of topics and overview of feedback and responses associated with each, and how these influenced the design proposals.
- **Conclusion:** A concise summary of the outcomes of each stage of consultation.



2 Overview of engagement

2.1 Stages of engagement

Stages of engagement

In 2016, City of York Council (CYC), on behalf of the Partners, sought the community's views on the emerging proposals for York Central through a range of events and exhibitions. We received 1,224 consultation responses which were analysed and the key points were fed into the emerging masterplanning process. In 2017, we sought the community's views on different access options for the site. 644 people attended drop-in events and we received 619 responses. Since late 2017, we have been developing the emerging masterplan through our Stage 1, Stage 2 and Stage 3 engagement activities.

Purpose of each stage of engagement

Each stage of engagement has been tailored to encourage the appropriate type of feedback required to feed into the design development at each stage.

This has ranged from engagement used to test the brief and make sure the design team are aware of all issues and constraints, as well as testing the engagement and masterplan process, to inviting feedback on more detailed proposals for the site.

Techniques for engagement

The team identified a menu of potential engagement techniques that could be employed at different stages in the process, these include:

- Pre-application meetings and topic specific sessions with officers and statutory consultees
- 1-2-1s with political groups and informed community groups
- Small follow-up workshops on key topics with representatives of informed groups
- Sessions with York Central Community Forum
- Pop-up events to raise awareness with the public
- Website and social media
- Formal exhibition

An overview of the details for each stage of engagement can be found overleaf.

MYC's techniques for engagement

My York Central have employed their own unique engagement techniques based on their approach to community consultation, which seeks to involve the community through a shared responsibility for the area and its future.

Their approach involves:

- Building a brief
- Exploring challenges
- Making change together

Their techniques for fulfilling this approach include:

- Gathering questions about York Central from the community using various social media channels
- Community events inspired by questions, exploring subjects relating to York Central and encouraging the community to provide feedback, comments and views using post-it notes
- Running weekly open analysis workshops, aimed at pulling together Open Briefs on key areas
- Tagging all the York Central Exhibition post it notes and drawing out a Vision, a Big Ideas summary and key Principles to guide the development of York Central.
- Maintaining an online blog, advertising events, and providing regular updates and blog posts on the process and outputs from events and workshops

2.2 Overview of engagement undertaken

Stage of engagement	SEEKING YOUR VIEWS	ACCESS OPTIONS	STAGE 1 Consolidation and emerging principles
Dates of engagement	18th January 2016 - 18th February 2016	23rd August 2017 - 13th September 2017	December 2017 - early February 2018
Purpose of stage	To explore views about the emerging masterplan proposals in advance of the planning application process.	To obtain views from stakeholders and the local community on a number of options for new access routes into the York Central site.	<ul style="list-style-type: none"> To bring stakeholders up to a broadly common level of information. Encourage feedback to test whether any issues or constraints were missing or required greater emphasis. Seek feedback on the Engagement Strategy; Background to the masterplan; and Emerging principles and masterplan proposals.
Overview of process	<ul style="list-style-type: none"> Four week consultation Stakeholder event Staffed exhibitions (West Offices, York Railway Station, National Railway Museum to coincide with Residents First Festival) Presentations (Property Forum, Quality Bus Partnership, Conservation Area Appraisal Panel, Joint Holgate and Micklegate Ward Committee at St Paul's Church, Holgate Road, Holgate Ward Committee with focus on access routes at St. Barnabas Church) Materials available to external meetings (St. Paul's Square and York Railway Institute) The National Railway Museum held a parallel consultation to inform their plans moving forward. This included separate publicity, a consultation leaflet and a model of the proposed improvement scheme Paper and SurveyMonkey online response forms 	<p>Website page set-up to provide information on three options and seek feedback through the use of an online questionnaire.</p> <p>Consultation / Options report summarising the feedback received was produced. This was published on the dedicated York Central website.</p>	<ul style="list-style-type: none"> Presentation by the consultant team summarising the emerging Engagement Strategy and updates to the masterplan; Meetings with informal community groups and the civic society; Website content and social media activities; Political engagement led by YCP, and A series of pop-up events

STAGE 2 Emerging masterplan	STAGE 3 Formal exhibition: 'Festival of York Central'	STAGE 4 Project Update
February 2018	21st March 2018 - 29th April 2018	June - July 2018
<ul style="list-style-type: none"> Engage in a more detailed and specific manner with key stakeholders. Present a more developed version of the emerging masterplan proposals with reference to feedback in Stage 1. 	<ul style="list-style-type: none"> Provide a clear overview of how the emerging masterplan is evolving. Seek views on the overall approach, vision and key principles. Understand views on more specific elements of the proposals including site access and open spaces. Deepen the level of involvement and understanding of the site through conversation and dialogue to enable long term community involvement in the site as it evolves. Enable a masterplan that better meets the needs of the York community. 	<p>The Stage 4 process was similar to Stages 1 and 2 with an emphasis on targeted engagement of stakeholders and the wider community.</p> <p>The material focused on two main elements - an overview of the Stage 3 feedback, and emerging amendments to the masterplan which are being incorporated into the planning application. This related primarily to the following topics:</p> <ul style="list-style-type: none"> More detailed work around the masterplan design and the approach to governance. Further clarity around the movement proposals. Further information articulating issues relating to connections through and around the NRM.
<ul style="list-style-type: none"> A series of workshop sessions on technical topics Targeted engagement with the public and other community groups. Presentation summarising the evolving masterplan and key strategies; Mini-workshops Fortnightly surgery sessions Stage 2 website content 	<ul style="list-style-type: none"> Six week formal public exhibition at the National Railway Museum A series of 43 events held and run by My York Central including drop-in family events, workshops in local schools, walking and cycling tours, and film screenings. A series of community forum meetings 	<ul style="list-style-type: none"> Presentation on feedback from Stage 3, updates to masterplan and structure of planning application. Presentation focusing on the movement Three further public workshops focused on movement and emerging masterplan Drop-in day to view revised masterplan information and visuals, and ask questions of the York Central Partnership team 1-2-1 slots with a member of the York Central team Ongoing briefings at meetings Two drop-in exhibitions by the NRM.

Stage of engagement	SEEKING YOUR VIEWS	ACCESS OPTIONS	STAGE 1 Consolidation and emerging principles
Method of promotion	<ul style="list-style-type: none"> Article published in the City of York Council 'Our City' newsletter, delivered to 90,000 households citywide plus all city centre businesses on week commencing Saturday 9th January, shown at Figure 1. Invitation to Key Stakeholders Email to 631 recipients, plus a postal letter to 258 recipients to specific and general consultees. Addresses were taken from the local plan database and other sources, and included residents, businesses, landowners, parish councils, councillors, MP's, residents associations, planning panels, officers and specialist interest groups including the Equalities Advisory Group. Press release including targeted trade media, resulting in coverage in local radio, TV and press, accompanied by social media campaign (CYC led Facebook/ Twitter #yorkcentral). Partners also shared information on their social media platforms and websites. Ward committee publicity included posters, email to distribution lists (local residents, local organisations, "Ward Team" and planning panel), Twitter, CYC website and "Mod-Gov" (the CYC committee system which notifies residents by email when Council meetings are to be held), and a flyer delivered to all houses in the Leeman Road neighbourhood for the second Holgate Ward Committee. Consultation postcards were distributed to the Council's West Offices, Hazel Court, all libraries and events to promote how people could get involved with the consultation. Consultation information and leaflets were taken to Dringhouses & Woodthorpe and Micklegate Ward Committee meetings during the consultation period 	<ul style="list-style-type: none"> York Central website presented information and hosted the feedback questionnaire. Leaflets were distributed to local residents and businesses covering local postcodes. Press releases were issued to the local news outlets. Awareness about the events and consultation was raised on Facebook via a sponsored advert A number of local news outlets reflected the consultation events (The Press, York, Minster FM) Briefing meetings held with community groups and organisations. 	<ul style="list-style-type: none"> Adverts placed in York Press Information about events shared on BBC Radio York and Minster FM Information about events shared on council's social media Radio York undertook live vox-pops at events, as well as an interview with a spokesperson from York Central Partnership. Minster FM broadcasted live from the National Railway Museum on the day of the pop-up event.

STAGE 2 Emerging masterplan	STAGE 3 Formal exhibition: 'Festival of York Central'	STAGE 4 Project Update
<ul style="list-style-type: none"> • Direct invitations to workshops sent to community groups and organisations • Articles in regional media, including York Press, Minster FM, and Radio York, as well as their respective online versions • Events publicised through the York Central website 	<ul style="list-style-type: none"> • Adverts placed off and online with the York Press • Online campaigns hosted on Minster FM and York Mumbler • Awareness about festival events and masterplan consultation raised on Facebook and Twitter via promoted posts. • A letter produced for local residents and businesses distributed via the Your Local Link Magazine, a local news magazine delivered to 90,250 addresses across York and surrounding villages. • Widespread coverage in key local media, both on and offline, including BBC Look North (North East and Cumbria), BBC Radio York, York Press and Minster FM. • Three separate press releases issued to local news outlets • My York Central promoted details of the events and masterplan exhibition 'Festival of York Central' on its social media platforms, website and blogs and also went door knocking in the local area . 	<ul style="list-style-type: none"> • Weekly media briefings for York Press. • Promotion of key information and events through all social media channels belonging to YCP, MYC , CYC and NRM. • A series of press releases/ news announcements on the key topics distributed to all regional media and hosted on YCP and Commonplace news pages. • Direct email invitations to key community groups, organisations and influencers re workshops, drop-in days and 121 sessions.

Stage of engagement	SEEKING YOUR VIEWS	ACCESS OPTIONS	STAGE 1 Consolidation and emerging principles
Stakeholders involved	<p>Statutory Consultees</p> <p>York Consortium of Drainage Boards Local Planning Authority: Conservation; Countryside & Ecology; Design & Sustainability Yorkshire Water Sport England Historic England Natural England</p> <p>General Consultation Bodies</p> <p>North Yorkshire Police (Secured by Design Officer) Royal Mail Property Holdings (2x representations) York Natural Environment Trust York Bus User Group Selby District Council York Older People's Assembly York Environment Forum York & N. Yorks. Chamber of Commerce (York Property Forum) York Adult Social Care</p> <p>Other Bodies</p> <p>York Railway Institute Quality Bus Partnership Sustrans St Barnabas Church York Bridge Club St Pauls Square Association Holgate Community Garden Friends of Leeman Park Chair Holgate Labour Party Poppleton Neighbourhood Plan Committee All Saints School Cyclists Touring Club York @ Large Trustee, Science Museum Group Badminton England Conservation Area Advisory Panel Yorkshire Wildlife Trust York Pullman Confederation of Passenger Transport York Civic Trust Rachael Maskell MP York Stories York Green Party York RI Judo Club Treemendous York</p>	<ul style="list-style-type: none"> • Local community • York Business Improvement District. • The Railway Institute. • The Environment Forum/My Future York. • Friends of Holgate Community Gardens. • Conservation Area Advisory Panel. • York Bridge Club. • York Central Action • York Central Community Forum • York Chamber of Commerce Property Forum • Holgate Ward Committee 	<ul style="list-style-type: none"> • York Central Community Forum; • York Environment Forum; • York Conservation Areas Advisory Panel; • Enterprise Zone Board • York Business Improvement District Board • York Youth Council; • Higher York Board • York College Principal • York Youth Council • York Chamber of Commerce Property Forum • York College • York Civic Trust; and • York Business Improvement District

STAGE 2 Emerging masterplan	STAGE 3 Formal exhibition: 'Festival of York Central'	STAGE 4 Project Update
<ul style="list-style-type: none"> • York Environment Forum; • York & District Trades Union Council; • York Bus Forum; • Cycle UK; • York Hackney Carriage Association; • Friends of Holgate Community Gardens; • York Cycle Campaign; • Leeman Park group ; • York Conservation Areas Advisory Panel; • First Group; • University of York; • York Civic Trust; and • York Business Improvement District 	<ul style="list-style-type: none"> • York Central Community Forum; • General public • Groups engaged in Stages 1 and 2 	<ul style="list-style-type: none"> • York Central Community Forum; • General public • Groups engaged in Stages 1 and 2

2.3 Method for identifying stakeholders

Identifying stakeholders

A list of individual stakeholders was generated using existing resources, including those who had taken part or responded during previous stages of consultation, and those in key local groups or those with an interest in the York Central site.

In broad terms, these can be grouped under four headings:

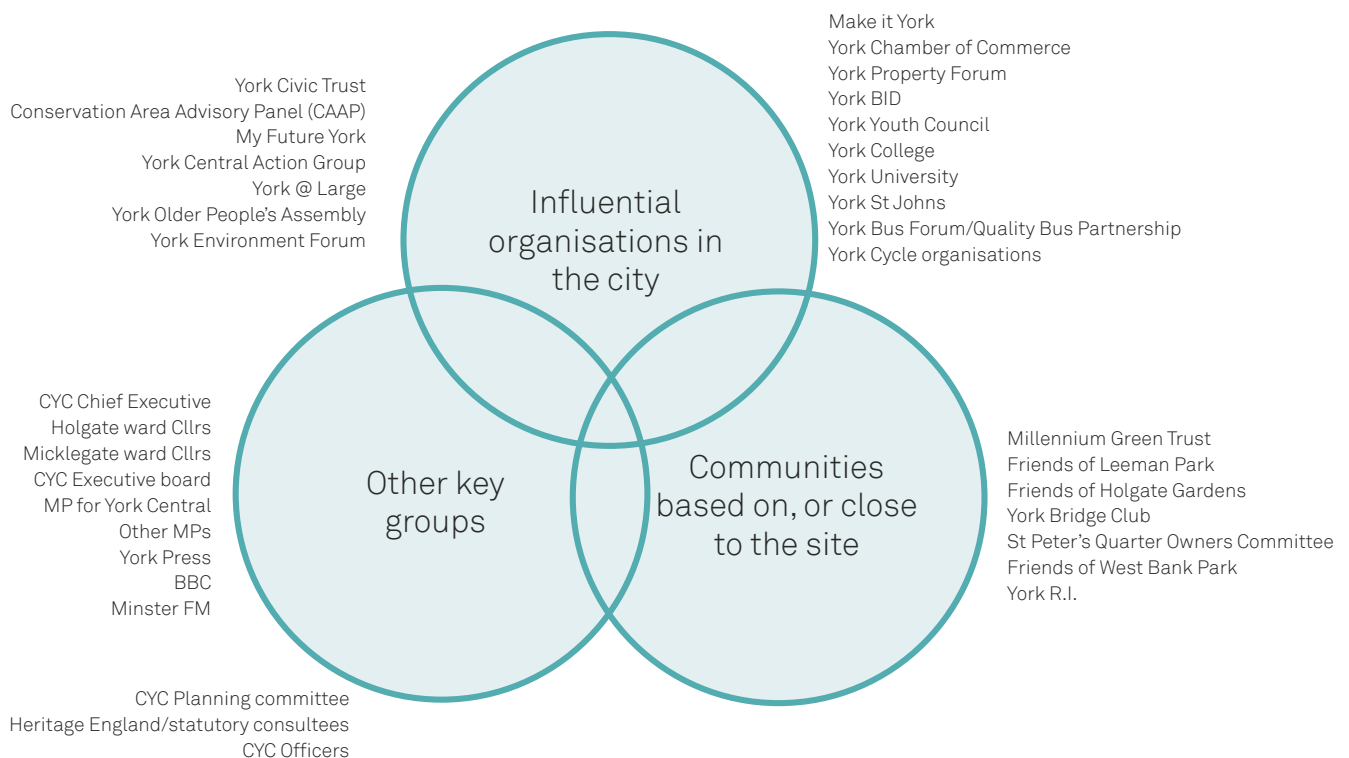
- Planning officers and statutory consultees.
- Political stakeholders.
- Informed community groups and civic societies.
- Wider community and businesses.

Audience approach and key channels

A strategy for approaching and communicating with the different types of stakeholders was also developed.

This provides guidance on the most appropriate methods of engaging with each type of stakeholder, including frequency.

The methods for engaging with stakeholders differs based on their grouping, and ranges from 1-2-1 discussions to pop-up events.



2.4 Early stages of engagement

Overview

Prior to the start of the consultation process for the York Central planning application, the YCP undertook two initial rounds of consultation:

- Seeking your views
- Access options

These consultation events helped to inform the development of the masterplan, as well as the planning application engagement strategy. The process and outcomes of these events are summarised overleaf for information.

Seeking Your Views

In 2016, CYC, on behalf of the Partners, sought the views of the local community on the emerging proposals for York Central through a range of events and exhibitions. We received 1,224 consultation responses which were analysed and the key points were fed into the masterplanning process.

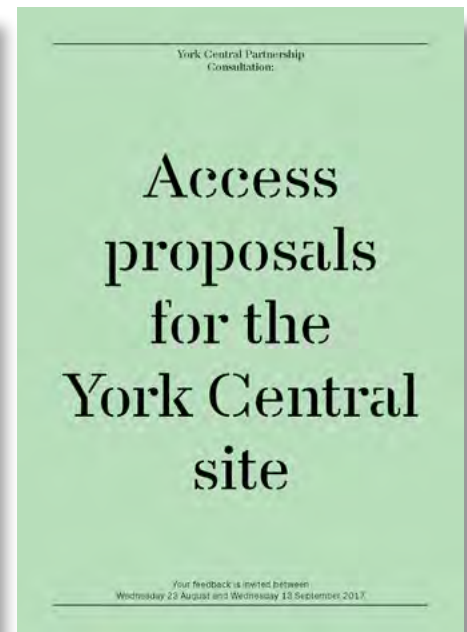
The consultation lasted four weeks, from Monday 18th January 2016 until Monday 18th February 2016.

Four staffed events were held:

- Holgate & Micklegate Joint Ward Committee: St Paul's Church Holgate, Tuesday 19th January 6pm – 8pm
- West Offices: Station Rise, Thursday 21 January 10am – 4pm
- National Railway Museum: Saturday 30th January 10am – 4pm
- York Railway Station: Wednesday 3rd February 4pm – 7pm

Respondents were asked to complete and return questionnaires, which they could submit online, by email, by post, or over the telephone.

A public exhibition was also held during the consultation period at West Offices, Hazel Court.



Vision and objectives

Seeking Your Views (2016) included the following vision statement, “York Central will deliver a high-quality and sustainable new urban district, where city life meets beautiful landscape. The scale and quality of new development will enhance the city as a contemporary employment, residential, cultural and leisure destination. Close to the historic city centre, this former rail yard will build on the city’s existing assets to become a vibrant and exciting new urban quarter for York residents.”

The document identified nine objectives which are summarised below:

- Heritage as an asset;
- Green infrastructure;
- Catalyst for economic development;

- A vibrant new community;
- Movement and access;
- A Gateway;
- Creating and connecting communities;
- National Railway Museum as Cultural Epicentre; and
- Sustainable Development.

Overview of feedback

Following an analysis of the feedback received over the course of this stage, a number of key themes were identified and reported on.

The full consultation analysis report can be found [here](#).

Access Options

In 2017, YCP sought the views of the local community on different access options for the site. 644 people attended drop-in events and we received 619 responses.

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

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

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

A number of briefing meetings were also held. Respondents were asked to complete feedback forms which were made available at consultation events and the York Central website. In total, 619 feedback forms were submitted during the consultation: of which 367 were submitted via the online response form and 252 were submitted via paper copy or email.

Overview of feedback

The consultation feedback form comprised three questions:

Question 1: request for the postcode of the respondent to help facilitate analysis of the consultation results.

Question 2: Respondent were asked to rank the impact criteria (construction, transport, townscape, heritage, air quality, noise, ecology and flood risk) as priorities on a scale of 1 (most important) to 8 (least important) when planning the new access route.

Question 3: Respondents were asked a free form question regarding their views on each of the access options, particularly on how respondents felt the options may positively or negatively affect the local communities around the site.

The results from these questions is shown below:

Question 1: Of the postcode information provided, the highest number of responses came from respondents with the YO24 postcode (292 responses), followed by YO26 (118 responses). This represents the two postcode districts in which the York Central development is located.

Question 2: The responses to question 2 are shown in the table on the previous page. The numbers indicate how many people selected each criteria under each Rank of importance to them. The results highlight that air quality was ranked as the number 1 priority for most respondents, transport was ranked as number 2, and noise was ranked as number 3 by most respondents. This demonstrates a concern that tends towards the impact of traffic – air quality and noise being issues that are directly related to traffic generation. Heritage and Noise was ranked at number 4 by most

respondents, and townscape was ranked at number 5 – these issues were neither identified as of highest or lowest concern. Townscape and flood risk were both ranked at number 6 and 7 by most people, and Construction was the lowest ranked issue (Rank 8) by most people.

Question 3: As the responses from this question were free form, they were coded and grouped based on the issues raised, with respondents often raising a number of issues on a single form. For clarity, the public were not asked to specify a preference for a particular access option but, as would be expected, many respondents stated a preference and these results, along with more issue-specific matters, are set out below.

The responses demonstrated a preference for the Western Option(s):

- Western Option 1: 196 for and 39 against;
- Western Option 2: 115 for and 66 against;
- Southern Option: 29 for and 336 against, a negative rating.

In addition, respondents identified specific issues relating to community impact, traffic and transport, the environment and construction, alongside issues not specifically related to this consultation such as future development of the site.

The most numerous issues raised by respondents (i.e. those raised by more than 100 respondents) were:

- The impact on the Holgate Community Garden as a result of the Southern Option (260 comments);
- Increasing congestion on Holgate Road (198 comments);
- Impact on air quality as a result of the Southern Option (197 comments);

- Existing congestion on Holgate Road (150 comments);
- Noise impact as a result of the Southern Option (116 comments); and
- The impact on Millennium Green as a result of Western Option 2 (115 comments).

Outcomes

YCP published the findings of the Access Options consultation in November 2017. This was summarised and endorsed at the November 2017 Executive meeting.

Options A1 and A2 (Western Access) and Option E (Southern Access), were judged to be technically deliverable in the required timescales. Executive agreed the recommendation of the YCP Project Board to take forward the Western Option for access into the site, with the final alignment assessed in more detail to seek to mitigate the effects of such a route on Millennium Green.

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

Access options – Q2 Priority Ranking

2.5 My York Central

Who are My York Central

During the Stage 1 engagement process, we received feedback from stakeholder groups asking us to look at the My Castle Gateway project as a best practice example of good engagement.

As a result, YCP approached the same team (My Future York) to undertake consultation and engagement as part of the York Central project.

The team went on to create My York Central (MYC) in February 2018. MYC goes beyond conventional community consultation by enabling all those interested to become part of a sustained long-term conversation where influence comes through sharing responsibility for the area and its future.

Involvement in Stage 2

The team were initially involved in the Stage 2 workshops, encouraging participants to share their views on post-its during events. This informal process helped to inform areas of debate for Stage 3.

Involvement in Stage 3

The team then took a proactive role in Stage 3, organising a wide range of events with a variety of groups and individuals from the community.

MYC devised the events to be challenging and fun, and allowed participants to express their feedback and views on the project and proposals through the use of post-its and discussions which were recorded by MYC.

Following these events weekly open analysis workshops were held to pull together Open Briefs – working documents around key areas: Public Space, Home, Work and Movement.

These were shared with YCP and the design team to be fed into the ongoing design process. This 'live' approach allowed feedback to be passed very quickly to the design team.

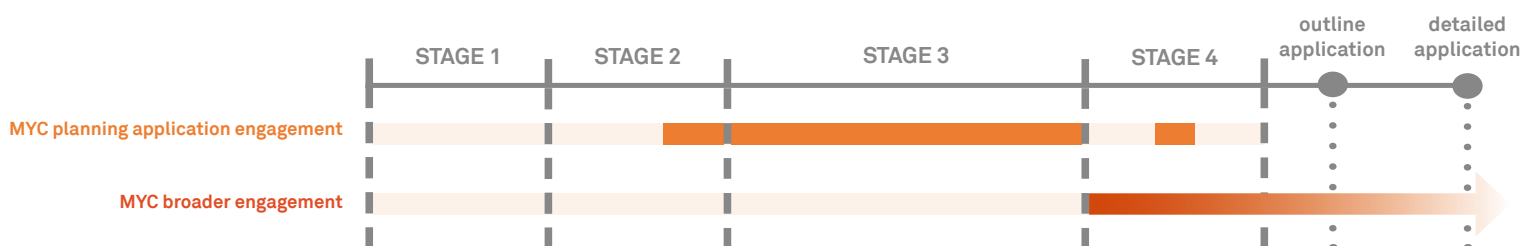
Involvement in Stage 4

MYC continued to run events and workshops as part of the Stage 4 engagement. These events did not form part of the planning application process but formed part of the broader conversation about York Central, covering broader topics such as: community-led housing viability; and a community hub or exchange

These events and workshops are intended to:

- influence YCP's future approach;
- refine the brief for future more detailed design work; and
- enable the community to understand and input into the project as it evolves

MYC also took part in the workshops held as part of the Stage 4 engagement for the planning application. Their role was to facilitate the community participation and feedback element of the workshop.





Photos taken from events organised by My York Central

3 Stage 1 Engagement

Consolidation and emerging principles

3.1 Purpose of Stage 1

The purpose of Stage 1 was to bring stakeholders up to a broadly common level of information. The team identified the engagement activities and outcomes for each group to date and undertook a focused round of targeted activities to present the emerging approach to engagement alongside our understanding of issues and opportunities and emerging thinking on the masterplan.

We reviewed the outcomes from Seeking Your Views, the Access Options consultation and York Central Community Forum to define the scope of the Stage 1 activities.

We encouraged feedback to test whether any issues or constraints were missing or required greater emphasis. We sought feedback on the following topics:

- Overview of Engagement Strategy;
- Background to the masterplan; and
- Emerging principles and masterplan proposals.

The key questions were:

- How should we consult and how will you take part?
- What role should York Central have?
- What kind of place should it be?
- How will you use it in the future?
- Do you have feedback on the masterplan?
- What are the key issues and opportunities?

Stage 1 engagement ran from late November 2017 to early February 2018 and overlapped with the timeline for Stage 2 engagement.



Photos from the pop-up events aimed at reaching the wider public

3.2 Overview of process

Key elements

Stage 1 comprised a schedule of smaller sessions with informed stakeholders alongside a series of pop-up events aimed at reaching a wider audience. The pop-up events were designed to appear in high footfall areas around the city to attract people and conversations in an organic way.

The key elements of the process were:

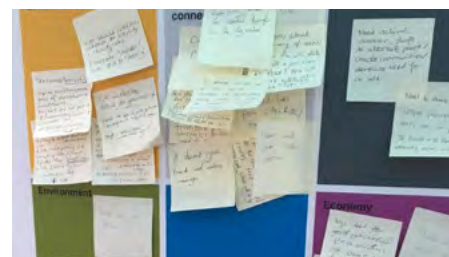
- Presentations given by the client and consultant team which summarised the emerging Engagement Strategy and updates to the masterplan;
- Attendance at informal community groups and civic society meetings;
- Preparation of materials and attendance at pop-up events;
- Stage 1 website content and social media activities; and
- On-going political engagement led by YCP.

Feedback was disseminated and recorded alongside responses using the feedback mechanism outlined in the engagement strategy.

Publicity

A range of tools were used to publicise the pop-up events, including the regional media, with articles in York Press and information shared on BBC Radio York and Minster FM, informing people where the events were held and when. This information was also shared on the Council's social media feeds.

Radio York were invited to the events to undertake live vox-pops, as well as an interview with a spokesperson from York Central Partnership. Minster FM broadcasted live from the National Railway Museum on the day of the pop-up event that was held here, so this actively promoted a presence to listeners.



Ways to respond

A range of materials were prepared to aid engagement and encourage response. The following materials were used at the stakeholder sessions:

- Worksheets for use around tables to facilitate discussion with stakeholders that sought feedback on the vision, outcomes and principles for the engagement strategy. One of the worksheets was structured around the eight themes within the BRE (Building Research Establishment) Excellence Framework which is useful for understanding the key ingredients for a successful and sustainable place;
 - A worksheet presenting the site context with space to feed back on the key issues and opportunities at York Central; and
 - A worksheet showing the emerging proposals for the site for initial thoughts and reactions.
- The following materials were used at the pop-up events:
- Exhibition boards showing illustrative material of the emerging vision, site context, a timeline of the masterplan process and the key principles for the emerging process;
 - A 'place wheel' which was divided into eight categories which represent a sustainable place based on the BRE Excellence Framework. People were encouraged to spin the wheel to select a category, write an answer on a post-it note and stick the post-it note onto the colour-coded board;
 - People were encouraged to mark their responses to the following questions on an aerial image of the site - what is special about the site? What challenges need to be overcome? What are the main opportunities?; and
 - An A5 notebook with space for people to write any additional thoughts and reactions.



Worksheets used during Stage 1 to facilitate round table discussion with stakeholders.

3.3 Stakeholders involved

Informed stakeholders

The stakeholders consulted during Stage 1 represented a number of local community groups. These were:

- York Central Community Forum;
- York Environment Forum;
- York Conservation Areas Advisory Panel;
- York Youth Council;
- York Civic Trust; and
- York BID.

Wider public

A series of pop-up events were aimed at the wider public, including local residents, workers and local businesses. Across the three main pop-up events, about 300 people were engaged.



Materials used at the pop-up events, including the BRE Excellence Framework place wheel, A5 booklet and post-it note board.

3.4 Programme and events

Programme of events

Fifteen events were held in total over the duration of the Stage 1 consultation period. This included twelve small workshop sessions with local groups, and three pop-up events held at strategic locations around York to reach as many people as possible.

6 th December 2017	York Central Community Forum
9 th January 2018	York Environment Forum York Conservation Areas Advisory Panel
11 th January 2018	Enterprise Zone Board
11 th January 2018	York Central Community Forum
24 th January 2018	York Business Improvement District Board
27 th January 2018	York Residents Festival
2 nd & 3 rd February 2018	York Civic Trust workshops
6 th February 2018	York Central Community Forum
7 th February 2018	Higher York Board
8 th February 2018	York College Principal
10 th February 2018	National Railway Museum
16 th February 2018	Jorvik Viking Festival
21 st February 2018	York Youth Council
5 th March 2018	York Chamber of Commerce Property Forum
13 th March 2018	York College

Small workshop session

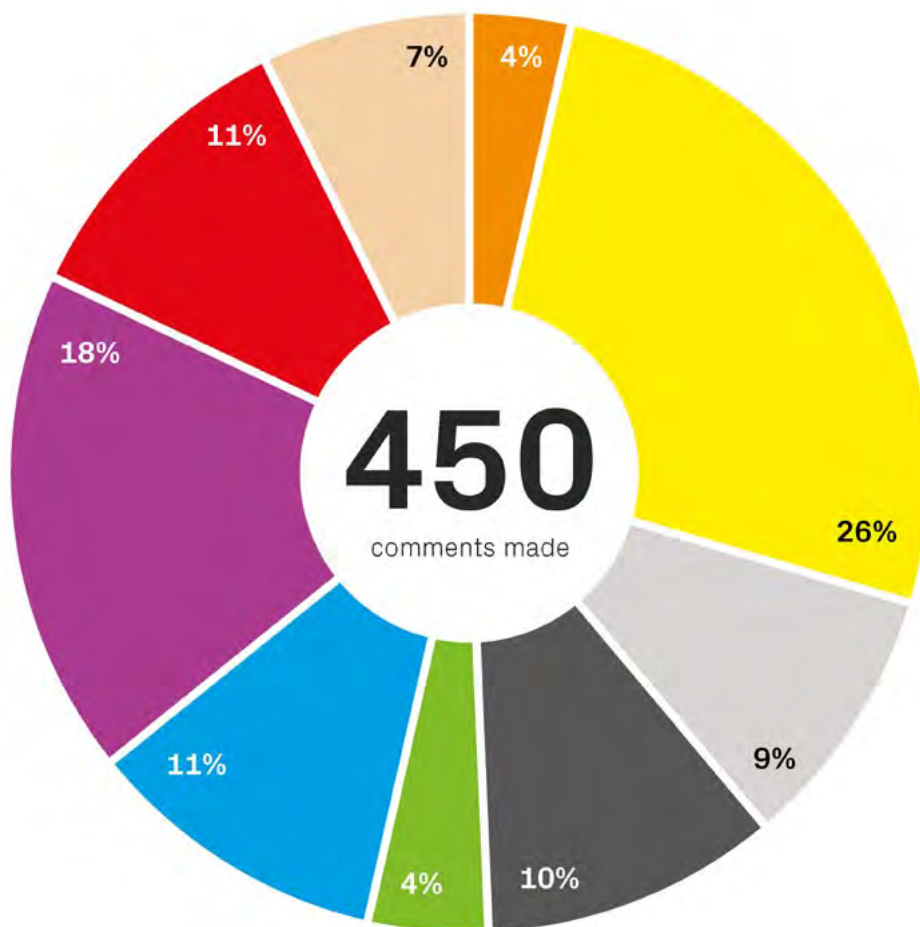
Pop-up event

3.5 Summary of feedback

Feedback by theme

There were a total of 450 comments made by members of the public and stakeholders at the pop-up and community group events which related to components of the masterplan.

Each response was entered into the feedback response table and themed using the BRE (Building Research Establishment) Excellence Framework. The wheel defines eight themes which are shown on the previous page. The summary of responses by theme are given below.



● Governance

4% of comments related to the theme of 'governance.' The responses are summarised below:

- Accountability and transparency is required.
- Who is in control of what is built?
- In-council governance process is not clear.
- Risk of under-exploited assets due to differing drivers of YCP partners.
- Concern of how piecemeal development will be managed.

● Transport and connectivity

26% of comments related to transport and connectivity:

- Concern about traffic, congestion and air pollution.
- Mixed views on type of connection through Marble Arch.
- Promote sustainable forms of transport including support for new cycle and pedestrian routes.
- More reliable and frequent buses.
- General support for low car use.
- Explore parking strategy.
- Support for better access to the station on the western side.
- Need for an integrated and ambitious transport strategy.
- Should there be a bus station?

● Services

9% of comments related to services, including community and public services. Responses are summarised below:

- Development must be supported by services integrated with existing communities.
- Schools, doctors and high quality shops to create communities.

- Play and sport areas, variety of green spaces.
- For young and old.
- Children's groups.
- Better toilet facilities.
- Mental health services for those with disabilities.

● Environmental

10% of comments made were about the environment, including green spaces:

- Support for a new park.
- Be mindful of existing trees.
- Plant lots of trees.
- Woodland site for play?
- Provide for nature and wildlife.
- Look at best practice.
- Incentivise environmentally friendly modes of travel.
- Tackle air pollution.

● Equity

4% of comments made related to equity:

- Pay attention to detail to ensure accessibility e.g. handrails and seating.
- Housing for locals including social, sheltered and housing for the disabled.
- Not too high-rise.
- Consider the views.

● Economy

11% of comments made related to jobs and workspaces:

- General support for a variety of commercial and office space.
- Clarity on how many jobs and what kind.
- Include smaller workspaces for creative industries / start-ups /

SMEs, social enterprise.

- Complement existing food and drink / retail offer and don't compete with the city centre.

● Housing and built environment

18% of comments made related to homes:

- Consensus for high quality, sustainable and affordable homes.
- Variety of home sizes.
- Concern about too much student accommodation.
- Incorporate historic buildings.
- Concern about building heights impact.
- Too many homes?

● Social and cultural


11% of comments made related to social and cultural uses:

- Explore the role of Railway Institute as a cultural hub.
- Support for the Museum expansion but it is important to look beyond the Museum for cultural provision on site.
- Provide all weather social and play spaces.

● Other

7% of responses did not easily fit into a theme. These were:


- Excited by the proposals.
- Make use of brownfield land.
- Would like to see more visuals.
- Consider two-way relationship between York Central and York.
- Hard to find information.
- Integrate with better proposals.



“Include the context
and how the site fits
with the wider plans
for York.”



“Need a conversation
focused on housing
reflecting engagement
principles of clarity /
transparency and trust.”



“Be clear on who is
involved and what is
being consulted on at
each stage...be clear
at the outset regarding
constraints ”



“Hearts and minds
- tell the stories”



“Be visionary and
mindful of constraints
but not dictated by
them. Ambitious but
realistic - need to manage
expectation and ensure
deliverability.”

Engagement strategy and planning process feedback

30 comments made related to the engagement process itself.

Respondents were broadly happy with the engagement strategy, principles and methods of engagement. The key points are summarised below.

Engagement and feedback

- Give time for people to absorb and feed back on the information provided;
- Be clear on the scope and outcomes, who is involved, what is being consulted on at each stage and how feedback is being responded to;
- Question over whether all the engagement principles should have equal weighting - could 'trust' be at the top to set the scene?;
- Local people matter and so it is crucial to engage people throughout the process and to engage as widely as possible, especially those who will be most impacted; and
- Look to the Castle Gateway methodology as best practice for community consultation.

Visioning

- Be visionary and ambitious but manage expectations and ensure deliverability;
- Respond to wider plans (e.g. One Planet York);
- Look to good practice examples; and
- What will it be like to be there?

Planning process

- Clarity needed around red line and how York Central fits with contextual projects e.g. the Queen Street site, National Railway Museum masterplan, York Station;
- Clarity needed over delivery, management and phasing; and
- Support for early-wins / meanwhile uses.

3.6 Other representations

A representation was received during the Stage 1 engagement process from the York Civic Trust

A summary of this representation is provided here, with an overview of how the comments were responded to. Our overarching response to the Stage 1 feedback is outlined in Section 3.7 and considers this representation alongside all Stage 1 feedback.

The full representation can be found in the Appendix - Stage 1.

York Civic Trust February 2018

York Civic Trust held two workshops for its own members on 2nd and 3rd February 2018. The discussions were informed by presentations from the development partnership, but the core of the discussion was a structured debate in small groups followed by whole-workshop feedback.

The Trust provided feedback gathered at these sessions, and an overview of these comments and observations is provided below:

The Trust provided four general comments they had about York Central, which included:

- York Central offers a unique opportunity to improve York as a whole, and this opportunity must be grasped - its planning must be embedded in the wider city;
- York Central lacks positive leadership - who is leading the project and what is the overarching vision?;
- The York Central project needs to raise its game - remarkable in design, extraordinary to experience, ambitious in its aspirations; and
- Transport is a key issue for York Central and there is an opportunity for a clear policy on how transport is to be treated and what role York Central should play in the broader transport needs of the City.

The Trust also raised a number of observations they had on the following topics:

- Masterplanning approach - the approach should be robust and radical, avoid piecemeal development and encourage sustainable high-quality and heritage sensitive design;

- Masterplan issues - these ranged from overarching issues relating to social justice and environmental sustainability, to specific issues including York Central's integration with the wider area, proposals for the front of the station and the role of public space as a central part of the scheme.
- Transport issues - comments covered a wide range of issues regarding transport. These included a desire for York Central to be a car-free site, questions as to how the site is accessed by vehicles and people, through-routes, connectivity to York city centre, the need for upgraded pedestrian connections and for improved public transport.
- Housing Issues - housing needs to be useful for York citizens with genuinely affordable housing and a shift towards 'communities' with adequate social infrastructure to support new homes. Heights should be limited to five stories and there is support for greater residential provision on site.

How did we respond

The applicant shares a number of the York Civic Trust's views on these topics, and intends to deliver these in York Central.

The Trust also raised a number of concerns and suggestions which do not accord with the current plans for York Central. These elements were reviewed by the client and project team as part of the Stage 2 and 3 design development. Many of these points were subject to wider debate and discussion through the My York Central events at Stage 3 in response to more detailed masterplan proposals in the formal exhibition.

3.7 How did we respond?

Each comment made at Stage 1 was logged and the feedback and key actions arising were identified and reviewed in a session with the Partnership, working group representatives and technical team. This helped to inform the next stage of engagement in two main ways:

- First identifying the scope of what we needed to respond to; and
- Secondly, prioritising the masterplanning themes that needed to be communicated early on.

Feedback from Stage 1 was used to ensure that the masterplan process was responding to the outcomes from consultation. A series of key actions were developed and reviewed with the partnership, working group representatives and the technical team. They were structured under the following headings.

A. Engagement

A1. Engagement process

It was evident from Stage 1 that people value an honest and clear engagement process. We responded to this feedback by ensuring that further stages of consultation:

- Were clearer about the specific brief that the masterplan responds to;
- Clearly highlighted the timing and interrelationship between different engagement exercises;
- Were clear on the scope and terms of reference assumptions at each stage to foster realism;
- Captured a more integrated attitude towards design and engagement by revising the 'timeline of engagement' diagram;
- Referred back to previous consultations including 'Seeking Your Views' and the 'Access Options' consultation;
- Used a variety of publicity methods, e.g. newsletter, web, a 'York Central' party, billboards etc.;
- Captured the scale of the site and current context through early stages and beyond; and
- Engaged more widely with the public, using the My Castle Gateway methodology as a basis for excellent engagement.

The feedback encouraged YCP to review the My Castle Gateway project as a best-practice example of good engagement. The same team created My York Central (MYC). MYC activities commenced in the lead-in to the launch of Stage 3 and

has been a key element in going beyond conventional community consultation. It has enabled all those interested to become part of a sustained long-term conversation where influence comes through sharing responsibility for the area and its future.

An update was given at Stage 2 about the status of the masterplan to ensure transparency and clarity. The following points were given, including:

- The current masterplan and supporting diagrams are work in progress;
- The approach to movement and connections represent where the team is at this point in the process;
- Welcoming inputs and comments about the emerging proposals;
- Decisions have not been made - we will be feeding in outcomes from this exercise into the masterplan; and
- There will be a further opportunity to comment on more developed proposals in mid-March.

A2. Feedback

Respondents were keen that feedback from each stage was communicated back to the public, as well as how the feedback had been used to inform the masterplan process. We responded by including a section on the results of the Stage 1 engagement in the Stage 2 presentation.

A3. Visioning and principles

We responded to comments made at Stage 1 by reviewing the Engagement Strategy principles to ensure they reflected the views that were given at Stage 1. This included changing the order of Engagement Principles so that 'trust' was the first principle, in response to what people felt was the most important principle for engagement.

Other questions we posed on reflection were:

- Are we picking up visitors and anticipating future residents?
- How do we integrate wider strategies – e.g. One Planet York – A Sustainable City, Draft Creative Industries Strategy?
- Can we cite examples of best practice from other cities?

B. Masterplan

The types of responses given at Stage 1 helped to inform appropriate categories for responses moving forward that would be most useful for the masterplanning team.

B1. Movement Strategy

The topic which attracted the greatest number of comments at Stage 1 was transport and connectivity. We responded by ensuring that this was a priority for the next stage of engagement. We ensured that more information was presented at Stage 2 for feedback, including the overall strategy for movement, how the site will fit into the broader city pattern of movement, what impact the proposals will have on the local area, access options and the strategies for a sustainable modal shift.

B2. Landscape

It was clear from Stage 1 that people were keen to know more about the green spaces and public parks. This came under both the 'environmental' theme and 'services' theme. We responded by ensuring that the next stage of engagement presented further detail on the landscape strategy and green infrastructure, including how connections will be made to the wider city and what types of spaces will be created.

B3. Design and heritage

The 'design and heritage' theme builds on comments made relating to homes, the built environment, heritage and views, as well as general comments calling for good quality design. In response, we presented more information at Stage 2 about design and heritage, including how the homes will integrate with the surrounding communities, providing more design material and illustrative images, and how the design process will be governed and managed.

We responded to comments about heritage by ensuring following stages of engagement communicated how the masterplan will embrace and respond to the context and character of the City and its "Yorkness", as well as highlighting key views into and out of the site.

B4. Uses and activities

The 'uses and activities' theme incorporated comments relating to the 'economy' e.g. jobs and workspace, as well as 'housing and the built environment', 'services' and 'social and cultural'. Together, these made up a large number of responses.

As a result, a section of the Stage 2 presentation focused specifically on this theme. This included presenting the emerging land use diagram as well as illustrative material of Entrance Square and park. This accompanied verbal communication which helped to answer questions about what is planned on the site, how people will use and experience York Central, and the types of homes, workspace and services / facilities that will be provided.

C. Planning Application and Process

The issue was raised at Stage 1 about the red line boundary and what this defined. In response, we clarified the meaning of the red line boundary within the Stage 2 presentation, which included highlighting the difference between the emerging local plan site allocation boundary, the masterplan boundary and the planning application boundary.

A section was dedicated to the planning process in the Stage 2 presentation to respond to some of the questions raised at Stage 1.

3.8 Summary of outcomes

This chapter concludes by summarising the outcomes from Stage 1. These are:

- **Key feedback presented back to stakeholders and the client team, including the partnership, working group representatives and technical team (see section 3.6);**
- **Highlighted any gaps in the engagement strategy; and**
- **Highlighted the priorities that needed greater focus at Stage 2. These were identified as being movement, design and heritage, landscape and uses and activities.**



Stage 1 pop-up event in St Helen's Square

4 Stage 2 Engagement

Emerging masterplan

4.1 Purpose of Stage 2

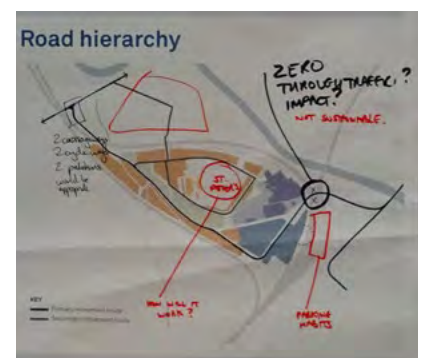
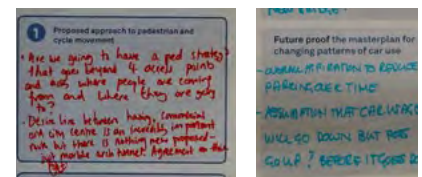
The purpose of Stage 2 was to engage in more detail with key stakeholders about key masterplanning issues. A full assessment of all comments at Stage 1 helped to inform a more developed presentation of the emerging masterplan proposals.

Stage 2 enabled early conversations around more detailed concerns in advance of the formal consultation process to build trust and a sense of ownership of the scheme.

The key topics of Stage 2 were:

- Overview of engagement strategy;
- Background to the masterplan; and
- Emerging principles and masterplan proposals.

The core Stage 2 activities ran from the end of January 2018 to the middle of February 2018 and overlapped with the Stage 1 engagement programme.



Photos from the Stage 2 workshops

4.2 Overview of process

Key elements

A series of more specific workshop sessions on technical topics assisted the team in explaining the position and rationale for key topics of discussion.

Targeted engagement with the public and other community groups gave a wider audience further information about the emerging masterplan and the nature of the forthcoming planning application. This included the scope of the submission and an initial, simple explanation of the relationships between the illustrative scheme, parameter drawings and Design Coding / Guidance.

The key elements of the process were:

- A core presentation summarising the evolving masterplan and key strategies; and
- Mini-workshops with bespoke worksheets for each topic;

Feedback was disseminated and recorded, alongside responses using the feedback mechanism outlined in the engagement strategy.

Publicity

The workshops were open for the wider public to attend. These were promoted to the public through direct invitation to community groups and organisations and also through articles in the regional media, including York Press, Minster FM, and Radio York, as well as their respective online versions. The events were publicised through the York Central website.

Ways to respond

Worksheets were prepared to aid engagement and encourage response. These were used at the workshop sessions after a presentation by the consultant team.

Worksheets were tailored to each session, to reflect the main areas for further detail that were highlighted during Stage 1:

Movement worksheets

We sought feedback on:

- The overall movement strategy and emerging objectives;
- The emerging approach to the pedestrian strategy, cycling strategy, public transport strategy and road hierarchy;
- Themes relating to walking and cycling around York Central, including connections along Leeman Road, from the south, through the Leeman Road tunnel and Marble Arch, and general strategies for encouraging walking and cycling;
- Themes relating to public transport, for example interchange facilities, Park and Ride, buses, taxis and how to encourage public transport usage; and
- Themes relating to vehicular movement, including the western access route, the proposed hierarchy of streets, managing traffic and the approach to car parking.

Open space and environment worksheets:

We sought feedback on:

- The overall landscape and environment strategy and its emerging objectives;
- The emerging approach to landscape, the city context and green infrastructure;
- The proposals for Great Park and Entrance Square; and
- Themes relating to the Great Park (e.g. activities, green infrastructure priorities), Entrance Square (e.g. activities, as a gateway to the National Railway Museum, its role for the city and York Central), and other spaces people would like to see.

Design, heritage and uses worksheets

We sought feedback on:

- The overall design and heritage strategy and its emerging objectives;
- The emerging approach to heritage, including the setting of designated assets, wider historic characteristics, city setting and integrating views;
- The emerging approach to activities and uses, including the balance and location of uses; homes and affordable housing; community uses; workspace; the food, drink and retail offer; and
- The approach to design, including the emerging masterplan layout, the approach to flexibility and the most important spaces and places.

STAGE 2 York Central Masterplan

A Landscape

Overall landscape and environment strategy

What are your thoughts on the overall landscape and environment strategy?

Do you have any comments on the emerging objectives?

Design a compelling city-scale open space	Highlight the history and railway heritage of the site in the design	Promote a pedestrian and cycle friendly public realm
Good linkages to the surrounding neighbourhoods and city centre	Create a new biodiversity corridor which links existing ecology	Allow for water retention during 30 / 100 year heavy rainfall events

STAGE 2 York Central Masterplan

B Movement

Please let us have any comments on the approach to movement...

Pedestrian strategy

Cycling strategy

Public transport

Road hierarchy

STAGE 2 York Central Masterplan

C Design, heritage and uses

Please give your thoughts on the following...

Heritage

Proposed approach to historic environment	Setting of designated assets
Neighbourhood characterisation and city setting	Integrating views

Design

Emerging masterplan layout	Approach to flexibility	Most important spaces & places
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Uses

Balance & location of uses	Workspaces	Homes & affordable housing
Food, drink & retail offer: How to complement city centre	Community uses	Other uses

Sample selection of the worksheets used during Stage 2 to facilitate round table discussion with informed stakeholders

4.3 Stakeholders involved

The workshops were attended by local residents and local councillors, as well as those representing a number of community groups, including:

- York Environment Forum;
- York & District Trades Union Council;
- York Bus Forum;
- Cycle UK;
- York Hackney Carriage Association;
- Friends of Holgate Community Gardens;
- York Cycle Campaign;
- Leeman Park group ;
- York Conservation Areas Advisory Panel;
- First Group;
- University of York;
- York Civic Trust; and
- York BID

The numbers of those who attended the workshops were:

- Movement workshop - 17 people
- Open space and environment workshop - 8 people
- Design, heritage and uses workshop - 10 people

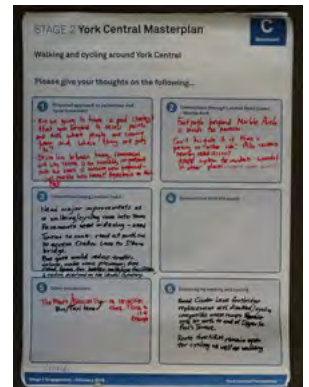
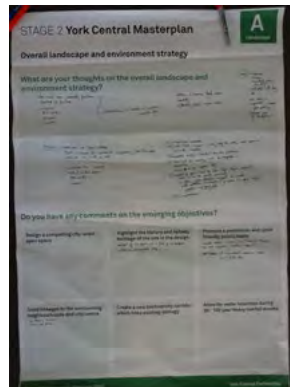


Photo and outcomes of Stage 2 stakeholder workshops on Movement and Landscape

4.4 Programme and events

Workshops

Three workshops were held during February, all of which were held at the Hudson Board Room, West Offices. The events ran from 5-7:30pm.

20 th February 2018	.....	Movement workshop
21 st February 2018	.....	Open space and environment workshop
7 th March 2018	.....	Design, heritage and uses workshop

4.5 MYC early stage activities

YCP commissioned My Future York to run a sequence of engagement activities from February until the end of July under the “My York Central” (MYC) brand.

Initially, the group asked the people of York to submit any questions they had about York Central to them. These could be submitted via Twitter, the My York Central Facebook page or the My York Central website.

MYC also led the final half an hour of each of the Stage 2 workshops. They encouraged participants to identify topics for further discussion and specific groups for further discussion with as the project progressed.

Every Monday, MYC gathered these questions together and, where appropriate, passed these on to YCP to respond to.

This process was effectively a preparatory stage for the rich and detailed events and activities facilitated by MYC during Stage 3, The Festival of York Central.

Questions from week commencing 19th February 2018.

Affordable Housing: How many houses will be affordable...and what is affordable?



Affordable Housing? And what is affordable?

Density: How high will the buildings be?



Density: How high will the buildings be?

Post-its uploaded to the My York Central Flickr page (<https://www.flickr.com/photos/myyorkcentral>)

4.6 Summary of feedback and how we responded

The workshops were structured around a main presentation delivered by the consultant team, followed by one hour round table discussions. A representative from each table fed back their main discussion points to the wider group. A summary of main feedback points and YCP's response are outlined below.

The final column identifies the specific part of the exhibition where information was provided during Stage 3.

Movement

Key feedback point	How we responded	Relevant Stage 3 exhibition board
How will Marble Arch work – bus gate, taxis, dedicated cycle lanes?	More information was provided at Stage 3 about the specific options for access through Marble Arch.	12
Support for new access on the western side of the station – taxis and buses.	This approach has been maintained and further information about the western access route was given at Stage 3.	12
Better public transport is a priority.	Information was provided at Stage 3 about the eastern side of the station and how buses and taxis will be integrated in the future.	11
Concern about the impact of cars through The New Square.	Stage 3 described in more detail the size and characteristics and role of the square and further information on traffic impact will be provided at planning application stage.	22
Should be integrated with the wider city transport strategy.	My York Central facilitated specific events which considered the broader city transport strategy	N/A
Safe and active connections to / from St. Peter's Quarter.	Arrows were added onto the pedestrian movement diagram at Stage 3 showing the potential connections and integration with St Peter's Quarter.	11
Priority for pedestrians and cyclists – segregated cycle and pleasant, safe routes.	More specific information was provided about how that will be achieved particularly through the park and the square.	11
Support for improvements to the southern pedestrian / cycle access to the site.	Five options were provided at Stage 3 and discussions were progressed with representatives of Holgate Community Gardens.	14
Attractive direct routes through the park.	Through the illustrative masterplan and landscape strategy we provided more information about the changing character and role of the park including indicative pedestrian / cycling connections.	21
Leeman Park is well-used – improve the lighting along the river.	This is being considered in terms of the broader network of pedestrian / cycling connections to the city,	N/A
Important to consider those with disabilities within the strategy.	The specific requirements feeding into the emerging designs for spaces, streets and routes are shown within the illustrative material at Stage 3.	18
Reduce parking over time and commit to strong enforcement.	The principle remains and more detailed traffic modelling is on-going.	11

“York is known for science and engineering through the ages. How can we build on that?”

“Need to consider all modes of transport, including taxis.”

“Always overlook pedestrian routes so it feels safe...”

Quotes taken from Stage 2 workshops

Landscape

Key feedback point	How we responded	Relevant Stage 3 exhibition board
The Great Park - ideas included adventure play, outdoor gym, activities for teenagers, play areas for all ages and performance spaces such as open-air theatre.	Provided further information about the range of activities for different ages and interest groups.	21
Views to the Minster will be important in making it feel like York.	Provided more information about heights, scales and massing. Reinforced it as a principle.	16
Consider the position of the road next to the park.	Stage 3 included an artists impression and the indicative masterplan communicated how the road would relate to the park and the adjacent neighbourhoods at York Yard South.	15
Support for liveable local streets and shared spaces.	This was supported within the landscape strategy and illustrative material for the Great Park and new square.	15, 19-22
Consider the acoustic impact of railways on homes.	This is carried forward as a principle to be realised at the more detailed design stage.	10
The New Square - consider a dedicated cycle route and bus and taxis only.	The ambition is to have segregated cycleway passing through the square and the approach to general traffic is being determined through the transport assessment. Bus movements are an important priority in that area.	22
Consider the bridge across the river.	It is not currently part of the masterplan but there is potential for future infrastructure to connect from the site to the River Ouse corridor.	N/A
Green roofs for buildings including the Museum.	It is a detailed design consideration, the potential for which will be considered as part of the outline planning application.	23
Interpretation of the railway heritage in the park.	This is a strong theme that we have picked up as part of the Stage 3 material, both in the layout of the park and the use of historic railway features and objects.	16

Design, heritage and uses

Key feedback point	How we responded	Relevant Stage 3 exhibition board number
Need to maximise the benefits of the Museum and find wider opportunities for culture.	My York Central ran a series of events which explored the role of streets, spaces and buildings in creating a context for a rich and varied social, communal and cultural life for York Central.	17
Overall aspiration for more community facilities e.g. schools and GP surgeries etc. for residents and local workers.	Stage 3 material outlines the potential for a primary school as part of the masterplan possibly within the foundry area, as well as other community facilities.	17
Support for as much affordable housing as possible.	York Central Partnership committed to delivery in line with policy at an affordable housing target of 20%.	17, 19
Need to be careful to consider the impact of so many new homes and businesses.	The overall impact of the scheme will be considered holistically as part of the environmental impact assessment at the outline planning application stage.	17
Careful response needed to the character of the wider city.	At Stage 3 we included principles which considered how the scheme would relate to the history and character of the immediate site, the wider city and the broader landscape. More detailed information will be provided as part of the planning application.	16
Interest in modern, contemporary buildings.	This is supported and the various artist impressions at Stage 3 demonstrated the potential for contemporary architectural style.	16, 19-22
Mixed debates on building heights - interest in streets with terraced houses particularly to the north of the Foundry. Potential for areas such as York Yard South (between the park and Freight Avoiding Line) to include apartments with greater height.	The indicative masterplan has continued to develop that range of typologies as part of the emerging scheme. The design team is reviewing the approach to building heights with Historic England and CYC officers. Further information about key views, heights, scale and massing and townscape impact will be provided as part of the planning application.	16
Think about the views and relationship with heritage assets including criteria for the retention of buildings.	We established positive principles about working with the heritage and character of the site as part of the Stage 3 material. My York Central explored above ground and below ground heritage assets as part of the Festival of York Central. Specific opportunities are continuing to be explored by YCP.	16

Potential to include one or two visitor facilities with interactive exhibits about the heritage of the site e.g. within the Museum or as part of a retained historic building such as Alliance House.	The potential for local heritage exhibits as part of the railway museum are being considered. There are no proposals for Alliance House although the use of the adjacent land for one of the southern pedestrian / cycle access options is being considered.	23
Support for new restaurants, bars and small shops in the commercial area with striking views to the park and Minster.	Stage 3 provided a number of artist impressions to explore the type of exciting spaces and the nature of ground floor retail, food and drink offer.	16
Clear understanding of the different boundaries.	The emerging planning application boundary was confirmed alongside the draft Local Plan allocation boundary at Stage 3.	4

“Consider the position of the road next to the park”

“Can this public transport proposal cope with the capacity? Great to encourage people to leave their cars behind but public transport is currently fragmented and not fit for purpose.”

Quotes taken from Stage 2 workshops

4.7 Summary of outcomes

This chapter concludes by summarising the principal outcomes from Stage 2.

These are:

- In many instances, we responded to feedback by providing further detailed information at Stage 3, including specific movement options, proposals for new public squares and green spaces, and further information on design, heritage and uses.
- Many of the key principles and objectives considered important by workshop attendees have been incorporated by YCP and the technical team in further design work, and communicated at the Stage 3 exhibition. They will remain important principles for the outline planning application. This includes, but is not limited to, principles relating to an emphasis on sustainable forms of travel, a regard for the historic fabric of the site and how designs will respond to the wider character of the city, and the value of high quality mixed-use liveable neighbourhoods with facilities to support the community.

It should be noted that some of the feedback gathered at Stage 2 will be dealt with more comprehensively within the outline planning application.



Stage 2 - Movement workshop

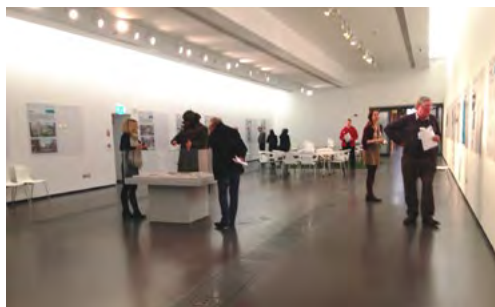
5 Stage 3 Consultation

Festival of York Central

5.1 Purpose of Stage 3

Following a focused and intensive period of design work, technical studies and engagement with local people over six months, YCP identified five main objectives for the Stage 3 engagement:

1. Provide a clear overview of how the emerging masterplan is evolving.
2. Hear your views on the overall approach, vision and key principles.
3. Understand your thoughts on more specific elements of the proposals including site access and open spaces.
4. Deepen the level of involvement and understanding of the site through conversation and dialogue to enable long term community involvement in the site as it evolves.
5. Enable a masterplan that better meets the needs of the York community.



Photos from events which took place as part of the Stage 3 Consultation process

5.2 Overview of process

Exhibition

YCP sought views on the emerging masterplan proposals as part of The Festival of York Central which formed Stage 3 of the engagement process.

The Festival launched on 19th March 2018 and the exhibition ran from 10am on Wednesday 21st March until 6pm on Friday 27th April 2018. The period for comments finished at midnight on 29th April 2018. The Festival was held at the National Railway Museum, which was open from 10am until 6pm, seven days a week with regular staffed sessions.

The exhibition material invited specific feedback on the following:

- Emerging vision;
- Overall approach to the masterplan including movement and access, landscape and environment, design and heritage, land uses and;
- Specific options for (i) Marble Arch / Leeman Road connections and (ii) Southern connection.
- Aspirations for what York Central will be like as a place to live, work and spend time

Attendees were invited to look out for the speech bubble symbol ("Join the conversation") on boards through the exhibition; this identified topics and issues that we would like to hear your opinions on. Any wider thoughts and questions about other aspects of the exhibition were also welcomed.

288 people responded to the consultation questionnaire either online, or via the hard copy form. These respondents submitted 1,816 specific responses to the questions.

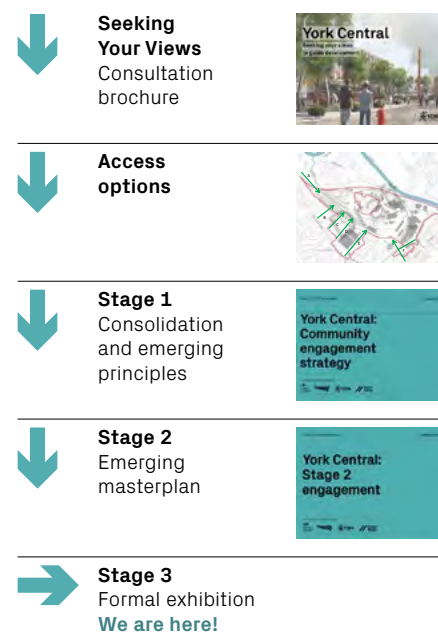
My York Central

During Stage 1, feedback received from the community encouraged YCP to review the My Castle Gateway project as a best-practice example of good engagement. The same team created My York Central (MYC). MYC commenced in the lead in to the launch of Stage 3 and has been a key element in going beyond conventional community consultation. It has enabled all those interested to become part of a sustained long-term conversation where influence comes through sharing responsibility for the area and its future. Throughout the festival, MYC has made getting involved active, challenging and fun.

Over the six weeks of the Festival of York Central and York Central Exhibition at the National Railway Museum, MYC has explored the plans and possibilities for York Central. Each week MYC produced Open Briefing documents which summarised the key discussions, debates and feedback.

The four Open Briefing documents were then synthesised into a Vision for York Central, with a short summary Big Ideas document, and a set of Principles of how York Central can be developed in the future stages.

More than 3,000 post-it notes were completed during the course of the six week consultation.



Engagement timeline leading to the Stage 3 activities as illustrated in the exhibition

Ways of providing feedback

There were three ways to provide feedback on the emerging masterplan:

- **Commonplace and website:**
YCP used an online engagement platform to help gather thoughts on the proposals for York Central (www.yorkcentral.info). Participants were able to view the exhibition material in full and respond to questions.
- **Questionnaire (hard copy):** Hard copies of the Commonplace questionnaire were available to complete.
- **My York Central:** The MYC Vision document was drawn together from community engagement through the Festival of York Central, largely through:
 1. Feedback through Post-Its at the exhibition, photographed/ uploaded/tagged on MYC's Flickr site (<https://www.flickr.com/photos/myyorkcentral/>).
 2. Discussion at festival events, summarised through a series of blogs and informing a set of open briefing documents which were produced on the festival themes of open space, homes work and movement.
 3. Other input via various meetings and workshops with specific groups (for example elected members, local schools, pop-ups, York Youth Council).
 4. Contributions via conversations on the doorstep, via door-knocking carried out by local councillors and support teams.

Stakeholders engaged by MYC

Some of the stakeholders engaged by My York Central during Festival of York Central include:

- Children from St. Barnabas Church of England Primary School
- York Central Action
- Children from Poppleton Road Primary school
- Guild of Media Arts
- York Youth Council
- Micklegate Ward Committee
- York Youth Council & Children In Care
- St Peters Quarter
- Cycle groups
- Councillors
- CYC officer 'Leading Together'
- York Environment Forum
- Cultural Leaders
- Conservation Area Advisory Panel
- Friends of Holgate Community Garden
- Millennium Green Trust
- York Central Community Forum
- Make It York Business Ambassadors

5.3 Details of promotion

Advertising

An integrated communications strategy was devised to promote the Festival of York Central, with multiple channels identified to ensure all residents were made aware of the opportunities to engage with the masterplan.

Adverts were placed both off and online with the York Press and online campaigns were hosted on Minster FM and York Mumbler.

York Press has a readership of 75,232 and print adverts were placed with the title over the six-week period. The online campaign with the outlet generated 170,000 impressions, split across tenancy skins, targeted wallpaper, sponsored content and premium ad positioning.

York Mumbler, a local parenting forum, has 17,000 visitors per month and two bespoke blogs were created for the site to promote details of the festival to the network of parents. Banner advertising was also hosted on the website.

The Minster FM advertising included an interview with the lead spokesperson of the Partnership, which was aired to the station's listeners (it has 75,000 listeners per week) and the piece was promoted to its Facebook audience, generating 67,000 impressions. Further advertising was placed on the website, which generated 200,000 impressions.

Social media

Awareness about the festival events and masterplan consultation was raised on Facebook and Twitter via a series of promoted posts. The Facebook adverts reached 29,952 people and there were 822 link clicks on the content. Twitter generated 61,458 impressions and 228 link clicks.

Letter

A letter promoting the festival was produced by the partnership for local residents and businesses, encouraging them to visit the masterplan exhibition and join the conversation around the development. It contained background information about the site, dates and timings of the festival, as well as details of the various social channels and website addresses where further information could be found.

The direct mailer was distributed via the March edition of Your Local Link Magazine, a local news magazine which is delivered to 90,250 addresses across York and the surrounding villages. Your Local Link is a City of York Council approved communications method and the letters were made clearly identifiable in York Central Partnership branded envelopes.

Coverage

There was widespread coverage of the festival in key local media, both on and offline, including BBC Look North (North East and Cumbria), BBC Radio York, York Press and Minster FM.

Press releases

Three separate press releases were issued to the local news outlets before and during the consultation exhibition.

My York Central

Community engagement group, My York Central, also promoted details of the events and masterplan exhibition on its own social media platforms, as well as through its website and blogs. The group also went door knocking in the local area to speak to local residents about the development and used community networks to further share details of the festival.

York Central Partnership

Have your say

Dear resident,

We'd like to invite you to take part in the Festival of York Central, as part of our plans to bring back into use one of the largest urban brownfield regeneration sites in England.

Located next to York's existing city centre and railway station, the site offers York the chance to create new spaces and places which reflect how people want to live, work and move around in a 21st century city. This includes the opportunity to deliver up to 2,500 homes and create up to 6,500 jobs across 100,000 square metres of commercial and office space.

The project is being brought forward by a partnership comprising Network Rail, Homes England, National Railway Museum and City of York Council who are working together to bring forward a masterplan for the site and establish the best way the site can be developed.

The Festival of York Central is a six-week exhibition providing people with the chance to engage with emerging plans for the site. The Festival will launch on 19th March and the exhibition will run from 21st March until the 27th April at the National Railway Museum. The Festival will encourage people to think about how the site could be used, and allow you to share your views and provide feedback to help refine the proposals, in advance of a planning application later in the year.

The exhibition will be open seven days a week, from 10:00am until 6:00pm, and will be manned by the York Central Partnership at certain times to answer any questions you may have. These times will be announced on the website at the start of the Festival. The plans will also be available online for you to comment on via www.yorkcentral.info.

A series of workshops and events will take place alongside the exhibition. These are being organised by My York Central, a project between the York Central Partnership and My Future York. For more information on events that are taking place and how you can get involved please visit www.yorkcentral.info or <https://myyorkcentral.org/> for the latest news. You can also find us on Twitter @YRKcentral or visit our Facebook page.

We look forward to hearing your thoughts.

Yours sincerely,

York Central Partnership



York Central
Engagement & Exhibition

Join the conversation

Take part in the
Festival of York Central
and help shape this
part of our city

The Gallery, National Railway Museum
Leeman Road, YO26 4XJ
10:00am – 6:00pm
Wednesday 21st March – Friday 27th April 2018

To find out more, visit
www.yorkcentral.info

York Central Partnership comprises:



Letter distributed to residents (Right) and advert placed in local press (Left)

5.4 Overview of My York Central feedback

Overview

My York Central carried out a total of 43 engagement events during the Festival of York Central. The full list of events can be found here: <https://myyorkcentral.org/events>.

MYC also carried out a number of specific events based around certain themes. At the end of each run of themed events, My York Central produced a written summary or 'Open Briefing Document' which discusses the key issues and conversations which took place.

The key themes focussed on were:

- Week 1: Public Space
- Week 2: Homes
- Week 3: Work
- Week 4: Movement

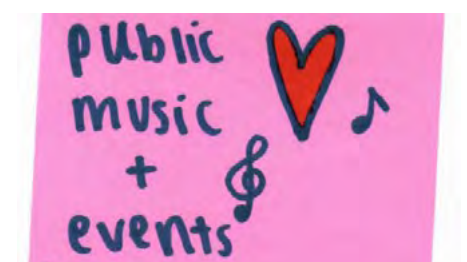
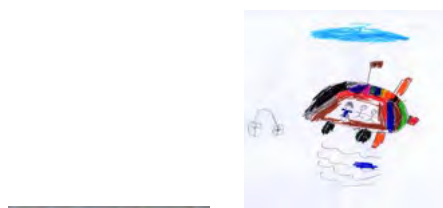
The themed events also generated feedback in the form of post-it notes which were then photographed and uploaded to an online photo sharing platform, Flickr (<https://www.flickr.com/photos/myyorkcentral/albums>).

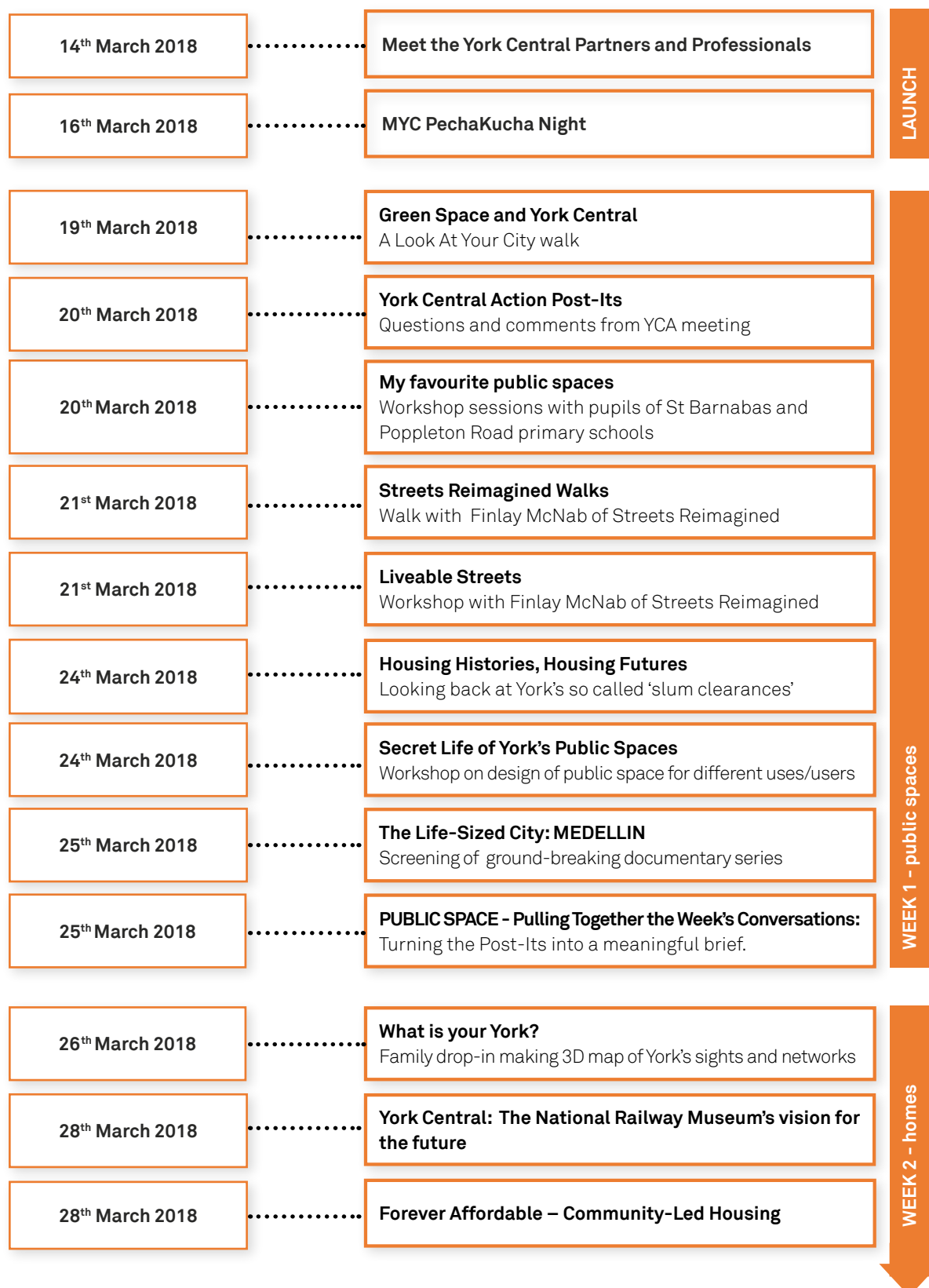
Each post-it response was then 'tagged' with a word(s) which best summarised the topic to which it related. It should be noted that tags 'attached' to post-its were based on the topic which the post-it discussed, whether this was in a positive, negative, or neutral light.

The Open Briefing Documents are included on the following pages, accompanied by an analysis of the 'tags', highlighting those words or phrases most frequently tagged in the post-its.

Following the end of the York Central Exhibition, MYC developed a set "principles and visions", informed by the conversations and post-its generated by their events and workshops.

These documents are intended to guide the ongoing development of the York Central Masterplan. Responses to the MYC Principles, Big Ideas and Visions documents are set out in section 5.7 in the topic by topic tables.





29 th March 2018	Quality in Housing – the Rowntree legacy at Derwenthorpe	WEEK 2 – homes
31 st March 2018	.....	Understanding housing density with Dr Roger Pierce
2 nd April 2018	.....	The Life-Sized City: PARIS Screening of ground-breaking documentary series
2 nd April 2018	.....	Feels like Home Family + teenager-friendly drop in workshop w/ Jade French
2 nd April 2018	.....	HOME Pulling Together the Week's Conversations: Turning the Post-Its into a meaningful brief.
4 th April 2018	The Life-Sized City: BANGKOK Screening of ground-breaking documentary series	WEEK 3 – work
4 th April 2018	.....	Living and Working Creatively on York Central A workshop to develop ideas and networks
5 th April 2018	.....	Climax City: Understanding Masterplanning and Urban Growth Guided walk of York with David Rudlin of URBED
5 th April 2018	.....	Growing a Garden City – Uxchester and York An illustrated talk and Q&A with David Rudlin
7 th April 2018	.....	York Central: Site Walk Around
7 th April 2018	.....	National Railway Museum: the industrial heritage of York Central and the future vision for the museum
8 th April 2018	.....	The Life-Sized City: TEL AVIV Screening of ground-breaking documentary series
8 th April 2018	.....	WORK Pulling Together the Week's Conversations: Turning the Post-Its into a meaningful brief.



My York Central's Open Briefing Document

Public Space (Week1)

During Week 1 of the Festival of York Central we have focussed on Open Space and its role in the city, whether in residential or commercial areas, and whether green space or hard landscape. We've gathered information through social media and through a range of events:-

1. Green Space and York Central – A Look At Your City walk
2. York Central – Streets Reimagined walk with Finlay McNab
3. York Central workshop – Liveable Streets with Finlay McNab of Streets Reimagined
4. The Secret Life of York's Urban Spaces – a workshop informed by a walk with key participants
5. My Favourite Public Spaces – workshop sessions with pupils of St. Barnabas and Poppleton Road primary schools
6. Pulling Together the Week's Conversations – public workshop (with The Life Sized City film show)

In addition, tagging of comments from previous events have allowed us to put responses from the week's events in a broader context of overall comment, questions, etc.

Here are the main issues and comments:-

The key role of public space

Public space should not simply be the space left between buildings – there is reference in the Life Sized City film to “public space being the main tool for urban change” and people overwhelmingly noted its importance. It was suggested that the planning of the site should start with the public space (and accommodation within it of foot and cycle movement), and that layout of the roads should then be subsequent and subservient to this. York's adopted hierarchy of movement priority was referenced.

Public space has to accommodate a wide variety of uses and also a wide variety of meanings, and to serve both practical and symbolic purposes. It needs to accommodate movement (on foot, on bikes and in vehicles, and both direct and indirect), it needs to accommodate gathering (social in varied-size groups, places for meeting, and places for politics and protest) and it needs to accommodate a variety of practical activities such as eating and drinking, recreation and physical activity for health.

Creating connections

A key issue with public space was the role of public space in creating connections. People had looked at existing spaces in York and elsewhere and noted the value of putting “the best things around the edges”. It was suggested that public space might be created at the edges of York Central as a way of connecting with surrounding communities and bringing something new to them. Public space was seen as somewhere that encouraged activity, and this activity might build links between old and new communities. The bigger picture was also mentioned – if public space was going to bring movement into the site, where would it come from – the corridor extending to the British Sugar site and the Park & Ride beyond was mentioned.

Liveable streets

At a smaller scale, the design of liveable streets was investigated and discussed. The impact of parking on streets was felt to be critical – looking at existing streets suggested that even where they were quiet or free from through traffic, and well-overlooked, they didn't encourage play as car owners were concerned about their cars. Where car-free spaces were created these also needed care in design – overlooking by windows (which in theory encourages use) results in “no ball games” signs, and spaces can remain dead.

Making public space legible

The “Legibility” of public space (at all scales) was discussed. People felt that public space should in some way make clear what it can be used for. This should not rule out flexibility, but spaces which were designed to accommodate every potential use were felt to be unlikely to work well for any of them. The Green Spaces walk identified a number of spaces which were adopted and used by local people and these tended to be clear in their purpose (food growing / meeting / climbing / wild play).

The same principle of legibility applied at smaller scale in respect of movement. The Urban Spaces walk looked at a number of locations where different types of user interacted (for example cyclists and distracted pedestrians, or mixtures of cyclists and pedestrians on intersecting routes). Legibility was felt important, whether by clear design and shaping of space to suit clear spatial distribution of uses, or by “signposting” using surface colour and texture, or a combination. It was also considered important to allow for conflict to be managed – when cues are ignored there needs to be sufficient spare space to allow people to work around any problems which are created.

Entrances, “gateways”, and edges

People also noted that the principle of legibility should be applied to entrances and connecting spaces – “gateways”. Entrances needed to be special and have identity, and should ideally also be “enticing” – should encourage exploration and provide surprises.

This same interest in the role of buildings at the edges of spaces was felt to apply in general too – spaces are largely “created by what’s along their sides”. Discussion on liveable streets and reference to examples elsewhere flagged up the importance of edges as places where people can feel comfortable and will often linger or meet, and this highlighted the importance both of the interface between buildings and space and the provision of humane environment to allow people to be comfortable there (seating, shade, etc).

The scale of open spaces and community “ownership”

The scale of spaces was discussed repeatedly and at length. It was felt that a variety of scales of spaces was needed, and the Museum Gardens was cited as a good example of where this works well (large grassed space in front of the museum along with a variety of smaller, more varied spaces (the ruins, the storytelling space, benches surrounded by planting etc). The value of landscaping and tree planting in shaping space was noted and appreciated (although questions were asked about maintenance – “who will look after it?”).

The role of scale in the likelihood of use and activity, and indeed community ownership, was discussed. Smaller spaces – almost like outdoor rooms – can encourage small-scale but important activity. The unique character of York was discussed and felt to be in large part due to what happens here rather than just the city as container. Small spaces allow variety of use and enclosure provides microclimate which extends seasonal activities.

Shelter, cover and civic life

An extension of this discussion noted that not all public space should be simple outdoor space. There is a spectrum from outdoor to sheltered to covered to indoor, all of which can be public (as opposed to commercial). As with our work in Castle Gateway, many people (and especially young people) voiced a need for public space that they can use and occupy at any time and in any season. Examples were shared of the role in “furniture” in public realm – places to perch or sit which didn’t require spending, even if it was close to places which did.

This issue was considered important – it is vital to create spaces where both individuals and communities can function – the difference was noted between simply dwelling somewhere and being a citizen – and “citizenship happens in public spaces”. “This is where we do our giving” was an eloquent view on it. It was felt important that – whatever the use of public space by visitors / tourists – the new public realm should work for people already living and working in York.

Elevation and views

Alongside variety of scale, variety of elevation was discussed and felt important. Creating places where you can “stretch your eyes” was felt to be vital and should be considered alongside the issue of views and key buildings. The potential to use landscaping (it was noted that remediation will require large-scale earth-moving in any case) was discussed but also the idea that public space does not all have to be at ground level. Many recent buildings have given back public realm at higher elevations (sky gardens in the Walkie-Talkie in London for example) and both green / accessible roofs and public access to intermediate stories of taller buildings was felt to be a principle to form part of the requirements for (at least a proportion of) buildings.

Zoning and mix of uses

Although not strictly part of the discussion of public space, the general principle of zoning was discussed. There was dismay over the apparent segregation of work and home, and the missed opportunities to create public space that mediates between the two. The zone between public and private was seen as full of rich possibilities – shopfronts, front gardens and forecourts, places which shape the accessibility of buildings and the visibility of their indoor activities. The Reading Café in Rowntree Park was seen as a good example (learning and social use within a park setting). The vertical mix of uses within surrounding buildings was also considered and it was noted that a richer mix (flats above offices above shops for example) drove more rich uses of public space.

Safety for adults and children

There was extensive discussion of the other factors which have a bearing on use by specific or broader groups. Lighting was an issue considered vital – it needed to make places feel safe after dark and also be energy-efficient and avoid light pollution. The relationship between lighting, safety and frequency of use was discussed – a virtuous circle where places feel safe enough to encourage frequent use and hence improve casual surveillance with more “eyes on the street”. The proximity of roads to green space was discussed; it was noted that one of the reasons the Museum Gardens work so well is that they are contained – children can roam in safety.

The work with children in the local schools also brought up clear messages. Children are increasingly constrained (asking about favourite outdoor places brought as many blank looks as responses) and favourite places were often very specific and sometimes remote (zoos, riding schools, campsites, beaches) or very local (a traffic-free street outside home, or a garage court where car movements were infrequent enough to allow football). When asked whether the need to cross a busy road would prevent them being allowed to use a park (however attractive in itself) the children fell silent and looked thoughtful; “We can take that as a “yes” then”, said their teacher.

Vital ingredients – trees, water, playfulness

Lastly, various “ingredients” were discussed at various points which seemed almost universally popular. Urban trees are important and were identified as key elements in existing urban landscapes (in King’s Square and Parliament Street, although their impact on paving in Parliament Street was noted). The creation of small “wild places” where planting and trees overwhelm built environment and allow wildlife into the city were considered important. Green walls, roof gardens also. The role of water too – a way of softening the city, bringing cool in summer, in addition to offering practical solutions to drainage. And playfulness...

The fountains in Granary Square, Kings Cross, cropped up in almost every meeting at some point, and led on to interesting discussions about how “artfulness” can make urban spaces humane. Using water, light and sound was discussed. Sound installations can make a tunnel appealing, and the sound of the trains was noted as one of York Central’s distinctive features (described as “almost poetic” by one resident). We should play with – as well as in – our new public spaces.

My York Central post-it tagging analysis

Public Space (Week 1)

Tagging analysis

The first week of events held by My York Central were well attended and generated a number of post-its providing feedback on the subject of 'public space'.

A total of 191 post-its were generated over the following five sessions:

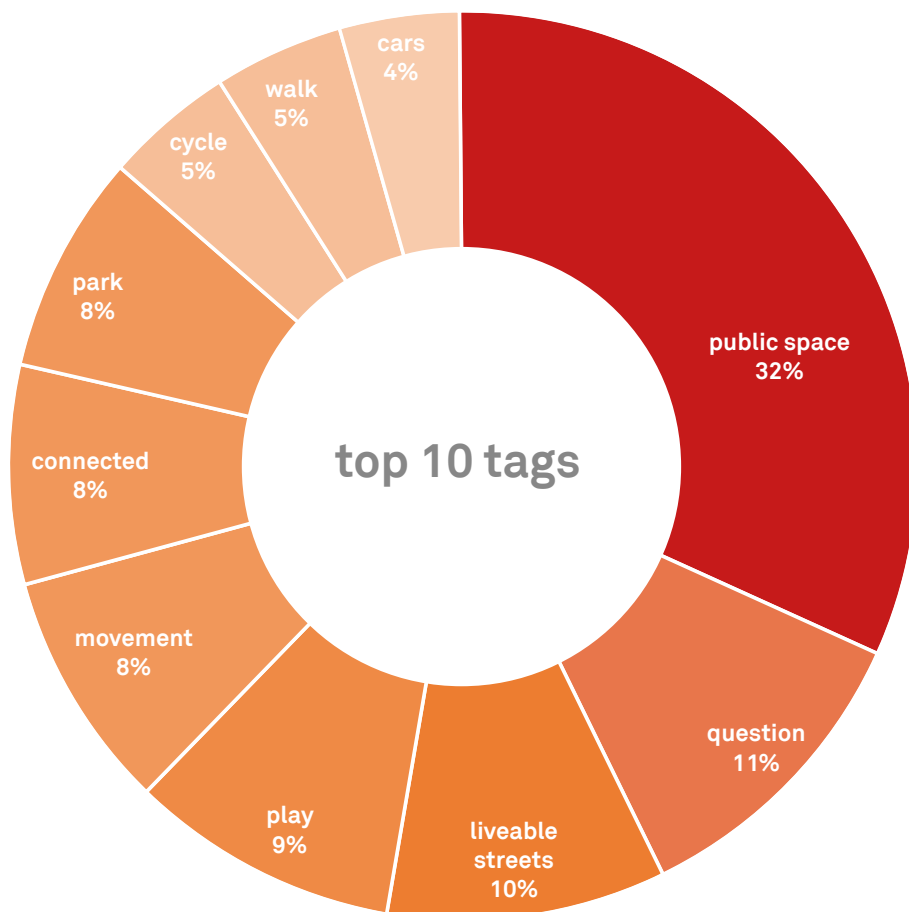
1. Green Space and York Central – A Look At Your City walk, 19th March 2018
2. York Central Action Post-Its - Questions and comments from YCA meeting, 20th March 2018
3. Liveable Streets workshop with Finlay McNab of Streets Reimagined, 21st March 2018
4. Secret Life of York's Public Spaces - Post-Its from workshop on design of public space for different uses / users, , 24th March 2018
5. My favourite public spaces - workshop sessions with pupils of St Barnabas and Poppleton Road primary schools

In total, 99 different tags were generated from the post-it notes. Each one of these tags is shown on the adjacent page with a number next to it, signifying how often it was tagged.

From the 191 post-its, 569 tags were generated in total.

The pie chart shows the ten most tagged words from the post-it notes. These tags make up 50% of the total tags generated, and are broken down into percentages.

'Public space' was by far the most popular tag from the post-it notes generated from the sessions relating to public space.



'Question' was the second most frequently tagged words.

The 'liveable streets' tag was generated 28 times in total. The majority of these were tags from post-it notes generated during the Liveable Streets workshop, however, the two tags which were not generated at this session were taken from images created by primary school students, one was a picture of a large shop, the other of a street.

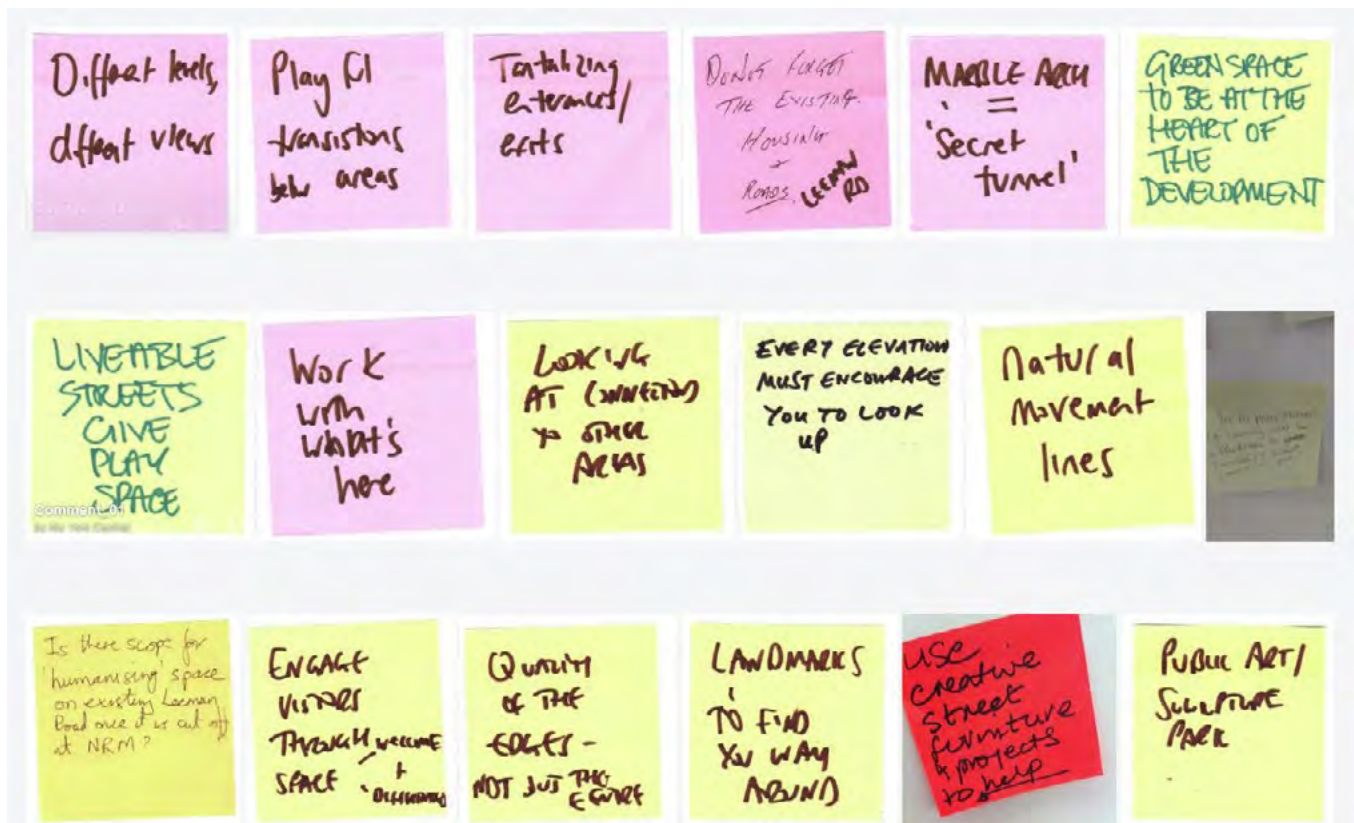
Examples of post-its with these tags can be found overleaf.

tag	no. of uses
public space	90
question	31
liveable streets	28
play	27
movement	24
connected	22
park	22
cycle	13
walk	13
cars	12
ownership	11
segregated	11
homes	10
planning	9
public art	9
add something extra	8
community	8
venues	8
identity	7
maintenance	7
affordable homes	6
after dark	6
disabled	6
Marble Arch	6
school	6
views	6
west bank park	6
wildlife	6
green space	5
visitors	5
cafe	4
culture	4
design quality	4

tag	no. of uses
equalities	4
Leeman Park	4
sport	4
trains	4
woodland	4
Acomb	3
allotments	3
boundary	3
drinking	3
economy	3
edible	3
elevation	3
good practice	3
heritage	3
Millennium Green	3
National Railway Museum	3
programme	3
public transport	3
seating	3
shared space	3
work	3
car free	2
engagement	2
environment	2
flexible	2
gondola	2
iconic	2
legible	2
pride in york central	2
residents views	2
safety	2
scale	2
skateboard	2
sounds	2

tag	no. of uses
traffic impact	2
water	2
Wilton Rise	2
a grade office	1
air quality	1
archaeology	1
artists	1
building height	1
climate change	1
council housing	1
density	1
entrepreneur	1
explore	1
fair	1
fountains	1
garden	1
green spaces small	1
high contrast colour to enable access	1
housing assoc	1
innovative	1
integrated	1
public speaking	1
retired	1
Scarborough Bridge	1
shopping	1
social housing	1
start up	1
toilets	1
trams	1
underover	1
varied	1
young people	1

#liveablestreetsyorkcentral



#playyorkcentral



My York Central's Open Briefing Document

Homes (Week 2)

During Week 2 of the Festival of York Central we have focussed on the nature of home and the experience of living on a future York Central, looking at the kind of homes and indeed the kind of community that people want to see.

We've gathered information through social media and through a range of events:-

1. Meeting with Helen Fielding of Homes England
2. Housing Histories, Housing Futures workshop at York Explore
3. Forever Affordable: Community-Led Housing workshop
4. Quality in Housing: the Rowntree legacy at Derwenthorpe walkabout
5. Understanding housing density with Dr Roger Pierce walkabout and workshop
6. Feels Like Home, family drop in workshop
7. Post it notes through the exhibition and events
8. Pulling Together the Week's Conversations – public workshop (with The Life Sized City film screening)

In addition, tagging of comments from previous events has allowed us to put responses from the week's events in a broader context of overall comments and questions.

Here are the main issues and comments:-

An overall theme is emerging. This is to say a broadly cautious 'yes' to high density housing and commercial uses. But, and it is a big but, a form of 'social contract' needs to be set up with the people of York. To put it another way, there is a deal to be negotiated here. One that accepts higher density housing on the condition York Central deals with affordability, builds a mixed and diverse community, is high quality for all and makes the benefits of density really work for future residents. Here are the key briefing ideas.

Affordable – and Forever Affordable

The vast majority of the post it notes contributed at the exhibition relating to homes make this point: they need to be affordable, affordable needs to mean actually affordable (not only the policy definition 80% market cost) and they need to not just be affordable to start off with but perpetually. This may well require, as discussed at the Forever Affordable event, a locally specific definition of affordable linked to earnings not the market. Many questioned 20% as a minimum and sought a higher percentage.

Community – what is it and how to make it work?

'Home' doesn't end at the front door. There was a desire for home to mean the wider community too. We started to describe what we mean by community, prompted by the discussion with Helen Fielding, Homes England, at the Forever Affordable event and continued the line of discussion through the events. A mixed community was often welcomed – though some warning bells were sounded by others. More work on this is needed (further meetings and discussions are to be held at Derwenthorpe where 40% is affordable, amongst others).

Family homes, Inclusive and lifetime homes

There was a recognition that we too often tend to think of 'family homes' as a house with a yard or garden and that maybe we need to look more closely at what makes for good apartment living for families. There are examples of multi-storey family homes in London and elsewhere in the UK (plus a lot more in mainland Europe) so feedback will be sought. Similarly there was an interest that as many as possible of the homes work for disabled people and can be designed as lifetime homes.

Height+Quality (Or, how to encourage downsizers)

'It can be high, but it needs to be great'

While there is some concern about height and what the proposed total housing number and density might mean, there is a very strong feeling that height can be OK if it is very high quality. That is, the flat is of a good size with high ceilings, is well insulated for noise between flats and has good sized balconies. Good apartment living also requires very serious maintenance and ongoing investment, this would need to be considered in service charges and how this works for the affordable housing would need to be seriously explored. One possible line of inquiry is that very good quality flats might well encourage downsizers and free up family-sized homes elsewhere – but that the quality is key (more on how to achieve this below).

Density+Benefits: Work the social contract

'We don't want it to be ghost town like Hungate. If it's going to be dense, it needs to be alive'

Through the exploration of density, it became clear that a 'social contract' issue might be to really make the benefits of high density living clear and real. High density should for example mean: good local shops nearby and walkable; excellent public transport network (such as a tram or similar permanent and reliable system); close to gyms, childcare, schools and other community facilities. The most popular alternative name for York Central so far is 'New York': if we're going to have high densities how do we really ensure the benefits of living in urban areas?

Mixed Uses

'We need to stop looking at plans and think 3D'

Many have questioned the need to zone commercial development away from housing and have asked whether a vibrant urban area needs mixed uses. One quote was to 'think 3D' – suggesting there might be benefits in having shops, social and commercial at ground level, offices at first floor and flats above to avoid the 'ghost town' effect and drive life in the public realm.

High environmental standards...for all

There have been many comments supporting "highest possible" environmental standards. Going beyond current Building Regulation minimum standards would allow higher standards of comfort (see "it can be high, but it needs to be great" above), higher standards of sound separation from the surrounding railways (triple-glazed windows and mechanical ventilation reducing the need to open windows) and would reduce the likelihood of fuel poverty for those on low incomes. Costs would be raised slightly to cover this investment, but with land ownership being with public bodies, this is seen as a rare opportunity, and would also create a distinctive image for the development.

Make use of roofs

Gardens don't have to be on the ground – reflecting also the Open Spaces work we did last week, people thought access to roofs, for gardens, for solar panels, made sense. And took advantage of the height for good views.

How to make this happen – the next steps:

- **Policy, governance and funding levers:** Alongside developing this initial open brief, we were able to start to explore some of the policy, governance and funding possibilities to make this happen. We will be following up with Homes England on affordable and community-led housing, and developing discussion on what is true affordability. The case for a Community Land Trust has also been voiced – where public elements of the proposal, including public realm, community facilities and potentially affordable housing, could be invested into a Community Land Trust, protecting ownership and status.
- **Evoking 'community':** Drawing on discussion started this week, we'll start developing an open brief for a vibrant York Central community.
- **Understanding the housing challenges:** Based on an idea that emerged at the Forever Affordable event, we'll be seeking people who have stories to share about their housing challenges and how York Central might offer an answer.
- **Co-design?** Clearly there is an argument that to get quality – and to really attract families, disabled people or downsizers for example – the housing could be usefully co-designed. We'll be looking for people interested in exploring this idea further.

My York Central post-it tagging analysis

Homes (Week 2)

Tagging analysis

A total of 110 post-its were generated over the following sessions:

1. Housing Histories, Housing Futures - What can we learn from looking back at York's so called 'slum clearances' Saturday
2. Forever Affordable, 28th February 2018
3. Guild of Media Arts social - Comments and questions from Guild social, 27th March 2018

In total, 68 different tags were generated from the post-it notes. Each one of these tags is shown on the adjacent page with a number next to it, signifying how often it was tagged.

From the 110 post-its, 270 tags were generated in total.

The pie chart shows the five most tagged words from the post-it notes. These tags make up 60% of the total tags generated, and are broken down into percentages.

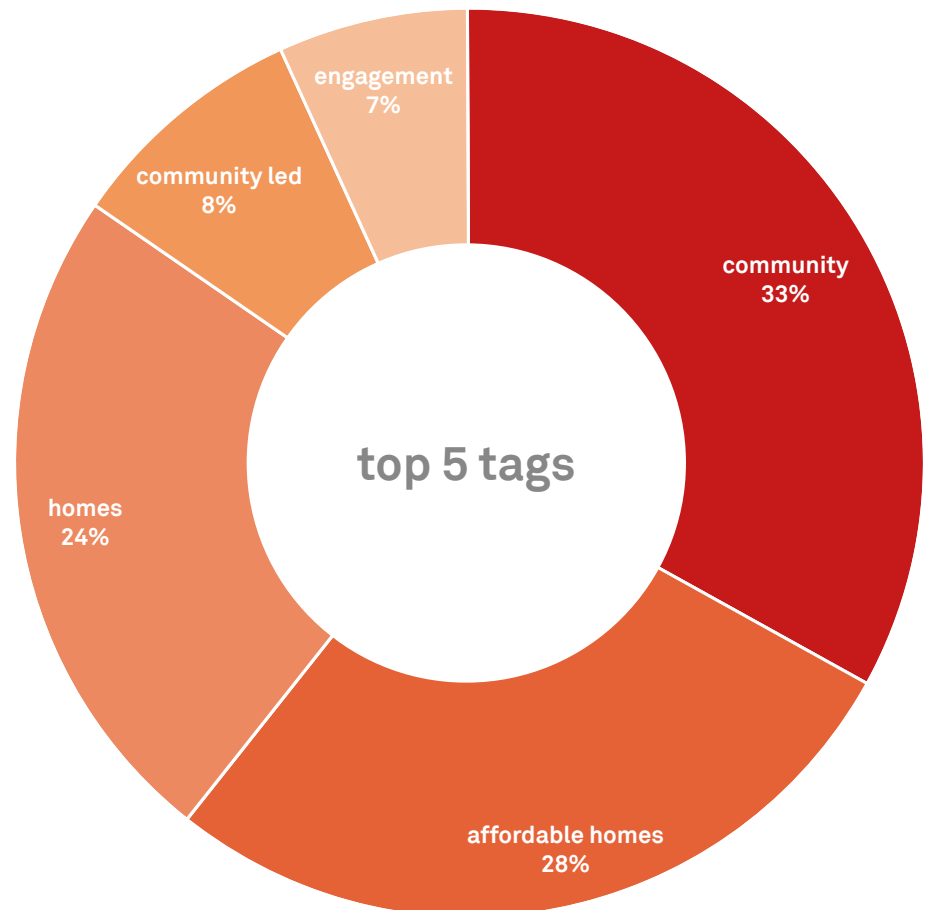
'Community' was the most tagged word to come out of the post-its for the Homes workshops, closely followed by 'affordable homes' which has remained a clear priority for the local community throughout the engagement process.

'Homes' featured highly as a tag from the Homes workshops as anticipated.

'Community-led' and 'engagement' were also popular tags, with 14 tags, and 11 tags in total, respectively.

An example of some of the post-its tagged with 'community' include:

- Can local people/companies build homes?



- Can local people help with designs of homes?
- What a community is - key question?
- Components of community?
 - Employment, Transport infrastructure, affordable running costs, social aspects - friends, neighbours

An example of some of the post-its tagged with 'affordable homes' include:

- Affordable homes - affordable to who?
- Affordability? Legal definition vs actual affordability. Key workers schemes.
- Housing should be a mixed community
- Prevent "homes as investment vehicles"

tag	no. of uses
community	54
affordable homes	45
homes	39
community led	14
engagement	11
diverse	8
co-design	4
green space	4
jargon	4
car free	3
meet	3
ownership	3
public space	3
shared facilities	3
social	3
work	3
bus	2
cafe	2
CLT	2
connected	2
density	2
equalities	2
holiday let	2

tag	no. of uses
innovative	2
mixed-use	2
open	2
retired	2
shopping	2
stable	2
young people	2
add something extra	1
after dark	1
air quality	1
artists	1
cars	1
cohesive	1
community centre	1
council housing	1
council	1
creative	1
creative business	1
cycle	1
disabled	1
drinking	1
enterprise zone	1
environment	1

tag	no. of uses
events	1
family housing	1
free	1
governance	1
local builders	1
local facilities	1
local plan	1
mixed development	1
National Railway Museum	1
older people	1
parking	1
play	1
public transport	1
shared work space	1
social housing	1
social mix	1
sport	1
start up	1
St Peter's Quarter	1
streets	1
sustainability	1
visitors	1

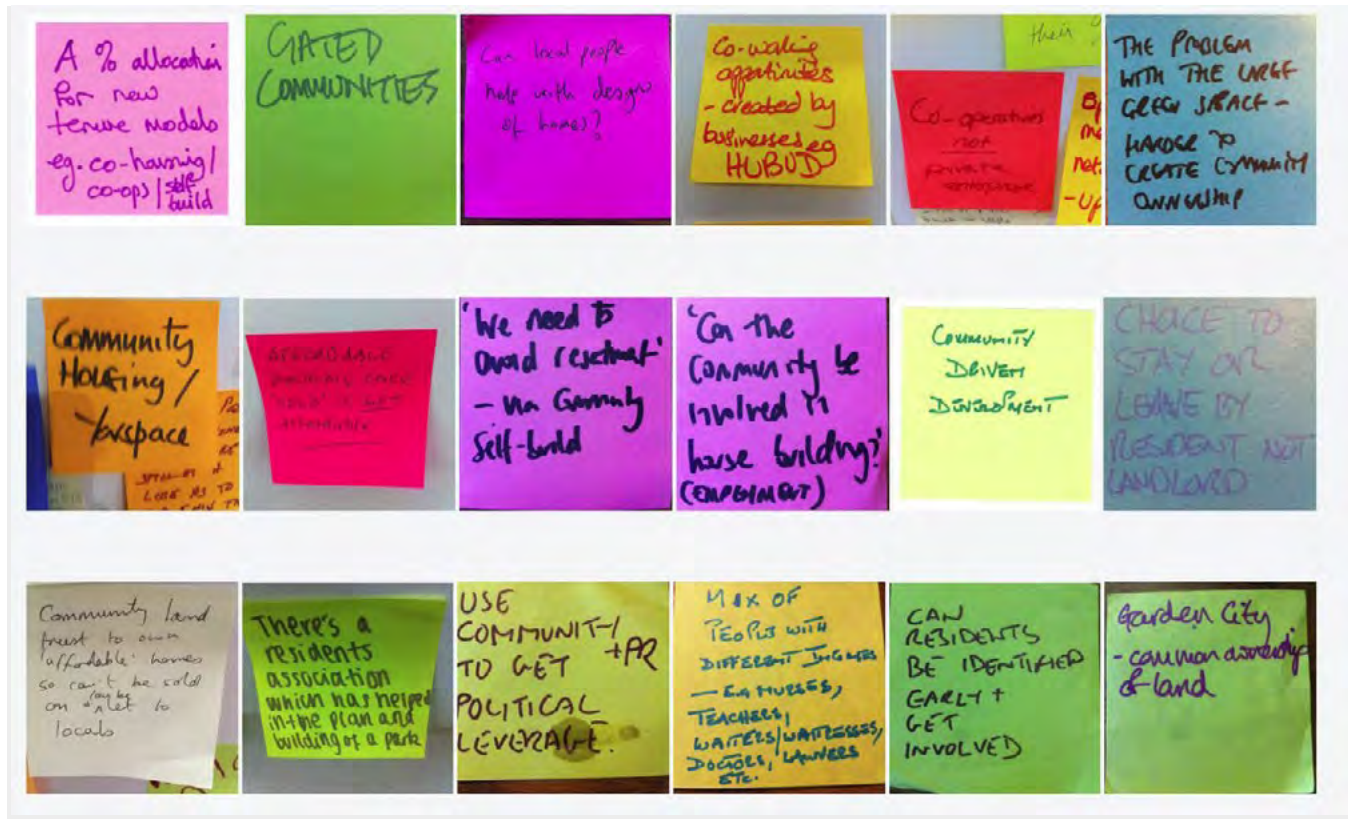
Selection of post-it notes with the popular tags from week 2

#communityyorkcentral



#affordablehomesyorkcentral





My York Central's Open Briefing Document

Work (Week 3)

Week 3 of the Festival of York Central was focused on 'work', asking what kind of work and ways of working might York Central enable. Getting engagement with the mainstream business community was problematic – “commercial confidentiality” seemed to prevent a lot of possible avenues for discussion on what was wanted on York Central. However, we still had useful discussions and some very creative input. Special thanks to York@Large and the Guild of Media Arts. Our open briefing document is based on the following:-

- Living and Working Creatively on York Central – A workshop to develop ideas and networks
- Growing a Garden City – Uxcester and York
- A meeting with Heather Niven, Science City York, who has been leading on a piece of work in collaboration with local creative, digital and science and technology businesses looking the work space needs in York.

We are also currently developing an event: 'How can York Central enable careers and businesses in the railway industry?' with details to be announced soon.

Accessible infrastructure

A key theme – which stretches across all of the Festival of York Central themes – is that York Central has the opportunity to create an underpinning accessible infrastructure that enables gender equality and is not a disabling space. This includes easy to access crèches, accessible buildings, child care facilities, spaces where you can be with your children, gender neutral and accessible toilets. The definition of “work” was also questioned during conversations – much work is unpaid but contributes to economic activity, and this should be considered too.

Hubs of similar businesses

“A hub of people doing the same things helps everyone thrive”

York was seen to be doing okay in terms of creating space for very small business and is becoming a well-established centre of excellence in media industries, although the “low profile” of these businesses mean that this would probably be a surprise to many in the city.

Rather than see each other as competitors, the existing community of creative and digital agencies was seen as positive and York Central was seen as an opportunity for this to grow and develop.

Middle-sized businesses

There is a missing “middle band” of size of business and premises for them. An example given was that of architects with staff of ten in an office which fits seven with no space to expand beyond that. If middle-sized businesses do want to stay in York they are forced out to Clifton Moor. 'If you bring a client to the centre of York, that's great – Clifton Moor... not so much'. This issue of the wider setting of the workplace was mentioned many times; bringing a client on foot from their train through a buzzy neighbourhood to a workplace with good cafés/restaurants/meeting places nearby was seen as massively positive.

Freelancers, flexible and networking space

'In the future, there will be much fewer paid salary jobs. A lot of people will be forced back onto their own devices'

There was support for the idea of co-working hub spaces where freelancers could share facilities (printers or craft materials), book affordable meeting space for clients and network. An example given was Melting Pot in Edinburgh, which has been operating successfully for over a decade.

Living and working in an integrated way

An interesting dimension of the discussions was the sense that there was no need to zone or separate living and working strictly. Many small-ish creative businesses are both good neighbours to each other (as they often collaborate) and also good neighbours to other uses – including residential – as they create little nuisance. In fact there were benefits in having the kind of activity throughout the day and night that happens when work and homes are linked. Furthermore as many of the types of jobs that York is seeking to cultivate are not strictly of the 9-to-5 variety that life-work proximity enables child care and might also enable the new 21st century version of work-life balance where work time is not zoned into certain temporal parts of your life.

Open Source Planning: being able to change use of your home easily

A popular idea from David Rudlin's talk on Grow Your Own Garden City was open source planning where a planning authority could pre-approve a variety of possible uses for people's homes so they could turn them easily into small scale workspaces (open a hairdresser / set up an office). This is an issue which leads immediately to consideration of Neighbourhood Planning – what will be the status of York Central (will it simply be part of one or more existing wards? How will neighbourhood planning issues be dealt with as the community – residential and business – develops?

Affordable places to live are essential to keeping graduates and York's young people

Keeping graduates is seen as crucial to growing York's own talent. But this was seen as intimately connected to housing costs, as graduates can't afford to take risks because housing costs are so high. Graduates have to work so many hours to cover living costs, so there is a greater hurdle to jump in terms of getting starts ups happening. Affordable housing is not just a "housing" issue, but has an impact on economic activity.

Unpaid work and enabling contributing and taking part

It was noted that many people the future will simply not have jobs and they will be looking for creative ways of spending time and contributing. Some will be doing unpaid work of various kinds, including caring for children or older relatives. The design of the city should facilitate this, again pointing towards a mixed environment rather than one where work and homes are strictly zoned. This was already touched upon during our "homes" discussions, flagging up the possibility of older residents wishing to have the option of inclusion within economic life, with the option to "invest" capital or time (or both) in nearby economic activity which contributes to their immediate environment.

The cultural hub: Draw creative contributions (paid and unpaid) together

"Having a variety of spaces which allow different uses is powerful"

Mixed uses has been a theme of the Festival of York Central discussions, and has been driven by many of the examples from The Life Sized City film series, where community initiatives have made use of unused or under-used urban space to bring activities that would otherwise be excluded by strict zoning. The idea of York Central as a place where there are always exciting and creative things going on was discussed. How to make this happen was debated and the idea of spaces where things could happen was a key idea. This would include places which could provide venues for lunchtime talks and films, places for broader thinking and debate open to all. Libraries were often seen as "anchors" for this type of activity but it has a breadth which goes well beyond the conventional definition.

Shouting about what is already going on

There was a strong sense that York needs to make more of what is already going on as a way of attracting more interest and activity. Could York Central offer an exhibition space that showcases innovative work going on in York? Can we explore ideas both short-term and long-term – "meanwhile" and permanent – where a "gateway" between station and the rest of the city provides a showcase for the talent, energy and creativity which powers the city but is otherwise hidden?

My York Central post-it tagging analysis

Work (Week 3)

Tagging analysis

A total of 35 post-its were generated over the following sessions:

1. Living and Working Creatively, 4/4/2018
2. David Rudlin: Grow your own garden city, 5/4/2018

In total, 19 different tags were generated from the post-it notes. Each one of these tags is shown on the adjacent page with a number next to it, signifying how often it was tagged.

From the 35 post-its, 45 tags were generated in total.

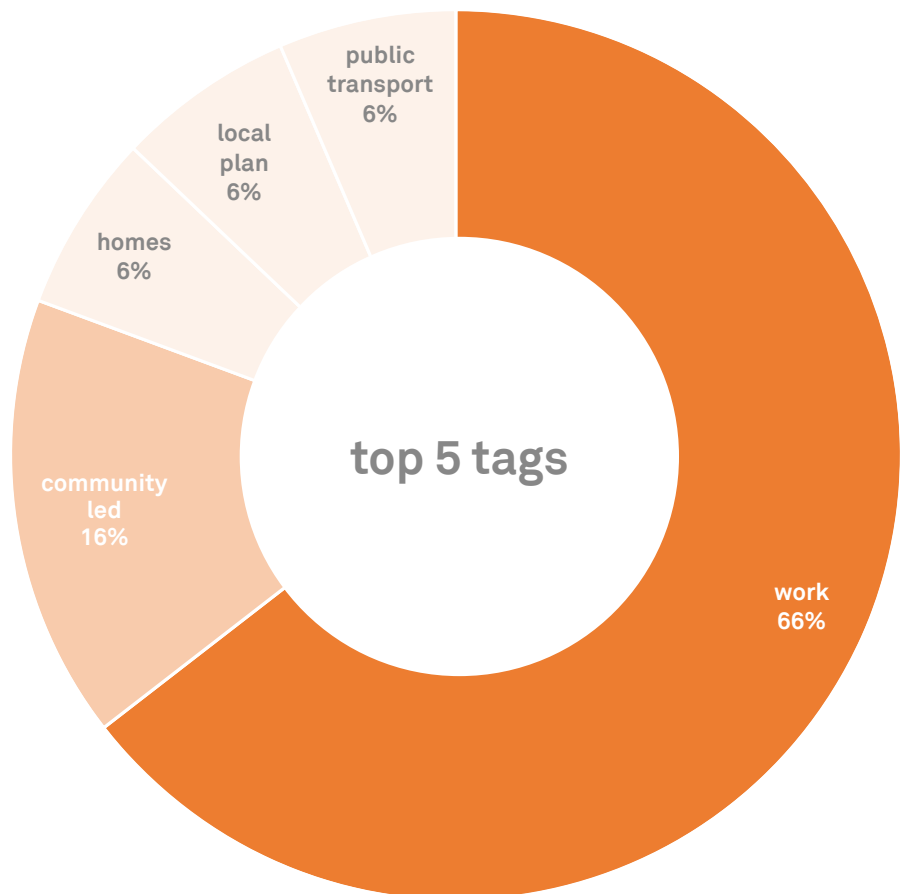
The pie chart shows the five most tagged words from the post-it notes. These tags make up 69% of the total tags generated, and are broken down into percentages.

'Work' was the most popular tag for those post-its created at the workshop for Work, with 20 tags altogether.

The other tags used were not as popular, but included 'community led' with five tags altogether, and 'homes', 'local plan' and 'public transport' each with two tags each.

Post-its which had the 'community led' tag include:

- "Need to be credible partners"
- "Use community and PR to get political leverage"
- "All plans should cover the whole of the city. Connectivity is crucial."
- "Garden City - common ownership of land"



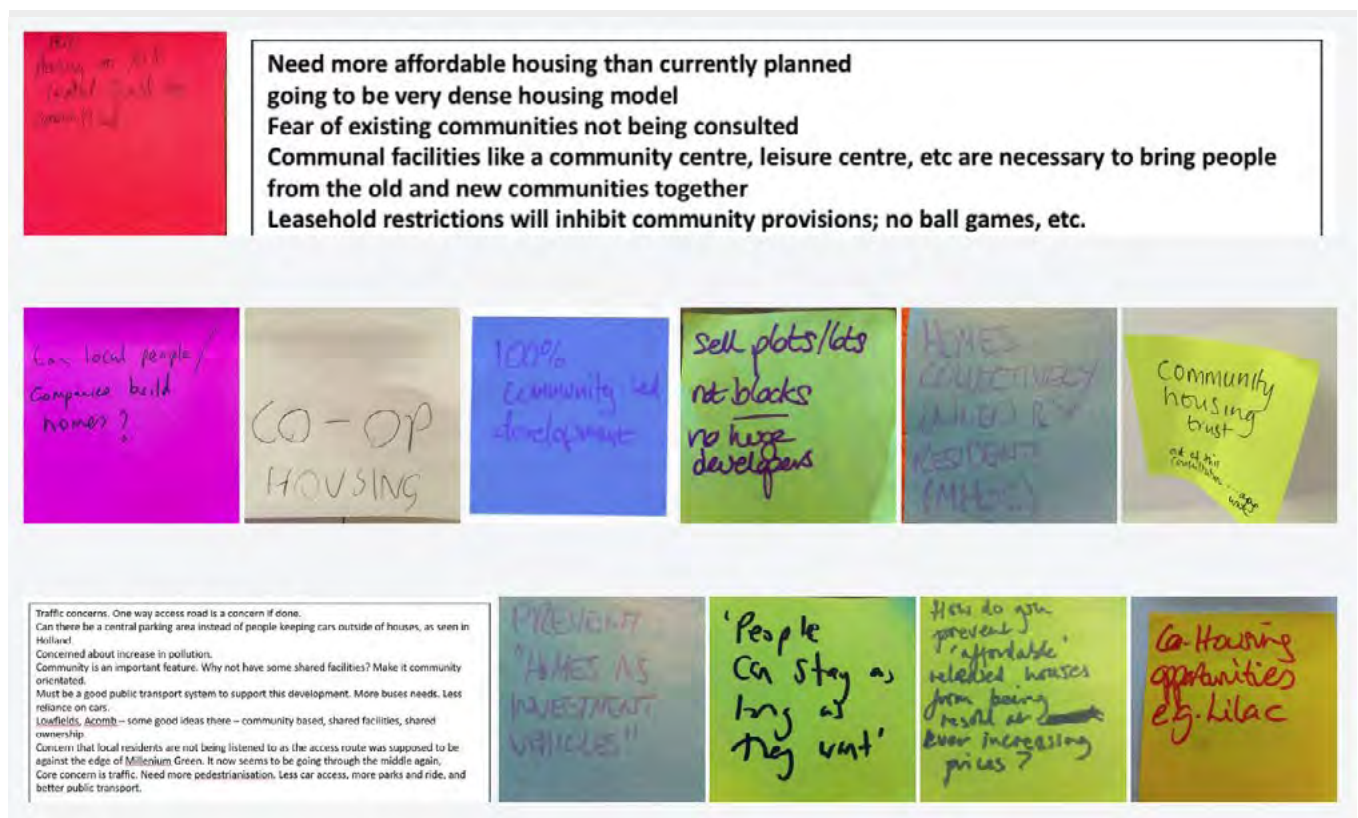
work	20
community led	5
homes	2
local plan	2
public transport	2
community	1
connected	1
creative business	1
economy	1
employer	1
holistic	1
immigration	1
livework	1
movement	1
retired	1
social contract	1
trams	1
workspace hub	1
young people	1

Selection of post-it notes with the popular tags from week 3

#workyorkcentral



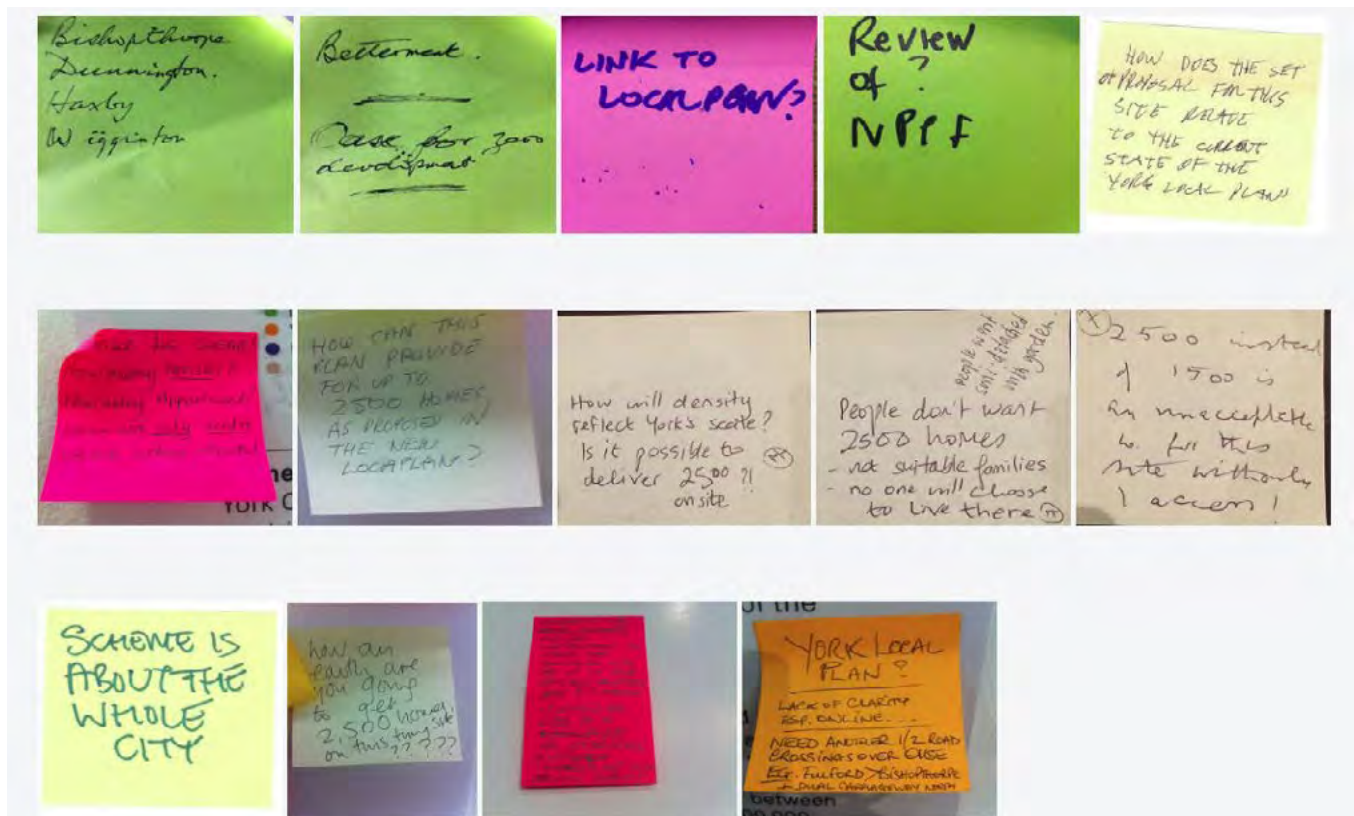
#communityedyorkcentral



#homesyorkcentral



#localplanyorkcentral



My York Central's Open Briefing Document

Movement (Week 4)

Week 4 of the Festival of York Central was focused on 'movement', asking how people wanted to get to, across and around York Central. We've gathered information through social media and through a series of events:-

1. Beyond Flying Cars – sustainable transport on York Central – joint York Environment Forum / York Bus Forum open event
2. Getting Out More – family drop in workshops leading to production of a zine
3. York Central Transport & Access with Professor Tony May
4. Connecting York Central & Holgate – walk with local residents re proposed southern pedestrian/cycle access routes
5. Out and About workshop sessions with pupils of St. Barnabas and Poppleton Road schools
6. What Makes a Good Cycle Route – guided ride and workshop with York Cycle Campaign
7. Pulling together the Week's Conversations – public workshop (with The Life Sized City film show)

We have also drawn upon movement-related discussions during previous weeks – for example on issues of legibility in shared space (from our Open Spaces discussions) and the role of transport in urban development (from the David Rudlin workshops). In addition, tagging of comments from previous events has allowed us to put responses from the week's events in a broader context of overall comment, questions, etc.

Here are the main issues and comments:-

Some key principles:

York Central cannot be seen in isolation. One of the recurring themes of discussions on movement was integration – transport modes and routes need to connect to make them useful. A truly high quality transport network on York Central needs to integrate with a truly high quality transport network across the city. So:-

- People felt that York Central should set an example of innovative, forward-thinking sustainable transport and...
- York Central should be an opportunity to leverage change across the city and bring forward broader innovation – for example new networks (Very Light Rail, continuing through the city and onwards to Heslington / Elvington) and processes (freight trans-shipment for local deliveries, with small electric vehicles / cycle couriers).
- We should design for behaviour patterns that we want in future rather than just to work with current patterns (for example prioritising active travel).
- Prof Tony May set out the hierarchy of priorities within the draft Local Plan and stated clearly that design of movement infrastructure within York Central should reflect this, with clear and convenient walking/cycling routes occupying space best suited to them, and vehicular routes elsewhere. This was widely supported.
- There should be better separation between vehicular routes and cycling routes – these should be truly segregated (not immediately adjacent) and walking/cycling routes should always have priority.

The need was identified for good-quality information to steer future decision-making. For example:-

- What will changes in overall age of population mean for transport demand? Will there be more people with mobility issues? More mobility scooters?
- Can we obtain information about what journeys people want to make (not simply traffic counts on roads – information about "why") so we can consider and design for end-to-end journeys?
- What is the basis for decision-making on car use/ownership? Is this simply the status quo ("most people have cars, so we design residential areas for cars since moving away from this would result in resistance") or is this on the basis of alternative possibilities ("there must be lots of people for whom a car-free neighbourhood this close to the centre would command higher house prices").

Reducing movement by reducing zoning

Can we reduce the need for people to move around by the way we plan the development?

“We thought the future would be working from home and having meetings via Skype; do we no longer believe that we’ll all be working from home?” “It’s not become an either/or, people are not using it as a replacement”.

There seem to be movement implications from this as follows:-

- Working from home will still require movement but this can be largely walking/cycling
- Small/medium businesses (for example creative industries) often involve “clustering” where good local connections (again walking/cycling) are important.

Public transport and the rest of York: Ease of use and Integration

- Seamless connections with a wider network are needed to allow necessary longer journeys – simply getting to the city centre is inadequate if onward connections aren’t easy and fast.
- This needs to consider both the radial routes and movement between them – York is poor for this.
- Ease of use is essential – contactless payments on all transport modes, and operating times / pricing models which suit users rather than just operators (current Park & Ride arrangements were frequently criticised).
- All of which points to a requirement for some over-arching strategy and an appropriate body to administer it, an equivalent to Transport for London – Transport for York – was mooted.

Pedestrian and cycle movement

Key points were that:-

- There is less distinction between cyclists and pedestrians than there was between people wanting to use the fastest direct route and those wanting to linger
- Shared space can work okay with pedestrians and cyclists – subject to enough space and the point above, but not where motor vehicles are also included.
- Where there are routes intended for direct, rapid use, these need clear, legible marking (using different colour/texture).

Cars on York Central: Low car development and no through traffic

A crucial choice is whether there is through traffic across York Central. One comment was “If you allow through traffic, this is where all ideas of being radical evaporate”.

Many people noted that there seemed to be an assumption that “restricting car use/ownership” was seen as problematic and would decrease the appeal of living/working on York Central, but that this was open to challenge. There were many suggestions that a car-free neighbourhood would be very popular and would command premium prices. “People will have a choice – no-one is being forced to live here”.

Prof Tony May set out a proposal for York Central based upon the Freiburg Vauban development – allowing car access but with centralised parking, creating Play Streets and safe walking/ cycling routes. It was noted that this would require consideration (for example Respark areas to prevent “overspill”) beyond the site. This side-steps the “ban cars” challenge by allowing ownership but passing on real costs and making alternative modes more attractive.

Prof May’s ideas envisaged centralised parking at the north-west end of the site, close to the access from Water End. Bringing cars deep onto the site to multi-storey car parking adjacent to the station was felt to be a backwards step, which would greatly reduce safety within the development. Parking for service use (tradespeople etc) was discussed and it was felt bookable spaces could be provided. Local deliveries could be to service points, combined with public transport stops or parking areas.

Marble Arch / Leeman Road tunnel: How to avoid traffic cutting up the New Square

People stated that the main access to the site (and National Railway Museum) from the city needed to reflect the City’s transport priorities – it should be a good route for those walking / cycling etc. Its poor visual appeal was noted and the question was asked “what would it take to turn it into the gateway to a major museum?”

The impact of through traffic on the new square was frequently mentioned. Both two-way through traffic and light-controlled alternate traffic (Option 2 on the Marble Arch board) were thought likely to lead to queuing traffic in what has been described as a pedestrian civic space, which should be avoided. Traffic was furthermore seen as a potential barrier between the National Railway Museum and the station / city centre.

National Railway Museum through access: A creative opportunity to celebrate movement

There was almost complete opposition to the closure of Leeman Road to pedestrians/cyclists outside National Railway Museum opening hours. It was noted that modelling suggests it would take people on foot 1.5 to 3.15 minutes longer when the museum was closed. There were comments like ‘it’s not about how much longer it will take’, ‘it’s the psychological factor of feeling cut off and that the museum is blocking you’.

More positively, there were comments like “I don’t think it’s about the time saved or not, it’s about the experience and qualities of being able to walk and cycle through the museum”. There were repeated requests for a more creative solution which celebrated movement (“it’s bizarre that a museum of movement would cut off movement”) and the Rijksmuseum in Amsterdam was cited as a good example of what could be possible, with new opportunities for the public to see exhibits while maintaining out-of-hours security. Creative possibilities were identified around rotating doors or a turntable in the link building – “like the Gateshead Millennium bridge – people would come to watch it open!” and “the shadowy trains in the closed museum are far more atmospheric than when it’s open”.

Connections to existing communities

There has been an assumption that York Central should connect to surrounding communities but this was noted to have challenges:-

- The simple fact that people who are used to being disconnected from public movement may be suspicious of change
- Issues to do with alcohol and antisocial behaviour – new bars in York central leading to hen parties making noisy progress through surrounding communities
- Places which offer security (for example Holgate Community Garden) becoming open and routes for (pedestrian/cycle) through-traffic.

There was a broad point made that the development needs to provide positive benefits for existing nearby residents and needs to clearly spell these out. “You compromise. Part of this is “I’m not going to get that bit that I really want but I’m going to get that other bit instead”. There has to be a quid pro quo”. This applies to movement as well as other facilities.

Discussion of the proposed southern connection is covered in a separate document.

My York Central post-it tagging analysis

Movement (Week 4)

Tagging analysis

A total of 59 post-its were generated over the following sessions:

1. Transport and Access- Post-its from Tony May's Transport & Access workshop 11/04/2018
2. What makes a good cycle route
3. Post-its from guided ride with York Cycle Campaign, 14/4/18

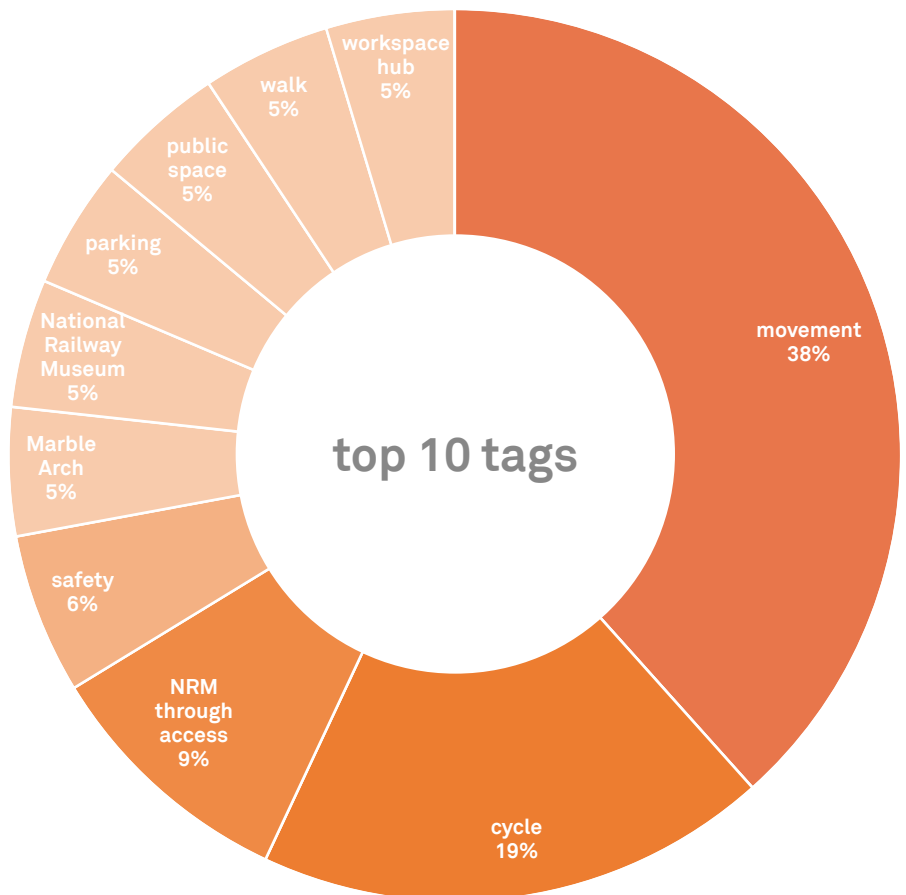
In total, 34 different tags were generated from the post-it notes. Each one of these tags is shown on the adjacent page with a number next to it, signifying how often it was tagged.

From the 59 post-its, 121 tags were generated in total.

The pie chart shows the ten most tagged words from the post-it notes. These tags make up 74% of the total tags generated, and are broken down into percentages.

'Movement' was the most popular tag for those post-its created at the workshop for Movement, with 33 tags altogether.

'Cycle' also proved to be a popular tag with 16 tags being associated with post-its. 'National Railway Museum through access' also became a priority for those who provided feedback on the post-it notes.



movement	33
cycle	16
NRM through access	8
safety	5
Marble Arch	4
National Railway Museum	4
parking	4
public space	4
walk	4
workspace hub	4
connected	3
Wilton Rise	3
business	2
bridges	2
cars	2
Leeman Road	2
segregated	2
streets	2
young people	2
delivery vans	1
equalities	1
future proof	1
green space	1
innovative	1
maintenance	1
modelling	1
offices	1
ownership	1
park and ride	1
rail	1
river	1
roads	1
seating	1
shared space	1

#NRMthroughaccessyorkcentral



#safetyyorkcentral



My York Central

Principles

Throughout the Festival of York Central there were some strong themes that could usefully underpin what happens next. There was a desire from many people to be actively involved throughout the development of York Central – from developing further ideas to co-design and community-led development. For York Central to be innovative, linked to city-wide change. For York Central to be underpinned by a ‘social contract’ to ensure the benefits of York Central are spread widely. To explore the ideas that came out of the Festival of York Central, read the Vision and Big Ideas.

These are principles that were so central to the public engagement response that they should underpin all future thinking on the proposals.

- 1. Ongoing community engagement:** For broad and open ongoing community engagement with the development process. The broad and open approach should also shape as far as possible the process of statutory approvals.
- 2. Identify issues and co-design solutions:** For community engagement to be based upon a continuity of conversation which allows for consideration of options, viability issues and creative design – in short a “grown-up conversation” where there is an invitation both to identify issues and to co-design solutions.
- 3. Shaped by future aspirations not current norms:** For the development on York Central to be bold and innovative, shaped by hopes and expectations for future urban living rather than current norms.
- 4. York Central as a lever for city-wide change:** For the development to be a lever for change across the city as a whole and to move forward in parallel with review and implementation of a widely-supported local plan.
- 5. A social contract for York Central:** For York Central to be developed in ways which spreads benefit, is underpinned up the city’s human rights ethos and is used to creatively address inequalities.

My York Central

Big Ideas

Over 3,500 post it notes. Over 30 events. Many conversations. All have fed into the My York Central: Big Ideas. To read the ideas in more detail and trace back their origins in the Flickr archive read the My York Central Vision.

1. Homes for living, not investment:

York Central should address York's housing inequalities, make a mixed community and build homes not holiday lets.

2. Exploit the benefits of high density:

High density should bring walkable access to shops, gyms, culture, entertainment, public transport and incredible roof top views. Identify these benefits collaboratively and design for them.

3. Build in low running costs through high standards:

Link low fuel bills and environmental sustainability through high building standards.

4. People, not more cars:

Whether people love and rely on their cars or want to see a car free York, there is one shared point of agreement: that York Central cannot add 2500+ more cars to York's roads. York Central should provide liveable streets and safe neighbourhoods for children to grow up, keep cars to the periphery, plan for quick and reliable public transport and prioritise direct routes for those on foot, bikes and with mobility aids.

5. Beyond zoning:

Work is changing. Work and life are often no longer zoned into 9am-5pm so why should our cities be? Plan for creative vibrant urban space by mixing up work, living and cultural buildings and spaces.

6. A community made through

exchange: York has enormous wealth, socially, culturally and financially. Use York Central to build a community that can build links between people to address inequalities through sharing and exchange.

7. A hub that catalyses York's creativity and innovation:

Amazing things are happening in York from media, science and technology and heritage. Develop a showcase and learning hub that challenges perceptions and fuels new ideas and networks.

8. Public spaces that enable people

to be collectively creative: Design indoor and outdoor public space and forms of collaborative governance that enable communities to take ownership and to cultivate lots of different activities.

My York Central Vision

Read more about how the Vision was produced and how it will be used, the Big Ideas summary of the Vision and the Principles for how York Central should develop from here. You can also read about how the My York Central work fits into the York Central Partnership's next steps on My York Central's blog [here](#).

York Central as an integrated part of York

The development of York Central should bring to York elements which it needs to function better as a whole – it should “add something extra” and avoid harmful impact on existing elements of the city.

- **Thinking City Wide:** Looking at patterns of life and work within the city as a whole, and how these can be helped to function better. How will York Central fit into a broad process of improving our current housing provision? What do we do well economically and how can York Central strengthen the city's economy and provide new opportunities? How can York Central's transport infrastructure help to shape city-wide integration and improvements in sustainability? So, if a broad, seamless public transport network is required to give an appealing alternative to car ownership, should we be looking at a “Transport for York” umbrella body in order to shape and coordinate it?
- **Combining different ways of knowing for change:** Gathering and combining different information in more subtle ways. This means, for example, combining transport modelling with people's own sense of their future behaviour. Yet this needs to be done not just as “knowing about: the current situation, it should be part of an active process which allows us to openly ask “what-if” and to consider change.
- **Heritage as creativity and innovation:** For the development to be informed by the past – of the city as a whole and of the site itself – but for this heritage significance (why the past matters in the present) to shape the development in creative and exciting ways.

A New Community on York Central

York Central is not just built form and space. There are examples in York where recent new developments are devoid of life and culture. The planning process needs to move beyond simply allocating land for development within a rational 3D structure. Placemaking needs to consider the narrative of the future place and to engage with people and society. This needs to be part of both the process and the physical form.

The process and form of development needs to provide for the lives that local people want to create there for themselves. Ongoing opportunities for them to shape and re-shape both the physical form (buildings and spaces) and the governance and financial structures (ownership and economy) need to be built into planning. The development should allow for how people want to live, not just reflect what we have done in recent decades.

- **Inspiring ideas that open up possibilities:** We should look for inspiration and practice elsewhere (for example Freiburg Vauban and Heidelberg Bahnstadt) for creative ways to deal with the management of car use and how this impacts on built form and the lives of inhabitants.
- **Creating a community to bring the York Central community into being:** We should be prepared to question accepted wisdom in respect of what brings value and marketability to development and should give consideration to the process of “buying in” to a type of community (in the way it has worked at Derwenthorpe). So, the basis for decision-making on car use/ ownership should move from whether we dare deviate from the status quo (“most people have cars, so we design residential areas for cars since moving away from this would result in resistance”) towards consideration of alternative possibilities (“there must be lots of people for whom a car-free neighbourhood this close to the centre would command higher house prices”).
- **Community-Led Approaches to Development:** We should ensure routes for a wide variety of tenures and built form, through community-led homes, investigation of CLT models and other innovative routes. This process should also investigate long-term affordability and how this can be ensured.
- **Positive benefits of high density through co-design:** We should explore a range of models for family housing which go well beyond “a house with a garden” and look at the benefits of higher density and high-quality shared facilities. One comment was that downsizing to a flat in York Central would only be a possibility if it was very, very nice. So, people considering downsizing or moving to York Central should be involved in briefing and designing for that quality.
- **Real and long term affordability:** Affordability was a key issue during the community engagement process. Many people question the official definition of ‘affordable’ and called for greater ambitions in targets. York Central may not be able to “cure” York’s housing affordability problem, but is can demonstrate a methodology to start to address it.
- **Public space which serves purposes:** Home extends beyond the front door, and public space must be thought of as a key shaping tool in creating neighbourhoods, both spatially and in terms of social value. Public space must balance being truly public, with encouraging “ownership” by neighbours and users. There should be a continuum of types of space from playstreets to hard-surfaced urban shared space, gardens and parkland to wilder areas which encourage wildlife. Public space does not, importantly, all have to be at ground level.

Mixed and Thriving York Central

Affordability (of housing and space for commerce) should facilitate the growth of a mixed community, one where a local economy can thrive with links to the city as a whole.

- **Mixed uses for a vibrant York Central:** The need to zone commercial development away from housing was questioned and there was much discussion about whether a vibrant urban area needs mixed development and mixed uses. One quote was to “think 3D” – suggesting there might be benefits in having shops, social and commercial at ground level, offices at first floor and flats above to avoid the ‘ghost town’ effect and drive life in the public realm.
- **Living + Working:** We should question the need to zone or separate living and working. Many small-ish creative businesses are both good neighbours to each other (as they often collaborate) and also good neighbours to other uses – including residential – as they create little nuisance. In fact there were benefits in having the kind of activity throughout the day and night that happens when work and homes are linked.
- **Ways to contribute beyond work:** Many people the future will simply not have jobs and they will be looking for creative ways of spending time and contributing and the design of the city should facilitate this, again pointing towards a mixed environment rather than one where work and homes are strictly zoned. There could be exciting possibilities for older residents wishing to have the option of inclusion within economic life, with the option to “invest” capital or time (or both) in neighbourhood economic activity.

- **Graduates need affordable housing too:** Keeping graduates is seen as crucial to growing York’s own talent. Without affordable places to both live and work, graduates will be unable to afford to take necessary business risks, and there will be too great a hurdle to jump in terms of getting starts ups happening. Affordable housing is not just a “housing” issue, but has an impact on economic activity.

The new community on York Central will be dynamic. From the simple fact of long-term development (a scheme which may take 20 years of more to complete) through to uncertainties about future trends in transport or employment, the process and physical form should “leave open doors” for different narratives and opportunities. So, for example:-

- **Open Source Planning:** A popular idea from David Rudlin’s talk on Grow Your Own Garden City was open source planning where a planning authority could pre-approve a variety of possible uses for people’s homes so they could turn them easily into small scale workspaces (open a hairdresser / set up an office).
- **Neighbourhood Planning?:** This is an issue which leads immediately to consideration of Neighbourhood Planning – what will be the status of York Central, and how will neighbourhood planning issues be dealt with as the community develops?

Learning and Working on York Central

Through the public engagement process it became clear that the nature of York’s educational and commercial infrastructure – with two universities and a hugely successful creative industry network – offered opportunities to consciously build new physical and organisational structures which would drive a new phase of economic and cultural development. This would be a high-density mixed development within walking distance of the station (and sufficiently compact to be largely walkable within) where people could live and work.

- **Build for local business growth:** It was also clear that there is a need both for provision for new businesses (supported shared space or incubator provision) and medium-sized growing businesses (10-12+ staff) in order for existing networks of interdependence to develop and grow.
- **Large employers – but not as a primary driver:** This does not rule out new larger employers moving in to York Central, but it suggests that these incomers should not be the primary drivers in terms of the shaping of development.

Another issue which has been highlighted by the community engagement process is that of drawing creative contributions (whether formal or informal, paid or unpaid) together.

- **Plan for community-led activity:** As seen in the The Life Sized City film series, community initiatives can make use of unused or under-used urban space to bring activities that would otherwise be excluded by strict zoning. York Central should be a place where there are always exciting and creative things going on.

- **Hubs for activity:** This requires spaces where things could happen and would include places which could provide venues for lunchtime talks and films, places for broader thinking and debate open to all. Libraries were often seen as “anchors” for this type of activity but it has a breadth which goes well beyond the conventional definition.
- **Provide creative space for young people:** Various bodies including Explore York already provide creative opportunities for young people but these could be expanded within a richer infrastructure which includes local creative practitioners and the universities.

A Social Contract for York Central: Spreading benefits, underpinned by human rights and creatively addressing inequalities

York Central should build upon York’s tradition of pioneering development (with New Earswick, radical 1940’s housing and JRHT’s Derwenthorpe) to ensure a new community which addresses human rights and inequalities. Processes of development should ensure wherever possible that houses become homes rather than investments. Affordable public transport should ensure that access across the city is available to all, and as far as is possible at all times. Creative approaches could be developed to enable intergeneration ‘circular economy’ exchanges of resources of time, expertise and capital.

- **A “Social Contract” to spread benefit:** Careful consideration of the process of development in relation to neighbouring communities and implementation of a “social contract” which allows existing communities to benefit from, and contribute to, York Central itself. For example can community infrastructure be located where the development meets existing communities – or even within those existing communities – to forge links and ensure a fair distribution of benefits of investment? How might community-led development approaches enable people to share time, expertise and financial resources to open up shared benefit.
- **Prioritise pedestrians and cycle users:** Transport infrastructure should reflect the agreed hierarchy of priorities in York where there are rewards for those choosing not to use cars. This means good, direct routes for pedestrians, those with specific mobility needs and

cycle users. Space is always limited but planning should ensure these highest priorities are allocated adequate space, minimising the conflicts which occur (for example between pedestrians and cycle users) when space is cramped. Routes for pedestrians and cycle users should be safe at all times and in all seasons.

- **Playful and social streets:** Transport infrastructure should be designed to facilitate the safe use of public realm by everyone. Car movement and parking should not impinge upon use of streets for play or social activity. All streets adjacent to homes or separating homes from green space should be “liveable streets”.
- **Sustainability and affordability should go hand in hand:** Quality of construction and environment should benefit everyone. Equally-high standards of energy-efficiency should apply throughout, so that those in most need have low fuel bills and avoid fuel poverty, and high standards of construction should protect all from noise nuisance. Low car use should ensure good air quality
- **Community benefit – for existing and new communities:** The entire development should be designed so that investment benefits existing neighbouring communities. Overall connectivity improvements should balance any additional burdens imposed by incoming population (residential or commercial). The overall value of the development should always be the guide in respect of viability of provision of community benefit. This takes us back to the idea that York Central should be guided by a ‘social contract’ that benefits new users of the area, bordering communities and indeed the whole city.

5.5 Summary of respondent data (Commonplace questionnaire)

Those who responded to the questionnaires on the dedicated Commonplace engagement website for York Central, and the hard copy versions at the event, were asked to provide details about themselves.

This section analyses the data provided by respondents and includes information about their gender and age group, their preferred mode of travel around York, their connection to York, and information about their aspirations for the York Central site.

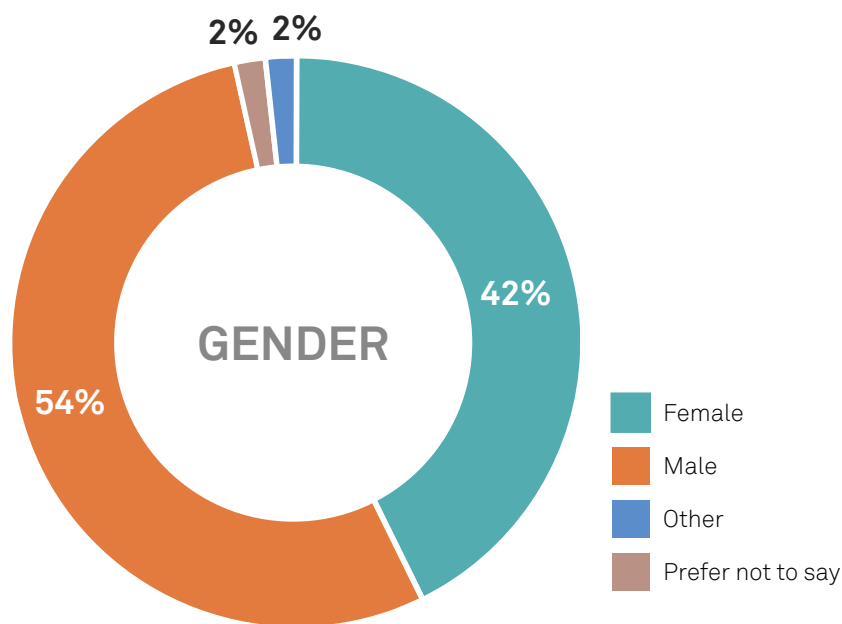
Respondents were given options to select from, and could only select one option per question.

The results are shown in the infographics on the following pages.

Gender

Respondents were asked to select their gender. 54% of those who responded identified themselves as male, and 42% identified themselves as female.

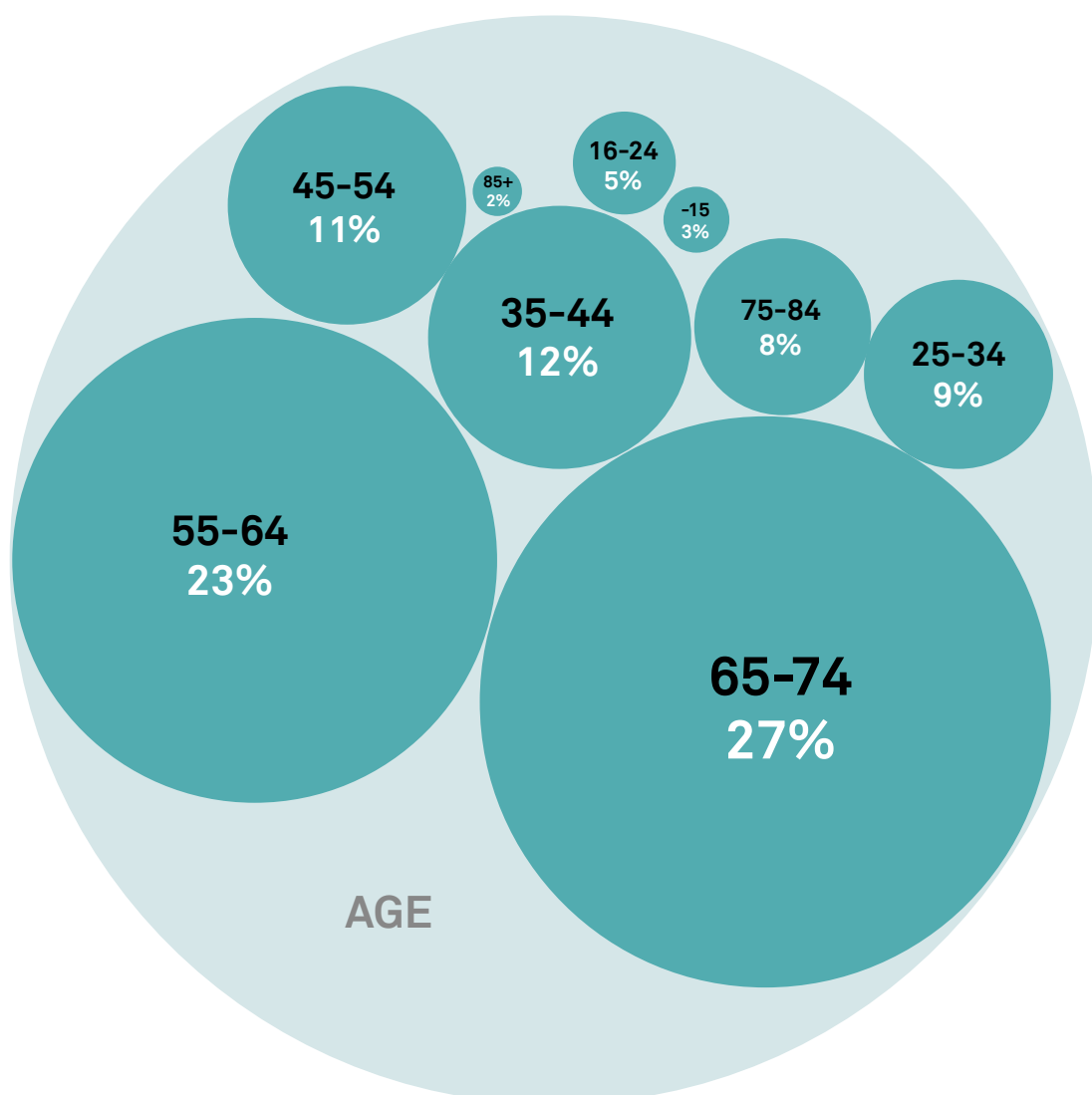
2% of those who responded selected "Other" and 2% preferred not to say.



Age

Respondents were given a selection of age ranges in which to categorise themselves.

Those between the ages of 65 and 74 made up the highest percentage of respondents, followed closely by those in the 55 to 64 age range. Those between the ages of 16 and 34 made up 14% of the total respondents.



Mode of travel around the area

Walking was indicated to be the most popular way of travelling in and around the York area.

Travelling by bus also proved to be a popular mode of transport with 19% of respondents suggesting that this is how they would normally travel. Driving a car followed shortly behind with 17%.

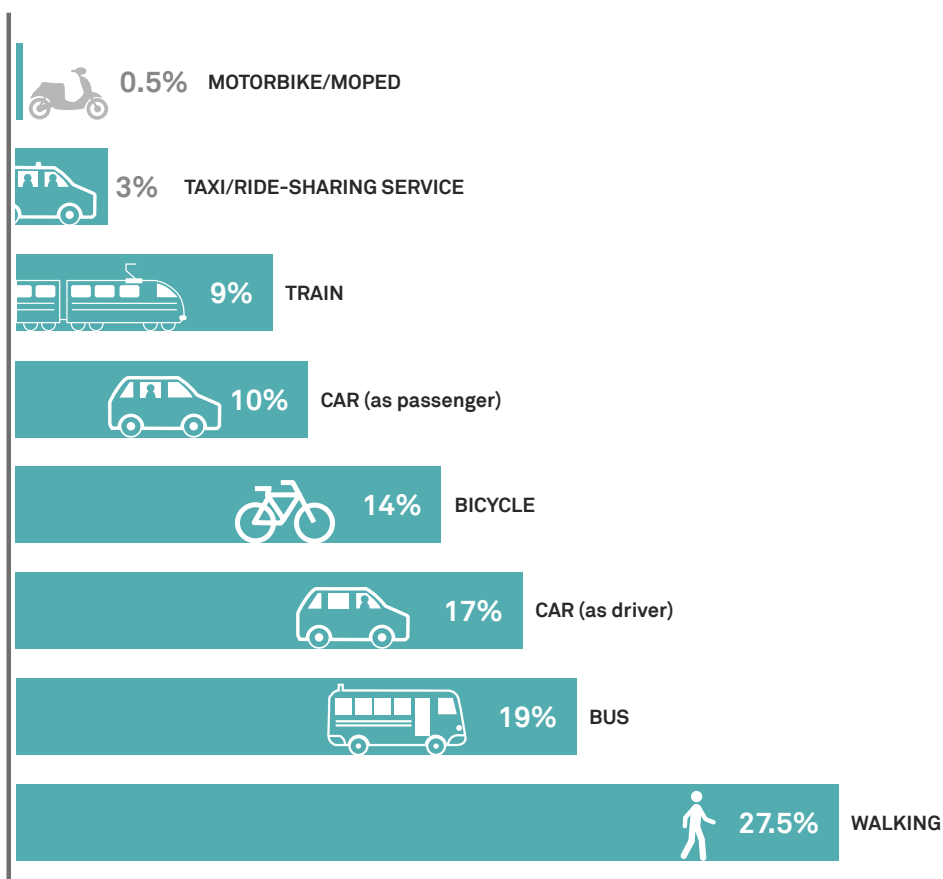
Those who cycle around the area comprised 14% of respondents, and those who travel as a passenger in a car made up 10% of respondents.

9% of those who responded suggested they used the train to travel in and around the area.

Taking a taxi or using a ride-sharing service did not prove as popular compared to other modes of transport with 3% of respondents suggesting this is how they travel.

However, the least popular mode of transport amongst respondents is by motorbike or moped. Only 0.5% of respondents selected this as their normal way of travelling in and around the area.

How do you normally travel in and around the area?



Connection to York

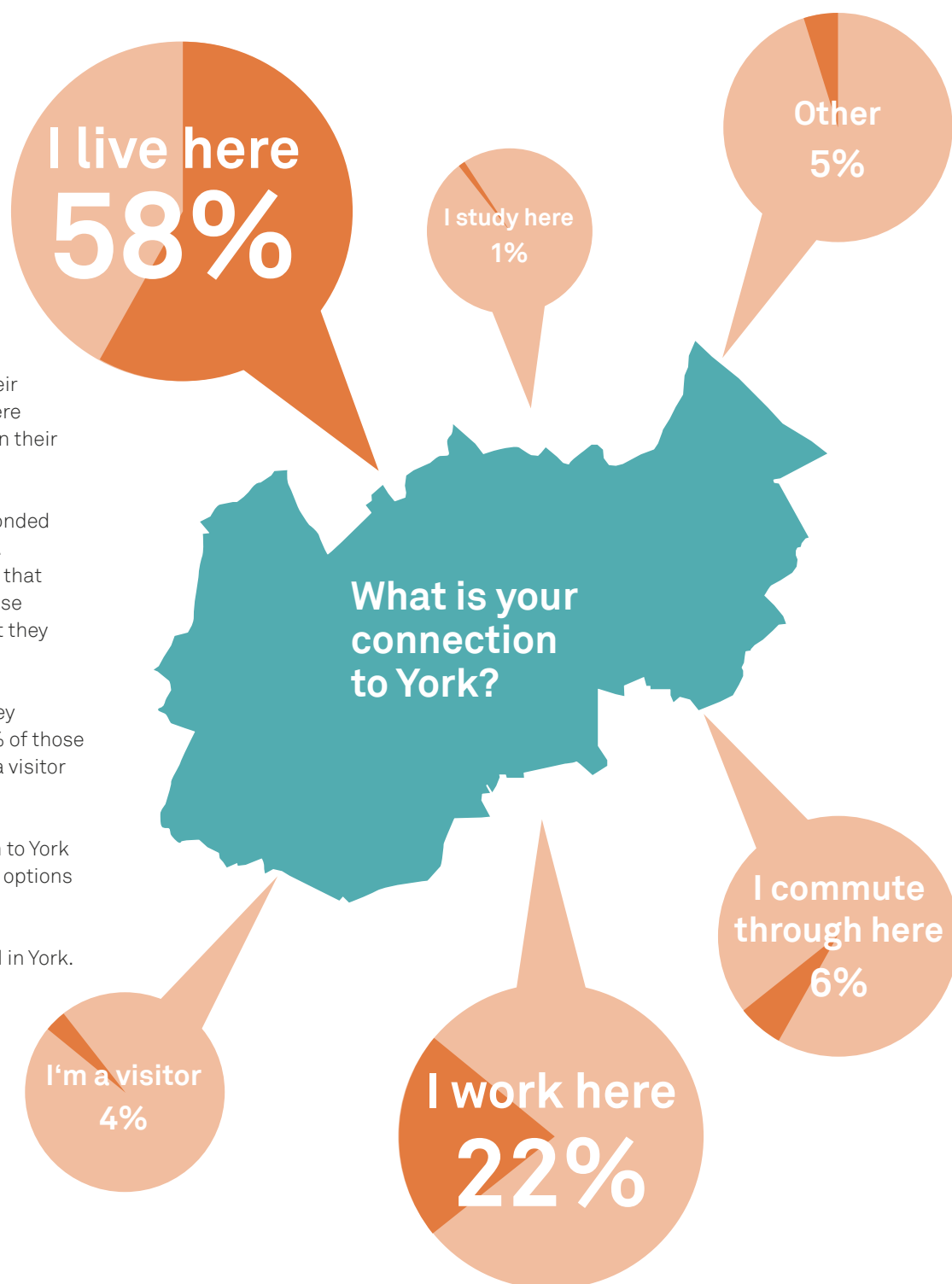
We asked respondents what their connection to York was. They were able to select multiple options in their response.

The majority of those who responded indicated that they lived in York. 22% of respondents responded that they worked in York, most of these respondents also indicated that they lived in York too.

6% of respondents said that they commuted through York and 4% of those who responded said they were a visitor to York.

5% stated that their connection to York was something “other” than the options given.

Only 1% of respondents studied in York.



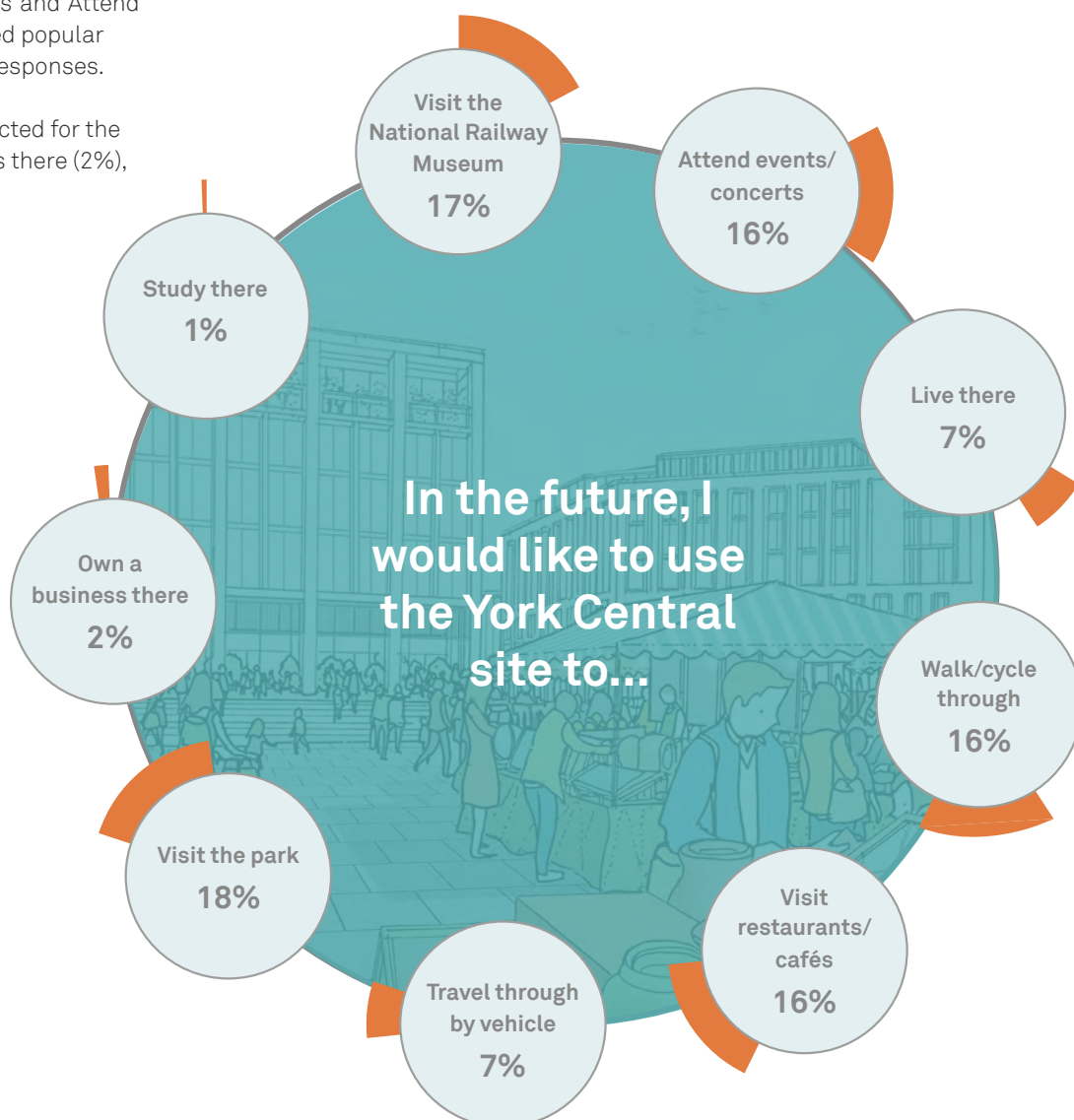
Using York Central in the future

Respondents were asked how they would want to use the York Central site in the future, and were able to select multiple choices.

The most popular activity people chose was to 'Visit the park' which comprised 18% of responses. This was closely followed by 'Visit the National Railway Museum,' which comprised 17% of responses.

Both 'Visit restaurants/café's and 'Attend events/concerts' also proved popular choices, each with 16% of responses.

The least popular uses selected for the site were owning a business there (2%), and studying there (1%).



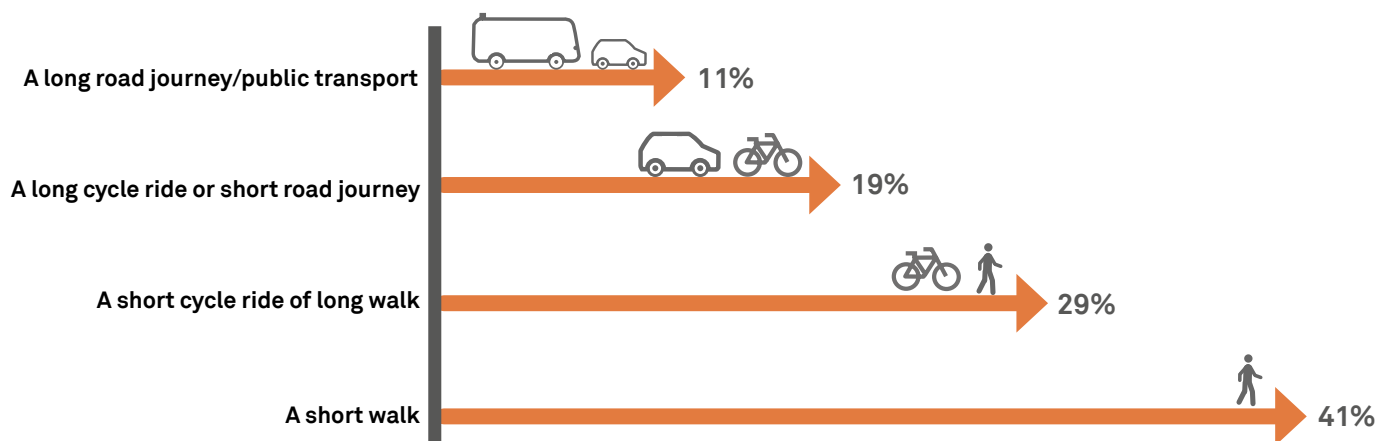
Distance from York Central

Respondents were asked to identify from a list of options, how far they live or work from the York Central site.

Most of those who responded suggested that they lived or worked a short walk from the site.

Only 11% of respondents said they lived or worked a long road journey, or public transport route from York Central.

Roughly how far do you live/work from the York Central site?



5.6 Overview of Commonplace feedback

Overview

This section provides a summary of the analysis of Stage 3 consultation feedback. The summary of topics arising are structured according to the main headings identified in the exhibition as follows:

- Vision;
- Movement;
- Landscape and environment;
- Design and heritage;
- Land uses; and
- Other topics.

A summary of feedback has been provided under each heading, and is broken down into the varying response methods, which include:

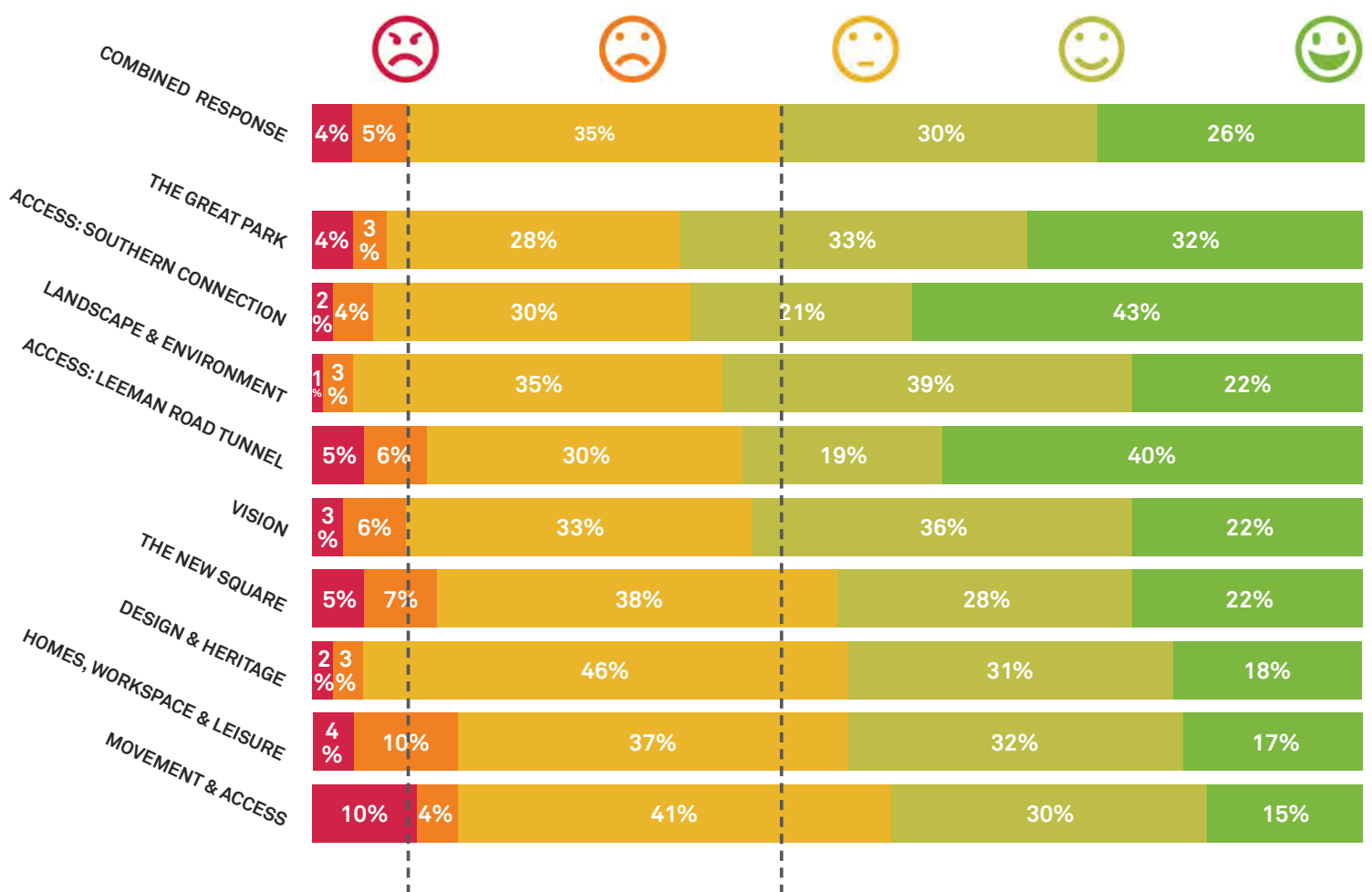
- Commonplace overall response analysis
- Commonplace question response analysis (if applicable)
- Commonplace additional 'freeform' comment analysis.
- My York Central feedback (taken from Open Briefing documents)

Overarching response

The following graph summarises the relative level of approval for each of the topics identified in the Stage 3 consultation. The top line ("combined response") collates all of the responses to give an overall sense of the response to the proposals (effectively an average for the purposes of comparison).

Key statistics can be summarised as follows:

- For six of the nine topics, 50% or more of the responses were happy or very happy. The average figure was 56%. Movement and Access, Homes Workspace and Leisure and Design and Heritage all scored lower this, but no less than 45%.
- The proportion of negative responses was very low - an average of 9% and no higher than 14%. Taken as a whole, this represents a very positive response to the emerging masterplan.
- There was a relatively high proportion of "neutral ratings" - an average of 35%, and a maximum of 46%.
- On balance, and based on the sentiment of the MYC conversations, it is anticipated that these neutral comments reflect a desire to see more definitive information or more detailed proposals relating to traffic and access and design proposals.
- In effect, the objective is to convert a significant proportion of the neutral feedback into more positive sentiment as the scheme progresses to planning.



Graph illustrating a summary of the “smiley face” questions which explored overall approval of the main principles and proposals

5.7 Summary of feedback and responses

The following pages describe in greater detail the feedback received in relation to each of the key topics for York Central. The topics are as follows:

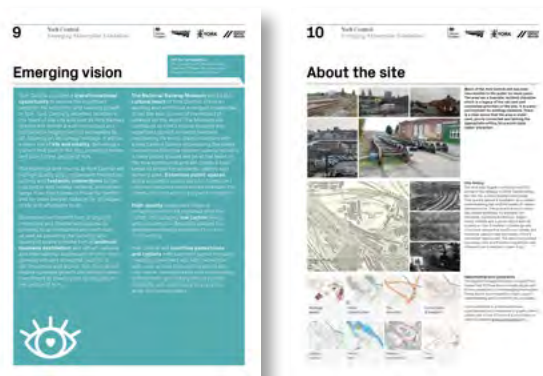
- Vision
- Movement
- Landscape and environment
- Design and Heritage
- Land uses

Feedback is also provided for other topics, including:

- St Peter's Quarter

The full set of the exhibition boards can be found [here](#).

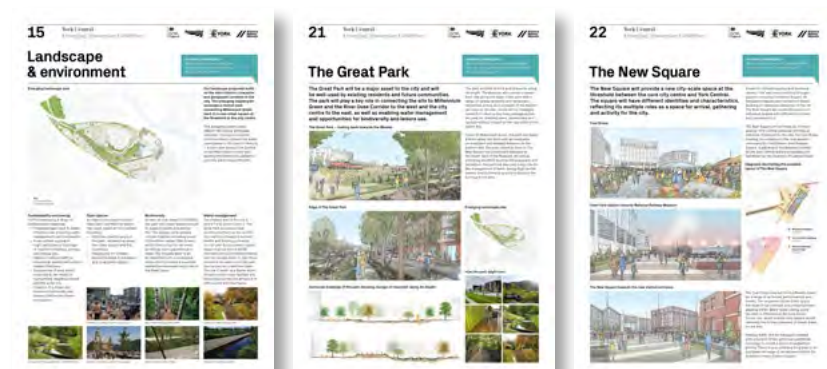
VISION



MOVEMENT + ACCESS



LANDSCAPE & ENVIRONMENT + SPACES



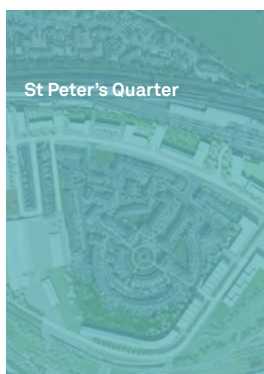
DESIGN & HERITAGE



LAND USES



OTHER TOPICS

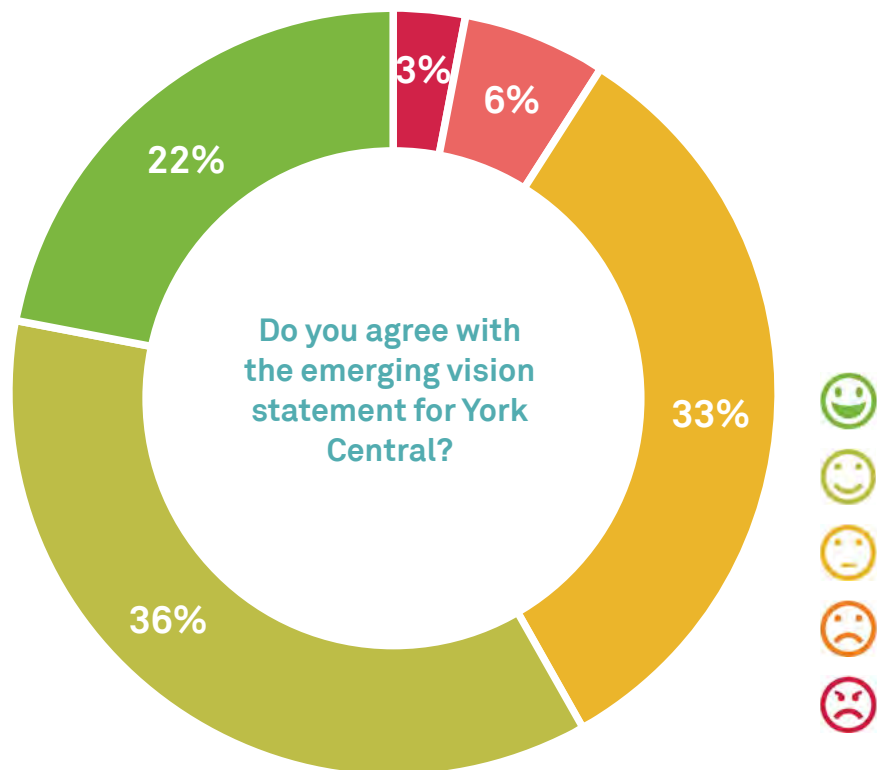


5.7.1 Vision

Emerging vision (Board 9)

Questionnaire - Overall response

The response to the Vision was largely positive, with 58% of respondents expressing that they are happy or very happy with the current vision. 9% of respondents suggested they were unhappy or very unhappy with the vision and 33% were neutral.



Priorities

Respondents were asked which elements of the emerging vision statement are priorities.

'Affordable homes' was the highest priority for those who responded. Other priorities which were selected most frequently were to 'prioritise walking and cycling,' and 'well-connected sustainable neighbourhoods,' and a 'public park for events and recreation,' as well as 'sustainable and low-carbon living,' and 'high quality buildings that respond to setting' and provision of a 'range of homes'.

"Which elements of the emerging vision statement are priorities?"

York Central provides a **transformational opportunity** to realise the significant ambition for economic and housing growth in York. York Central's excellent location in the heart of the city and next to York Railway Station will deliver a well-connected and sustainable neighbourhood accessible to all. Drawing on its railway heritage, it will be a place full of **life and vitality**, delivering a vibrant new part of the city, providing homes and jobs for the people of York.

The buildings and spaces at York Central will be high quality and complement the historic setting and **fantastic connections** to the city centre and railway network. Homes will range from first homes to those for families and for older people, suitable for all stages of life and affordable to all.

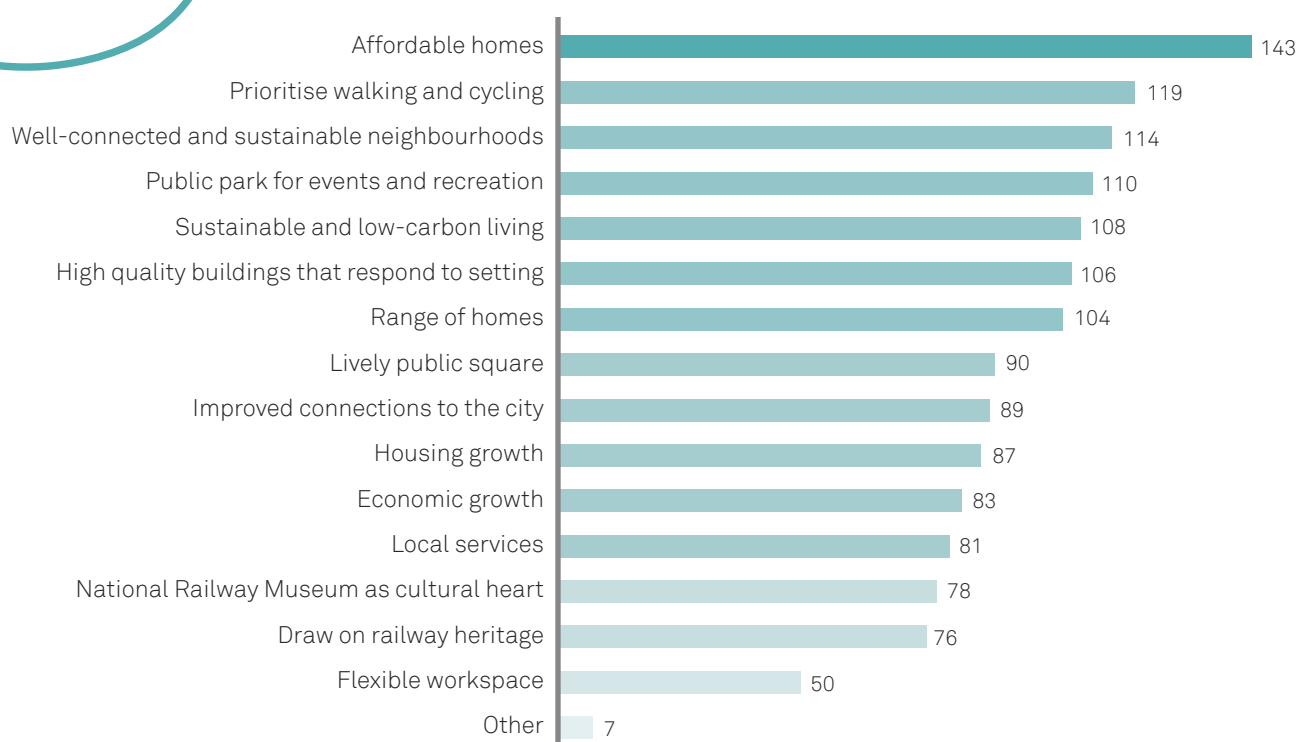
Businesses will benefit from a range of innovative and flexible workspaces for growing local companies and start-ups, as well as providing the capacity and quality of space to make York a **landmark business destination** and attract national and international businesses around York's growing industry strengths, such as in rail, insurance and digital. York Central will enable business growth and attract inward investment to create good quality jobs for the people of York.

The National Railway Museum will be the **cultural heart** of York Central. It has an exciting and ambitious emerging masterplan to tell the epic stories of the impact of railways on the world. The Museum will contribute to York's tourist industry with significant growth in visitor numbers discovering its world-class collection with a new Central Gallery showcasing the latest innovations from the modern railway industry. A lively public square will be at the heart of the new community and will create a bold sense of arrival for residents, visitors and workers alike. **Extensive public spaces** and a wonderful public park for formal and informal cultural events will be available for community interaction, play and recreation.

High-quality digital and physical infrastructure will be provided from the outset, encouraging **low carbon** living and providing the flexibility needed for sustainable energy solutions fit for the 21st century.

York Central will **prioritise pedestrians and cyclists** with excellent public transport, creating convenient and safe pedestrian and cycle access through the site to the city centre, railway station and surrounding communities and linking into city-wide footpaths and cycle ways, to enjoy the wider York environment.

Draft vision statement (Stage 3)



Response - #1

The draft vision statement received a good level of support. There are some opportunities to refine specific elements of the wording as set out in the following table.

The feedback arising under the “other heading” has been picked up in relation to the more detailed masterplan and supporting strategies / assessments as part of the planning application as noted below.

Additional comments

Respondents were asked to provide any additional comments they had about the emerging movement strategy.

141 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. Comments on this topic were very varied, reflecting the range of ideas presented on the Emerging vision exhibition board. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Affordable housing needs to be genuinely affordable**

A frequently raised concern amongst respondents is the definition of affordable, and the need for affordable housing to be genuinely affordable for those who live and work in York. Two respondents raised the need for affordable rental homes as well as affordable homes to buy. Many respondents believe the government definition of affordable will not be affordable for the majority of those who live in York. Others are first time buyers who would like to be able to purchase a property within York Central.

Response 1.1 – The approach to affordable housing is based on the policy target as set out in the Planning Statement and Affordable Housing Statement.

Focus on sustainability

One of the most frequently mentioned priorities for respondents was the need for York Central to prioritise sustainability. Suggestions frequently included the incorporation of sustainable features in buildings, such as green roofs, solar panels and good installation. Some suggested the development should be going further in terms of its sustainability, ensuring all houses are zero carbon. Another respondent suggested “using recycled materials where possible and otherwise locally sourced materials.”

Response 1.2 – A framework for sustainability is provided in the Sustainability Strategy with guidance in the Design Guide.

“Do you have any other comments about our priorities for the emerging vision?”

Support for the vision

Many respondents responded positively to the vision. One respondent stated that they “strongly agree with the Emerging Vision”, and another said “seems to be a super concept.” Another respondent suggested the vision was generally positive, but “the devil is in the detail.”

Response 1.3 – These points are noted. YCP are pleased to receive positive comments on the Vision for York Central, set out in the Planning Statement.

Need for bus station / transport interchange

A frequent comment was about the lack of a bus station or transport change in the design, which respondents feel would “replace rather chaotic arrangements outside the railway station.”

Response 1.4 – Although the proposals for the front of the station are outside the scope of the application, the designs (delivered by others) are being considered in an integrated way within the Masterplan proposals. This approach is summarised in the Design Response section of the Design and Access Statement.

Need to improve York’s traffic transport arrangement issues

Many respondents mentioned the need to sort out York’s road infrastructure and implement good traffic management systems. Many raised issues in relation to current congestion in York. A few respondents suggested that the current plans do not do enough to help these issues, and do not provide enough infrastructure for the site.

Response 1.5 – This is noted. The Transport Assessment and Travel Plan explain the sustainable approach to movement in York Central and impact on traffic (including mitigation).

Restrictions needed on buy to lets

A number of respondents raised issues in relation to buy-to-lets, or investment properties for those who live outside of York. Respondents mentioned the high number of vacant properties which already exist in York, and that restrictions should be put in place to prevent this happening to properties within York Central.

Response 1.6 - This is noted and the applicant is considering the broader approach to housing as part of the overall approach to delivery.

Prioritise/improve public transport

A number of respondents mentioned the need to prioritise or improve public transport, primarily the number of trains and frequency of buses at all times of the day. Some mentioned that this would help reduce dependency on cars.

Response 1.7 - This is noted and the applicant will continue to progress discussions with Public Transport partners. Improvements to the public transport connectivity of the York Central site are discussed in the Design and Access Statement.

Consultation/exhibition material not clear enough

Some respondents felt that the consultation and exhibition material was not clear enough regarding the proposals, with many left with further questions about what is happening. Another respondent suggested there was too much jargon such as “busgate”, and that certain elements were not explained properly.

Response 1.8 - The complex nature of the scheme is appreciated and YCP has provided further clarity as part of Stage 4 of the process.

Lack of incorporation of local services/facilities

A number of respondents raised concerns about the lack of local services shown on the plans, such as doctors surgeries, dentists, a hospital, schools, sports or gym facilities, and a community hall/centre. One respondent mentioned the need for data connections, such as fibre optics, to be incorporated into proposals.

Response 1.9 - The approach to community uses and infrastructure is considered in the Planning Statement, chapter 13 of the Environmental Statement (Volume 1) and discussed in the Design and Access Statement.

Prioritise pedestrians and cycles

A number of respondents supported or reiterated the need for proposals to prioritise pedestrians and cyclists. This was often raised in relation to encouraging a sustainable development. It was also noted that pedestrian and cycleways should take account of different levels of mobility.

Response 1.10 - This is a core element of our proposals. See Design and Access Statement and Design Guide.

More affordable/social housing needed

Many respondents noted the need for more than 20% affordable housing in the proposals. Some respondents stressed the need for some of this to be social housing.

Response 1.11 - As set out in the Planning Statement / Affordable Housing Statement, the approach is informed by the policy position. Further detail will be considered by YCP as part of the overall strategy for delivery.

York Central should not detract from city centre

Some respondents expressed concern that York Central might detract from the city centre. In particular, people noted that hotels, cafés and restaurants need not be provided in the new development, as there are already plenty in the city centre. Another respondent expressed concern about the ‘lively spaces’ detracting from the city centre “so the shops will die/continue to die.” Another respondent said that the “city centre should maintain pre-eminence over York central and so will itself need further investment.”

Response 1.12 - The amount of uses has been carefully considered as set out in the Town Centre Uses Statement.

Connectivity with wider city/surrounding neighbourhoods needed

A number of respondents noted the need for the development to have good connectivity to surrounding neighbourhoods and the wider city. One respondent said they felt this was important, as “otherwise, it risks becoming a rich, high-status area that the existing areas feel excluded from.” One respondent expressed concern about the site being bounded by railway lines, fearing it will become a “ghost town,” noting that York Central needs “to be a place people would visit and walk through.”

Response 1.13 - The proposals support integration with the wider city as articulated in the Design and Access Statement.

Prioritise local people

A number of respondents noted the need for York Central to prioritise local people, instead of trying to attract tourists. Respondents suggested homes and jobs should be for local people, and a wider cultural offer to encourage local people to return regularly.

Response 1.14 - The scheme supports a balanced approach as discussed in the Design and Access Statement.

Support for provision of green spaces

Many respondents were positive about the idea of green spaces throughout the masterplan, in particular the Great Park. One respondent suggested more green space was needed, and more trees planted, as this “helps with flood prevention, air quality and general atmosphere.”

Response 1.15 - This support is noted. This is discussed in the Design and Access Statement.

Masterplan must integrate with the city centre

Some respondents noted the importance of ensuring York Central’s connectivity with the city centre “to encourage residents and visitors to experience the whole centre”. One respondent felt that “no attempt has been made to secure a direct connection to the centre of York” in the proposals.

Response 1.16 - The proposals identify a number of opportunities to stitch the site into the city. This is discussed in the Design and Access Statement.

Build/draw on York’s industrial/railway heritage

A number of respondents supported and reiterated the need to draw on York’s railway heritage. One respondent said York Central should “reflect past but as a foundation for a strong future so not backward looking.” Another respondent said drawing on the railway heritage should be a priority, and another simply noted that “heritage is key”.

Response 1.17 - This is a key element of the scheme. Approach is set out in the Design Guide and is discussed in the Design and Access Statement.

Please give consideration to York Bridge Club

A number of respondents are regular attendees of York Bridge Club, and mentioned that consideration should be given to the Club in development of the plans. In particular concern was noted about the loss of their car park, or need for additional parking spaces for members.

Response 1.18 - This is noted and will continue to be considered in relation to the improved southern connection for pedestrians and cyclists at Chancery Rise or Wilton Rise.

Dislike of name(s)

A few respondents shared their dislike of names used in the development, in particular ‘York Central’. One respondent said it was confusing as it is also name of a constituency. One respondent suggested calling it ‘Holgate Beck’. Another suggested that the names for ‘New Square’ and ‘Great Park’ are “dull” and “anywhere” and suggested a competition to name each.

Response 1.19 - Noted. Names have been used to help characterise the proposals (See Design and Access Statement and Design Guide) and to aid navigation through the application but names are not fixed or decided at this stage.

Need for high quality design

Some respondents recognise the need for high quality design, both in the masterplan and architecture. One respondent mentioned that they “would like to see the worlds leading architects enter a competition to design the plan” and that “21st century design will make business want to move in and business and jobs will make York secure for the future.”

Response 1.20 - Noted. The approach to design is discussed in the Design and Access Statement and set out in the Design Guide.

Attract high quality businesses and jobs

Some respondents considered it a priority that the development attract business which will provide high quality jobs. One respondents suggests to “advertise the plan nationally and internationally to attract high quality companies which will provide good jobs.” Another respondent believes there needs to be “more emphasis on business” in the vision.

Response 1.21 - Enterprise is a key element of the project and part of the YCP Vision.

New development needs to reflect York architecture/heritage

Respondents noted the need for designs to reflect York’s history and industrial/ railway heritage. One respondent wants to see as many of the old railway buildings kept as possible, citing King’s Cross as a good example of where this has worked. One respondent expressed concern at the current designs for the “commercial area and new square” because they are “not remotely in keeping with the historic nature of the city.”

Response 1.22 - The design approach is discussed in the Design and Access Statement and the approach is set out in the Design Guide. Since Stage 3, we have been working closely with

CYC and Historic England to develop a distinctive character of the commercial area and public spaces, and “Yorkness” as a whole.

Concerns regarding pollution

Some respondents expressed concern about pollution on site, noting a desire for this to be improved if possible. One respondent queried whether CO2 emissions would be monitored during construction, and if emissions would be compensated by planting trees.

Response 1.23 – Details are provided in chapter 7 of the Environmental Statement Volume 1.

More family homes needed

Some respondents noted that there is a real need for family homes in York. One respondent mentioned that families currently have to move out of the centre if they wanted to grow their family and have a garden.

Response 1.24 – Noted – family homes form part of the indicative mix supported by the scheme. This is discussed in the Design and Access Statement.

Too much commercial space provided/ not enough demand

Some respondents mentioned that there are a number of empty commercial units in the city centre, or units which have been converted into other uses such as residential, denoting a lack of demand for commercial office space. They therefore consider there to be too much provision for commercial space in the proposals for York Central.

Response 1.25 – The scheme responds to the Enterprise Zone designation which is a priority for the City. A balance between residential and commercial uses is supported by the application.

Question over how MP will be implemented/afforded/controlled

Some respondents questioned how the masterplan would be delivered, fearing that the council would not be able to “impose a master plan strategy that ensures that the use mix is adhered to and the built development is all cohesive, rather than developers cherry-picking the best sites and following their own (often competing) goals.” Another respondent likewise queried how the development would be funded, and another noted that “public money must be put into it and commercial considerations secondary”.

Response 1.26 – YCP is developing a delivery and governance strategy which will manage these issues. The Design Guide document in combination with the Parameter Plans and Development Specification forms the basis of the “control documents” for the future implementation of the planning application.

Support/prioritise independent businesses and SMEs

Some respondents expressed a desire for York Central to support, prioritise and encourage independent retailers, and SMEs and start-ups, favouring these over “huge corporate chains.”

Response 1.27 – This is noted. The application embeds a diversity of spaces and types of unit (see Design Guide) and future delivery strategy will help to manage the approach.

King’s Cross as best practice

A few respondents mentioned King’s Cross as a “good example of the possibilities” where there are “lessons to be learnt”. Another respondent noted “a fine example is Kings Cross with Central St Martin’s at its heart” as a way of encouraging younger people onto the site.

Response 1.28 – This is noted and welcomed. Inspiration has been taken from Kings Cross.

Scepticism over impact of consultation process

Some respondents believe that the consultation process is a “waste of time” as the development is a “done deal”. One respondent mentioned that the consultation is “just a farce to keep us quiet” and everything had been decided.

Response 1.29 – The SCI describes how the detail of the scheme has progressed in response to Stage 3. Feedback has been constructive and helpful.

Focus on education

Respondents suggested the need to incorporate educational institutions into the masterplan in order to encourage more young people into the area, which is good for local business.

Response 1.30 – The Development Specification and parameter drawings allow this flexibility in the proposals.

Desire for lots of trees/planting

A number of respondents expressed their desire for lots of trees and planting within the site. Some mentioned this would be beneficial for air quality, flood prevention and creating a pleasant environment.

Response 1.31 – This is supported in the scheme (see Design Guide and Design and Access Statement).

#	MYC Feedback from Stage 3	Response
BIG IDEAS:		
2	My York Central prepared a summary of the main “Big Ideas” for York Central. These ideas permeate the more detailed feedback as set out in following sections, but also form a commentary on the overarching vision for York Central.	These ideas are an exciting and positive response to the masterplan material. The applicant has considered and responded to the points as identified below.
3	Homes for living, not investment: York Central should address York’s housing inequalities, make a mixed community and build homes not holiday lets.	The VISION STATEMENT (see Planning Statement and Design Guide) makes clear reference to the provision of a range of homes which are affordable to all. The specifics are set out in the Affordable Housing Statement. There is potential for further clarity through a clear identification of an approach to housing strategy through any forthcoming DELIVERY / GOVERNANCE STRATEGY (beyond the planning application).
4	Exploit the benefits of high density: High density should bring walkable access to shops, gyms, culture, entertainment, public transport and incredible roof top views. Identify these benefits collaboratively and design for them.	This is a helpful statement and a welcome view from the perspective of the emerging masterplan. No change required to the VISION STATEMENT but opportunities to highlight these opportunities and benefits are captured in the scheme alongside positive reference to how these benefits can be integrated in the PLANNING APPLICATION
5	Build in low running costs through high standards: Link low fuel bills and environmental sustainability through high building standards.	Reference to low running costs alongside existing energy reference has been added to the VISION STATEMENT (see Design Guide).
6	People, not cars: Whether people love and rely on their cars or want to see a car free York, there is one shared point of agreement: that York Central cannot add 2500+ more cars to York’s roads. York Central should provide liveable streets and safe neighbourhoods for children to grow up, keep cars to the periphery, plan for quick and reliable public transport and prioritise direct routes for those on foot, bikes and with mobility aids.	The VISION STATEMENT includes very positive sentiment in relation to sustainable movement patterns. The Transport Assessment and Travel Plan articulate the approach to movement. The applicant will continue to progress discussions with Public Transport partners and the local authority.

#	MYC Feedback from Stage 3	Response
7	<p>Beyond zoning: Work is changing.</p> <p>Work and life are often no longer zoned into 9am-5pm so why should our cities be? Plan for creative vibrant urban space by mixing up work, living and cultural buildings and spaces.</p>	<p>This rich mix is incorporated in strategic terms in the VISION STATEMENT. The Design Guide articulates the positive approach to mix for each character area in support of the land use parameter plans.</p>
8	<p>A community made through exchange:</p> <p>York has enormous wealth, socially, culturally and financially. Use York Central to build a community that can build links between people to address inequalities through sharing and exchange.</p>	<p>This sentiment is included and supported through the approach to spaces and buildings (see Design Guide). The planning application provides further specific illustration of the kind of place that could be created and how this will be achieved. There is also potential for the strategic approach to workspace to be included in a future DELIVERY STRATEGY.</p>
9	<p>A hub that catalyses York's creativity and innovation:</p> <p>Amazing things are happening in York from media, science and technology and heritage. Develop a showcase and learning hub that challenges perceptions and fuels new ideas and networks.</p>	<p>More specific reference has been added to the VISION STATEMENT. The planning application will provide further specific illustration of the kind of place that could be created and how this will be achieved. There is also potential for the strategic approach to workspace to be included in a future DELIVERY STRATEGY.</p>
10	<p>Public spaces that enable people to be collectively creative:</p> <p>Design indoor and outdoor public space and forms of collaborative governance that enable communities to take ownership and to cultivate lots of different activities.</p>	<p>The emphasis on public space is part of the emerging VISION STATEMENT and reference to creativity has been added.</p>

#	MYC Feedback from Stage 3	Response
KEY PRINCIPLES:		
10	The MYC exercise identified a set of five principles which are considered fundamental to the overall approach as the project moves forward. This feedback overlaps with some of the more detailed topic areas but is relevant to the vision and strategic approach as a whole.	These principles have potential to influence and refine the ongoing approach to community engagement.
11	1. Ongoing community engagement: For broad and open ongoing community engagement with the development process. The broad and open approach should also shape as far as possible the decision-making processes.	<p>The applicant remains committed to an ongoing engagement process as the scheme moves forward. This has included a series of targeted engagement sessions in response to the outcomes of the Stage 3 process which have taken place in advance of the submission of the planning applications.</p> <p>Beyond the more formal consultation statutory consultation associated with the determination of the applications, there will be further opportunities to shape the direction of more detailed design work associated with future reserved matters applications.</p> <p>(It is important to note that where decision-making processes are outside the direct control of the applicant, the approach to consultation or engagement might be dictated by statutory regulations).</p>
12	2. Identify issues and collaboratively develop solutions: For community engagement to be based upon a continuity of conversation which allows for consideration of options, viability issues and creative design – in short a “grown-up conversation” where there is an invitation both to identify issues and to co-design solutions.	<p>Where appropriate the applicant will continue to adopt an open approach to engagement to allow clear sight of the design process and rationale for proposals.</p> <p>Conversations are ongoing with Millennium Green Trust and Friends of Holgate Community Gardens regarding the Western Access route and the southern connection respectively in this context. Other opportunities to feed into the design of buildings and spaces will come forward at the more detailed reserved matters stage.</p>
13	3. Shaped by future aspirations not current norms: For the development on York Central to be bold and innovative, shaped by hopes and expectations for future urban living rather than current norms.	The proposals seek to embrace an ambitious and forward-thinking approach across a range of topics as set out in the Design Guide.

#	MYC Feedback from Stage 3	Response
14	<p>4. York Central as a lever for city-wide change:</p> <p>For the development to be a lever for change across the city as a whole and to move forward in parallel with review and implementation of a widely-supported local plan.</p>	<p>This is a key point arising from the engagement process and is being considered by the applicant and the constituent organisations in YCP. Where possible, the applications will build in sufficient flexibility to accommodate and future-proof different future scenarios. However, it is important to note that some city-scale strategic moves are outside the control of YCP and therefore do not form part of the core proposals. Specific feedback of this type has been identified in section 5.5.10.</p>
15	<p>5. A social contract for York Central:</p> <p>For York Central to be developed in ways which spreads benefit, is underpinned up the city's human rights ethos and is used to creatively address inequalities.</p>	<p>YCP is taking an active role in considering the strategic and practical approach to governance and delivery across a range of topics including housing, workspace, community development and open space including reflection on the approach to social benefits.</p> <p>It is not envisaged that a specific "Social Contract" would be prepared.</p>

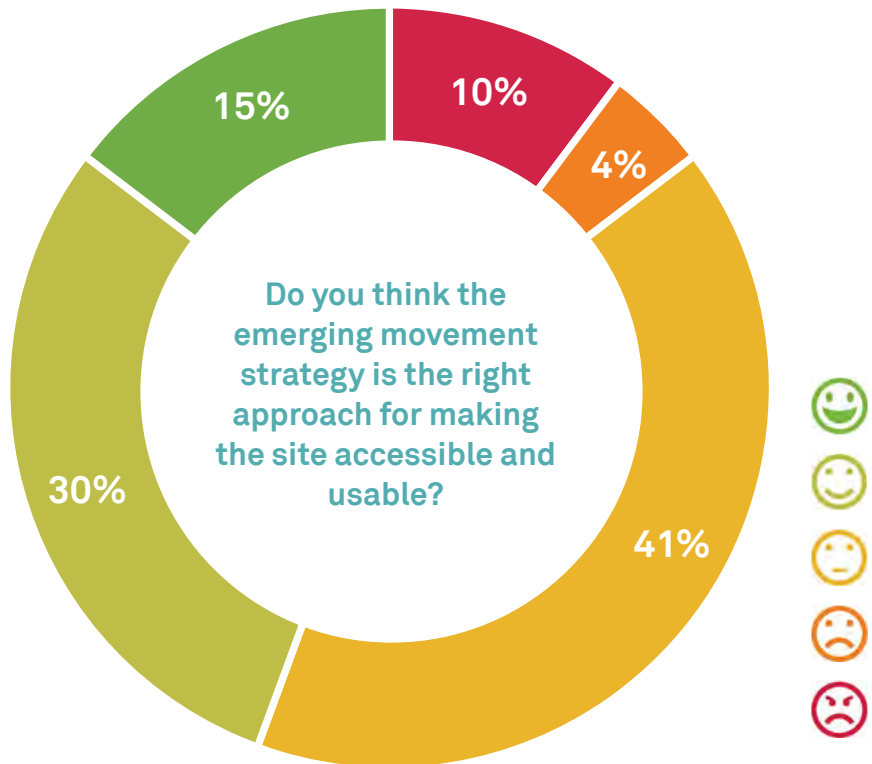
5.7.2 Movement & Access

Movement

Overarching approach (Board 11)

Questionnaire - Overall response

The positive response to the Movement and Access proposals was the lowest of all the boards with 45% of those who responded expressing they were happy or very happy. This board also had the highest percentage of respondents expressing that they were very unhappy with the proposals (10%) and an overall percentage of 14% of those who expressed unhappiness. A significant proportion identified a neutral response (41%).



Movement Key proposals

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1. Western access route

This will be the main vehicular access to the York Central site as well as providing pedestrian and cycle access. Various access options were subject to consultation in summer 2017, following which YCP agreed to take forward the western access for the purpose of developing the emerging masterplan. The precise alignment of the western access route and the character of the bridge crossing over Millennium Green is subject to further detailed work and ongoing discussions with the Millennium Green trustees. As part of the proposals, there is an opportunity to enhance the natural character of the Millennium Green as a sheltered open space and a wildlife haven with a path network linking pedestrians to The Great Park.



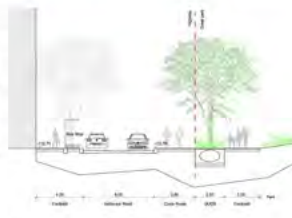
2. Marble Arch option

Currently cycles and pedestrians share the Marble Arch tunnel. Options being considered, other than do-nothing, is to allow a two-way segregated cycleway to be added in the Leeman Road tunnel, with a single line retained for vehicles, or to retain two-way vehicle movement with cycle lanes incorporated. The former option would require traffic lights east and west of the tunnel which would allow signal-controlled movement through the tunnel in both directions. This proposal would then allow Marble Arch to be purely for pedestrians. Technical work is being undertaken to assess the effect of a bus gate that would restrict through-traffic at key times. [More information is provided on Board 13.](#)



3. Cycle / pedestrian connection to south

Options to improve cycle and pedestrian connections to the south are being explored. Access options include a new pedestrian and cycle route along Chancery Rise, upgrading Wilton Rise to allow for the increased pedestrian and cycle movements, or use the existing access via Railway Terrace. These routes could connect to a new bridge in place of the existing bridge, at the eastern or western end of the Community Garden. [More information is provided on Board 14.](#)



4. Integrating the street and the park

The western access route follows the southern edge of the park. The intention is for the street to feel like an extension of the park by integrating a pedestrian footway at the edge of the park. A two-way segregated cycle way would sit on the park side of the carriageway, alongside a normal footway on the other side of the road.

Front of the station

Participate in the consultation
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To complement the rejuvenation of this part of the city centre, City of York Council – working with Network Rail and train operators – are developing a separate project to transform the area on the east side [front] of the station.

The York Station Frontage Improvements Project proposes to rationalise the highway network, reorganise buses, taxis and parking, and deliver improved pedestrian and cycle facilities. A new public space will be created in front of the Station which will create a more welcoming, pedestrian-orientated gateway to the city.

City of York Council is leading the design and implementation of the project to reorganise vehicle movements in front of York station to reduce conflicts and reduce congestion.

The proposed removal of the Queen Street Bridge presents a major opportunity to use space more efficiently. Bus stops, taxis, drop off and vehicle parking will be moved away from the station front allowing a major public space to be created. This will improve connectivity of pedestrians and cyclists, as well as creating an improved setting for the City Walls, Station and other heritage buildings in this area.

The transformation of the environment in front of the railway station will help to strengthen the importance of the station and unlock the potential of this area. It will create a more welcoming and pedestrian friendly gateway to the city.

City of York Council will be running a separate consultation on the York Station Frontage Improvement project later this year. Your views on the Station Frontage project will be sought at this time.

In parallel, Network Rail and Virgin Trains East Coast are exploring opportunities to improve the portico and areas inside the station concourse. This will both complement the proposed works in front of the station and reinforce access through the station to York Central. Any improvements undertaken will not be to the detriment of existing facilities.

The future growth in the number of passengers passing through York Station is being considered, together with strategic rail capacity planning to accommodate the requirements of projects such as HS2 and Northern Powerhouse Rail. This includes reserving space for additional platforms on both sides of the station. Demands for future cycle and vehicle parking have been calculated and will be incorporated into emerging plans.

Network Rail is also working with York Rf to develop proposals to improve their site.

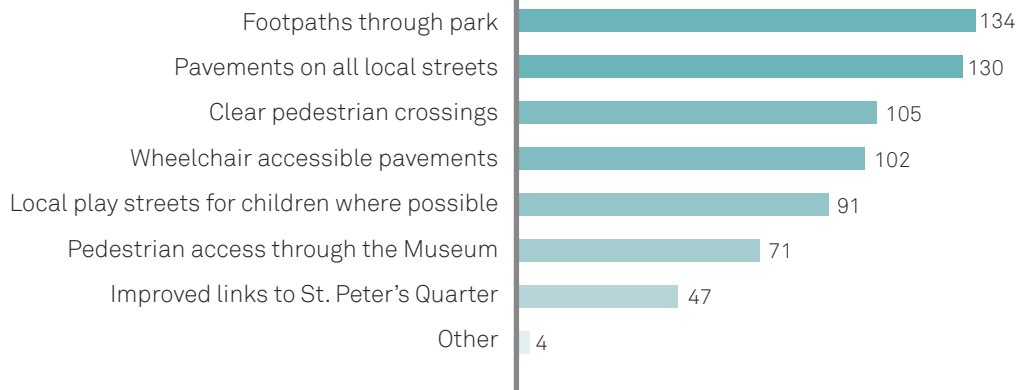
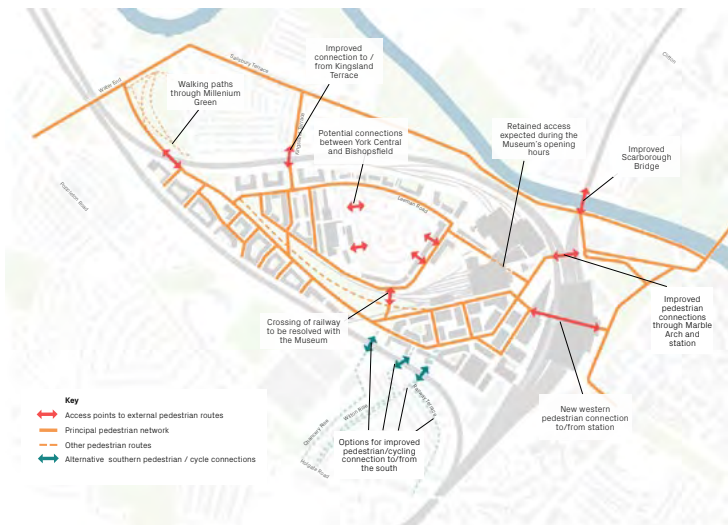
Emerging masterplan



Priorities for pedestrians

The highest priority selected for pedestrians was footpaths through the park, closely followed by pavements on all local streets. Improved links to St Peter's Quarter was the least selected priority for pedestrians.

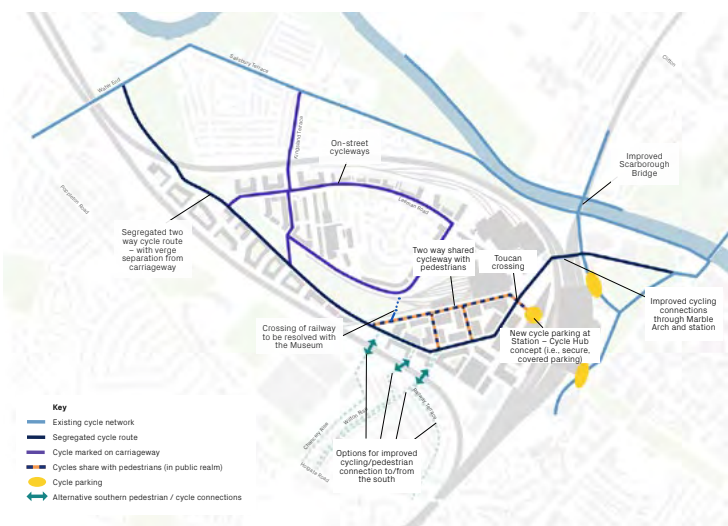
"Which elements of the emerging movement strategy are priorities for pedestrians?"



Priorities for cyclists

A clear priority for cyclists was a two-way segregated cycle route along the length of the new western access route. Cycle parking provision throughout the site was also noted as a priority for cyclists. On-street cycle ways was the least selected priority in this category.

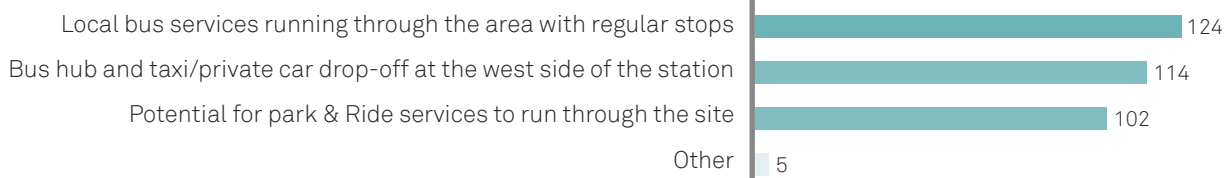
"Which elements of the emerging movement strategy are priorities for cyclists?"



Priorities for public transport

Those who responded considered all three options as high priorities, but the highest priority of these was considered to be the local bus services running through the area with regular stops.

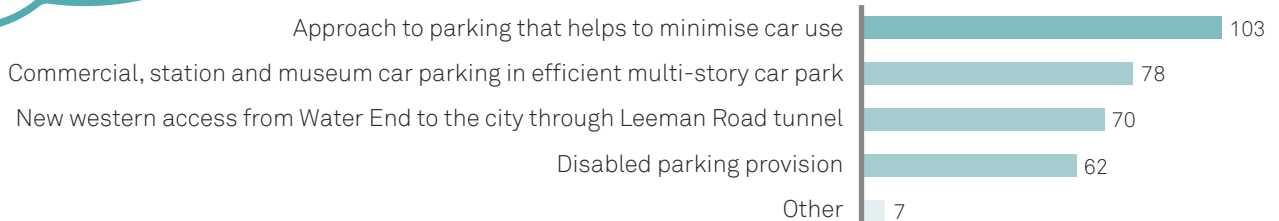
“Which elements of the emerging movement strategy are priorities for public transport?”



Priorities for vehicles

Respondents considered an approach to parking that helps to minimise car use as the highest priority. All three of the other priorities listed were also considered high priorities.

“Which elements of the emerging movement strategy are priorities for vehicles?”



YCP response - #16

The movement topic received the lowest overall level of approval, albeit, still with a good level of support in principle. The high proportion of neutral responses and more detailed comments received via the questionnaire and the MYC exercise highlight the desire to see greater detail and clarity in relation to the overall approach and supporting assessments of traffic impact.

There were a number of comments arising on other elements of the exhibition in terms of the desire to see more direct pedestrian and cycle movement preserved at all times irrespective of the new central gallery space. There is significant interest in the overall level of traffic on the site, the approach to car parking and the quality of the new square in the context of through traffic. Responses to each are included below.

Additional comments

Respondents were asked to provide any additional comments they had about the emerging movement strategy.

123 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. Comments on this topic were very varied, reflecting the range of information presented on the Movement exhibition board. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Masterplan should encourage sustainable modes of transport**

The majority of those who provided a comment with this overall message suggested that pedestrians and cyclists should be prioritised in the movement strategy for the masterplan, with some suggesting that car use should be minimised or even prevented altogether. It was noted that good public transport would assist with this, and that the development would be safer.

Response 16.1 - The Transport Assessment / Travel Plan and Design and Access Statement describe the approach in the scheme. There is a commitment to the adopted hierarchy of movement priority with a minimal car approach considered appropriate in promoting a sustainable movement pattern.

Issues relating to parking

A number of respondents suggested York needs more places for parking cars. One respondent said this would be required for those travelling long distances who did not want to use the Park and Ride, another suggested that this would reduce car use. Another responded suggested a multi-storey car park would be good.

Response 16.2 - We have allowed for

a balanced car parking strategy with one or two car parks to the west of the station. Capacity has been reviewed and constrained to reflect the desire for a low car approach to encourage a modal shift in favour of walking and cycling while allowing for future projected needs.

York needs a bus station/transport interchange

A number of respondents raised their desire to see a bus station or integrated transport interchange as part of the York Central proposals. One respondent suggested this would certainly be required if more visitors were to visit the Museum. Others suggested this would improve accessibility for those with disabilities.

Response 16.3 - Although the proposals for the front of the station are outside the scope of the application, the designs (delivered by others) are being considered within the Masterplan proposals. This approach is summarised in the Design Response section of the Design and Access Statement.

Concern about increase in congestion caused by proposals

Some respondents believe the proposals will cause an increase in traffic and congestion in particular parts of York. Some respondents mentioned that congestion in York was already an issue, and that York Central would not help, or even worsen this issue.

Response 16.4 - The Transport Assessment articulates the impact and mitigation which is likely to be required.

Cycle and pedestrian access through National Railway Museum needs to be 24 hours

Many people responded that there should be access for pedestrians through the National Railway Museum 24/7. Some respondents echoed this message for cyclists too. Issues relating to safety for existing residents was raised, and a query about the provision of a safe alternative walking route if 24hr access is not kept.

Response 16.5 - The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.

Improvements needed to public transport

Respondents suggested that York needs improved public transport in order to assist in the reduction of car use. Others suggested that by reducing the price of public transport, this would likewise encourage people to use this form of transport instead of cars.

Response 16.6 - This is noted. The applicant will continue to progress discussions with Public Transport partners.

Restrict access to essential vehicles (bus, taxi, emergency, trade)

Some respondents suggested keeping private cars out of the development in order to reduce congestion, only allowing access to essential vehicles, or residents. This issue was frequently raised in relation to Leeman Road. One respondent suggested keeping "heavy commercial traffic completely out of the area during the day and evening hours."

Response 16.7 - The Transport Assessment and Travel Plan explain the approach.

Suggestion of light rail or tram

A number of respondents suggested that a tram or light railway should be considered,



“Do you have any other comments about the emerging movement strategy?”

to provide a reliable and comfortable way of travelling, and to link up surrounding neighbourhoods with the city centre.

Response 16.8 - This does not currently form part of the proposals but the applicant would be happy to discuss this at an appropriate future date if this gathers momentum as an option.

Segregate different modes of transport

A frequently raised message was the need to segregate, or clearly decipher cycling, vehicles and pedestrian provision.

Response 16.9 - Noted – the Design Guide sets out the approach to segregation and modes of transport.

Proposals need to demonstrate pedestrian priority

Respondents suggested that proposals need to demonstrate priority for pedestrians through the exclusion of raised pavements or kerbs, giving notable priority to pedestrians, making travel easier for those with disabilities, and traffic calming.

Response 16.10 - Noted. The Design Guide provides specific guidance which embeds these priorities.

Pollution / noise concerns

Some respondents raised concerns in relation to pollution and expressed a desire for a reduction in pollution. Respondents suggested exploring means of avoiding the creation of pollution and pollution build-ups.

Response 16.11 - Noted. See Environmental Impact Assessment volume 1, chapter 7.

Encouragement/support for Park & Ride

Respondents suggested that the current

Park & Ride system was successful, and use of this should be encouraged more and was a positive idea.

Response 16.12 - Noted. YCP will continue to progress discussions with Public Transport partners.

Segregated cyclist provision

Segregating modes of transport was a clear issue for respondents, but a number of respondents highlighted the specific need for separated cyclist provision, through dedicated cycleways or similar. Issues relating to safety were a key reason for this suggestion.

Response 16.13 - Noted. The Design and Access Statement discusses our cycling strategy which includes a significant number of segregated cycle ways.

Masterplan needs to accommodate for all modes of transport

Respondents noted that, although it was positive to design with sustainable modes of transport in mind, it was necessary to cater for all forms of transport, including cars, especially if there will be an increased use in electric cars in the future.

Response 16.14 - The Transport Assessment and Travel Plan sets out a commitment to improving transport and accessibility within and around the site, with priority given to pedestrians and cyclists. Consideration has been given to future-proofing, including electric vehicle charging points, as advised in the Design Guide.

Concerns relating to Museum parking

A few respondents were concerned by the lack of parking provision for the National Railway Museum, especially for staff, families with young children, and the elderly or disabled travelling by car who would be affected.

Response 16.15 - To confirm, parking is provided for the National Railway Museum. This is described in the Transport Assessment and discussed in the Design and Access Statement.

Support for multi-storey car park

Some respondents supported the idea of a multi-storey car park, or suggested areas where one should be built.

Response 16.16 - Noted – this is supported in the application material.

Concern that existing residents will be isolated

Concern was raised from respondents about the integration of existing neighbourhoods into the masterplan, with fears raised about new infrastructure isolating some communities.

Response 16.17 - This has been considered in terms of (i) movement (Design and Access Statement), (ii) visual permeability (Design Guide) and land uses (Design and Access Statement).

More information needed

Requests for further information were made in relation to the National Railway Museum access proposals, traffic modelling for Marble Arch and the New Square, and what a bus gate is.

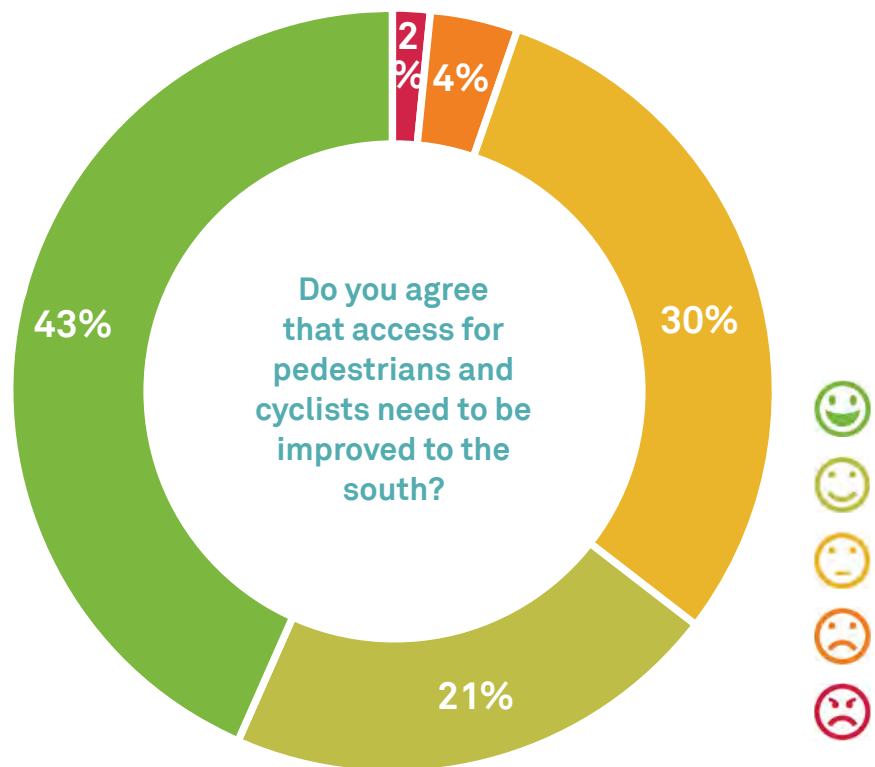
Response 16.18 - The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.

Southern Access

Pedestrians & cycles (Board 14)

Southern connection response

The Southern Connection board received a high approval with 64% of respondents stating that they are happy or very happy with the principle of an improved southern connection. Only 6% of respondents suggested that they were unhappy or very unhappy with the proposals.



Southern Connection Options

Respondents were asked to select their preferred option for the Southern Connection, and were able to select multiple options.

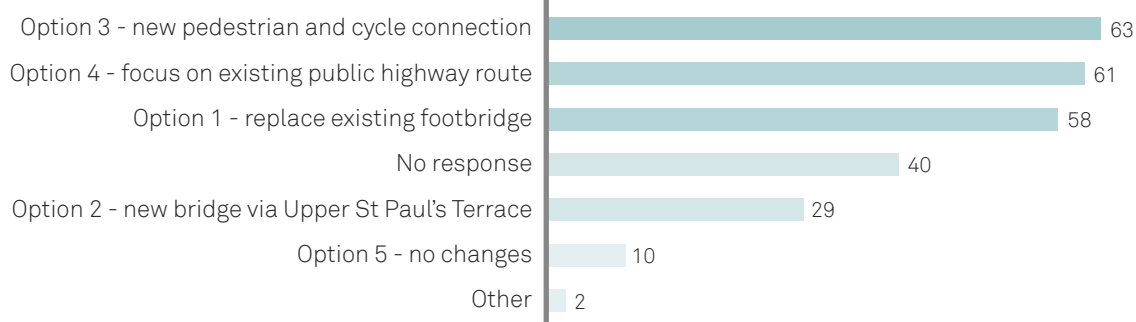
Three of the five options proved popular with respondents, with 'Option 3 - new pedestrian and cycle connection', being the most selected option.

'Option 4 - focus on existing public highway route', and 'Option 1 - replace existing footbridge' also proved popular with respondents.

'Option 5 - no changes' was the least popular option. A respondent who selected "Other" suggested there was a need for a minimum of two connections as more will be required "as the area develops".



"Please select options which you would support for the southern connection..."



YCP response - #17

There is a good degree of support for the principle of an improved southern connection, but based on current information, there is no current consensus. Further information is required to inform the decision.

The possibility of future proofing other connections (from the south, and from the River Ouse to the north) is also being considered. Responses to each point are included below.

Additional comments

Respondents were asked to provide any additional comments they had about the proposed options for the Southern Connection.

83 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes which reoccur in response to the proposals for the southern connection. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Accessibility for all**

Of the 83 people who left comments relating to the Southern Connection, 15 of those stressed the need for a bridge to be accessible to those with bicycles, prams or wheelchairs. Suggestions for this included a bridge with no stairs, a ramp, an elevator, a dog-leg or a spiral ramp. Accessibility for all was the biggest priority to come out of the freeform comments from respondents.

Response 17.1 - Noted, accessibility is a fundamental priority with detail of the exact approach to follow as part of the Reserved Matters application for the Southern Connection.

Keep or modernise the existing

Many of the respondents considered the current route to be the most appropriate, but acknowledged that the bridge needs modernising or replacing in order to make it more accessible for everyone. Two of the respondents suggested the bridge should be kept in order to minimise disruption to residents and surrounding area.

Response 17.2 -Noted – this option is allowed for in the planning application as illustrated in the parameter plans.

Future capacity

A number of respondents questioned the capacity of one bridge to fulfil the increase in use of the southern connection by pedestrians and cyclists. Some respondents suggested the need for additional connections. Another respondent suggested the route should be wide enough to accommodate the possibility of access by some vehicles in future. Respondents' key concern is the ability for the connection to accommodate future increase in use.

Response 17.3 - Noted. The application does not allow for vehicle connections from the south following the conclusion of the access options study and consultation in 2017. There is potential (beyond the application) for the provision of an additional connection positioned further north across York Yard South.

Congestion and parking restrictions

Some issues relating to current parking and congestion on these roads were raised. It was suggested that these roads have, and may, be used for parking and drop off for those accessing the station from the south. Some suggested that the roads were already too congested to cope with additional use.

Response 17.4 - The approach to management including adoption and parking needs to be considered in the round alongside the more detailed design process for the southern access options.

Improved cycle/pedestrian access

A number of people viewed improvements for cycle and pedestrian access as a positive thing. Some suggested it would help to encourage more active travel and reduce the need for cars and thus traffic.

Response 17.5 - Noted and agreed – this is part of our thinking.

"Do you have any other comments about the southern connection?"

A decision for local residents

A number of people who responded were not familiar or did not use the southern connection, and therefore suggested that the decision should be made by those who live locally, and who may be affected by possible changes.

Response 17.6 - Noted – the application material allows for 2 options to be progressed which will involve consultation with residents and local groups.

Protect the community garden

This was mentioned as a priority for a number of respondents who would like any impact on the garden minimised, or a route chosen avoiding the garden altogether.

Response 17.7 - Noted – the application allows for various options including 2 scenarios for the community gardens.

Safety as a priority

Respondents mentioned safety concerns regarding the existing bridge and suggested that safety needs to be improved. Some of the respondents suggested a well-lit route would help with this issue.

Response 17.8 - Noted – this would be resolved at the Reserved Matters Stage.

Minimising disruption for residents

Respondents suggested the best option would be the one which minimises impact on local residents.

Response 17.9 - Noted – this will be one of the factors which informs the preferred solution.

Bridge Club members

It was suggested by respondents that the local Bridge Club had intended on purchasing some land from a nearby disused road in order to create a car park for their members, many of whom are elderly or disabled. Concern was also raised about the impact a cycle and pedestrian route would have on members who need to drive to the Bridge Club.

Response 17.10 - This is noted and will continue to be considered in relation to the improved southern connection for pedestrians and cyclists at Chancery Rise or Wilton Rise.

Road resurfacing on Wilton Rise

Respondents mentioned that the road surface on Wilton Rise is poor and requires improvements. As the road is currently unadopted, road improvements are at present the responsibility of residents.

Response 17.11 - This will be considered as part of ongoing discussions about the two options.

Safety from separation

Respondents suggested that, whatever option selected, modes of transport (bicycles, pedestrians, vehicles) should be separated to reduce the risk of accidents and improve confidence in active modes of transport.

Response 17.12 - Segregation of modes is part of the discussions around the southern pedestrian and cycle connection.

More information needed

Some respondents wanted more information relating to costs and traffic/movement data in order to determine the best option for the southern connection.

Response 17.13 - Noted – to be considered and communicated as part of the detailed design process.

Adopt Wilton Rise

Two respondents expressed their desire for the council to adopt Wilton Rise from residents, one suggesting that this will help to impose needed parking restrictions.

Response 17.14 - Noted – to be considered as part of future conversations and detailed design of southern pedestrian and cycle connection.

Noise and disturbance

Two existing residents who live next to the current bridge mentioned noise disturbance from people crossing it late at night and suggested they would be happy for it to be moved away from them.

Response 17.15 - Noted – to be considered as part of future conversations and detailed design of southern pedestrian and cycle connection.

An attractive solution

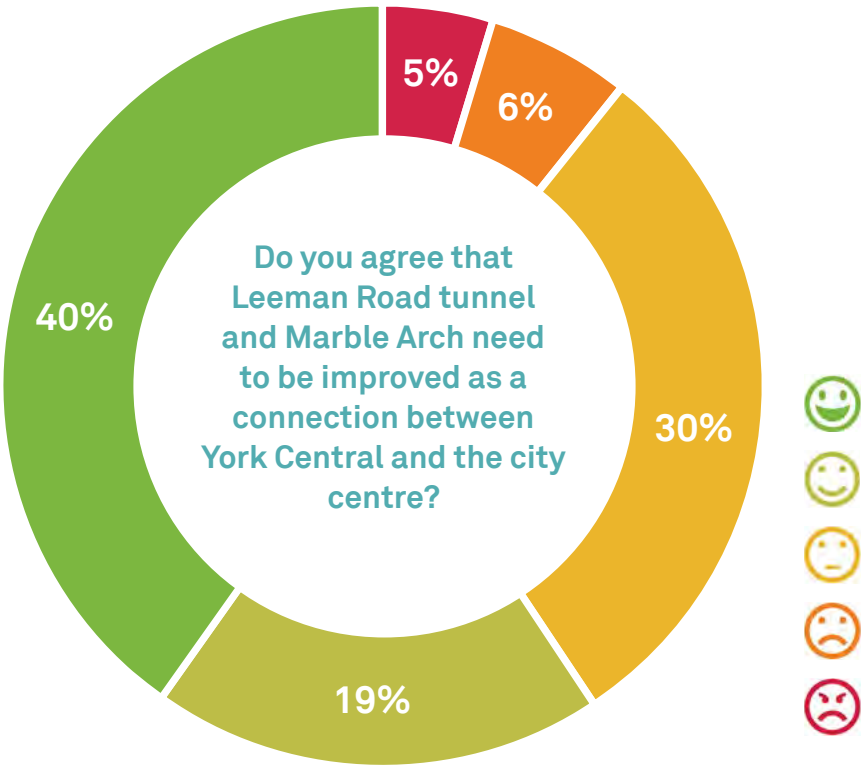
Two of the respondents mentioned that any bridge built should be attractive.

Response 17.16 - Noted – to be considered as part of future conversations and detailed design of southern pedestrian and cycle connection.

Marble Arch / Leeman Road tunnel (Board 13)

Leeman Road tunnel

The Leeman Road Tunnel proposals were generally well received with 59% of respondents suggested they were happy or very happy. 11% of respondents responded that they were unhappy or very happy with the proposals.



Leeman Road Tunnel Options

Respondents were asked to select their preferred option for the Leeman Road Tunnel and Marble Arch, and were able to select multiple options in response.

'Option 2 - Segregated cycling provision' was by far the most popular option selected.

'Option 3 - Two-way traffic and cyclists share road' was the least selected of the options provided.

Other comments

Some of those who selected 'Other' supported the idea of the bus gate, agreed that cyclists, pedestrians and vehicles should not share space, suggested that a third arch should be added for "foot traffic on the post office side".

Another respondent selected "Other" and provided a possible fourth option to:

- 3) make the footpath in the large tunnel into cycle path coming into town".
- 1) Put a barrier between the pedestrians and one way cyclist going out of York in the small tunnel
- 2) Keep the two way traffic

3) make the footpath in the large tunnel into cycle path coming into town".

One respondent who selected "Other" commented that the website made it difficult to comment or agree with comments, and that navigating between these sections was difficult.

Those who were very unhappy suggested that the tunnel should be left "as it is" and that the money could be better spent elsewhere. Another respondent suggested that there are significant problems with all the suggested options, and there should be "further investigation into the possibility of creating an additional tunnel to the east of the existing tunnels" to allow for continuous two-way traffic of pedestrians, cycles and vehicles. This respondent also suggested that it was "unacceptable that Leeman road will be closed to cycle and pedestrian traffic outside of National Railway Museum opening hours" stating that "this will simply lead to increased car use."



Option 1 - Do nothing

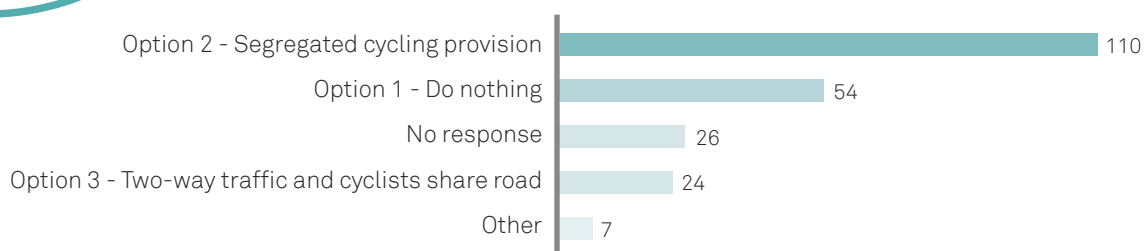


Option 2 - Segregated cycling provision



Option 3 - Two-way traffic and cyclists share road

"Please select options which you would support for the Leeman Road tunnel/Marble Arch..."



YCP response - #18

There is a good level of support for the principle of an intervention to improve the existing connection and an emerging preference for option 2, the segregated cycle connection.

There is a desire to understand the broader strategy regarding traffic impact across the site and city, and more locally including the proposed new square. Specific responses are provided below.

Additional comments

Respondents were asked to provide any additional comments they had about the Leeman Road tunnel/Marble Arch.

133 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Physical/environmental improvements needed to Marble Arch/ Tunnel**

A great number of people mentioned that, no matter what option was selected, improvements were needed to the tunnel to make it a more pleasant place to use.

Response 18.1 - Improved site access and movement is a core principle of the proposals for York Central (see Planning Statement and Transport Assessment). Air pollution has been considered as part of the Environmental Statement (Volume 1). Physical improvements, to the tunnel and Marble Arch (outside of improved movement) are a possibility which could be considered as part of future works.

Congestion concern from Option

Many respondents said that, although they favoured Option 2, they were concerned about the increased congestion a one lane system would cause. Some respondents did not support Option 2 for this reason

Response 18.2 - Since completion of the Stage 3 engagement process, YCP has completed the assessment of traffic impact in the Transport Assessment which is part of the planning application. The report indicates that option 2 would be appropriate as the basis of the preferred option.

Option 3 very dangerous/scary for cyclists

There was a lot of concern from respondents about the implementation of Option 3, and the danger this posed to cyclists, discouraging those who were less adept at cycling from choosing this method of transport.

Response 18.3 - Option 3 has been discounted which included a concern about cycling provision.

Separate all modes of transport

It was felt by many respondents that all modes of transport should be separated, or clearly demarcated, in order to avoid any kind of collision.

Response 18.4 - The proposed approach achieves separation of road, pedestrian and cycle movement.

Restrict access to all but essential vehicles (bus, taxi, emergency, trade)

A number of respondents believe that the proposals should 'be brave' and ban private car use of the tunnel altogether, allowing access only to essential vehicles. Respondents feel this would reduce car use, reduce traffic and create a more pleasant space to be in for cyclists and pedestrians.

Response 18.5 - The Transport Assessment has tested whether a bus and taxi gate would be appropriate. At this stage, gating has been discounted as it would have a significant impact on congestion in the wider city. However, this does not rule out a future bus and taxi gate strategy subject to a wider conversation with the city transport planners about the overarching approach to movement in the city.

Pedestrians only in Marble Arch and cyclists on existing path in Leeman Road Tunnel

Some respondents suggested an alternative option, which would see cyclists using the existing pedestrian footpath in Leeman Road Tunnel, and pedestrians using Marble Arch. This would also allow the two-way traffic to continue.

Response 18.6 - This is an interesting option but it would be challenging to integrate this approach with the

"Do you have any other comments about the Leeman Road tunnel/ Marble Arch?"

alignment of the segregated cycle way to the east and west of the tunnel.

Keep two-way traffic

Some respondents believe that there is already too much congestion, and that two-way traffic must be retained in order to prevent the issue becoming worse.

Response 18.7 - The Transport Assessment indicates that a signalised one way route through the tunnel would not have a significant impact on congestion.

Separate cyclists

Respondents said that it is important to keep cyclists separate from all other modes of transport.

Response 18.8 - Noted – the movement strategy embraces this approach along the length of the western access route into the site and northern connection between the site and Leeman Road underpass.

Separate cyclists and pedestrians

Many respondents believe that pedestrians and cyclists sharing space is dangerous, and have suggested that a physical barrier is implemented, or very clear markings in order to deter any type of use of the other's space.

Response 18.9 - As part of the sustainable transport approach to the site, considerate cycling is permitted within the public realm. Segregated cycle ways will be provided on the primary road network with clear delineation between pedestrians and cyclists. Discussed in Design and Access Statement and set out in Design Guide.

Suggestion to build additional tunnel

Some respondents suggested another tunnel or link could help resolve issues of capacity. Two respondents suggested this could go on the 'post office side' and another suggested a cycle route under the centre of the existing road.

Response 18.10 - Additional tunnels would be a significant cost to the project and also present safety concerns.

Access should not be restricted to National Railway Museum open times

A number of respondents stated that pedestrian access to Leeman Road should not be restricted to the National Railway Museum opening times.

Response 18.11 - The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.

Widen Leeman Road tunnel/Marble Arch

An alternative suggestion made by a number of respondents was the possibility of widening the tunnel, or reducing the element separating Marble Arch and Leeman Road Tunnel in order to create more space and allow for more traffic to pass through.

Response 18.12 - This option is a more significant engineering intervention which does not form part of the proposals.

Pollution concerns for those in tunnel

Concern was raised about fumes building up in the tunnel and creating a dangerous and unhealthy environment for cyclists sharing this space with cars.

Response 18.13 - Air pollution has been considered as part of the Environmental Statement (Volume 1).

Public art/graffiti in tunnel

Four respondents suggested the idea of improving the Marble Arch and

Leeman Road Tunnel environment by providing an opportunity for public art. One respondent suggested running a graffiti competition, judged by the local community.

Response 18.14 - Improvements to the tunnel are a possibility which could be considered as part of future works.

Opposition to bus gate

A few respondents were absolutely opposed to the idea of bus gating. Concerns were raised about the knock-on effects of restricting vehicle access around York. Concern was also raised about the impact of bus gating on the Royal Mail's vehicles who regularly use the road and need to access the sorting office on Leeman Road.

Response 18.15 - As noted above, the Transport Assessment indicated that bus gating would have a significant impact on traffic in other parts of the city.

Support bus gate

Three respondents supported the idea of preventing car traffic through Leeman Road tunnel through the use of a bus gate, suggesting it was integral to the sustainability of the site, and would work positively to control flow of traffic in the square.

Response 18.16 - Although bus gating is not currently favoured (see the Transport Assessment), aspirations to achieve sustainable transport patterns are a key principle. As noted above, the application would not prevent a bus gate being introduced in the future if wider conditions allowed.

Concern that option 2 would result in cyclists needing to cross traffic to access Cinder Lane

Three respondents believed the implementation of option 2 would result in the need for cyclists to cross the traffic after Leeman Road tunnel in order to access/access from Cinder Lane and therefore rejected the option for this reason.

Response 18.17 - The movement strategy and proposals for the square (see Design Guide and Design and Access Statement) would not require cyclists to cross the flow of traffic in moving from Leeman Road tunnel to the boulevard and beyond to the western access route.

Cyclists solely use Marble Arch and pedestrians use footpath in Leeman Road tunnel

As an alternative solution to those proposed, some respondents suggested that pedestrians could use the existing walkway in Leeman Road tunnel, and cyclists could have sole use of Marble Arch.

Response 18.18 - This approach has not been incorporated as it would necessitate cyclists crossing the flow of traffic.

Consider impact of Scarborough Bridge improvements/link improvements to Leeman Rd Bridge

Some respondents mentioned the recent improvements to Scarborough Bridge, and the impact this will have on the number of cyclists who will use Leeman Road tunnel, suggesting this should be considered, or even linked to improvements to Leeman Road tunnel.

Response 18.19 - The improvements to Scarborough bridge (delivered by others) have been considered within the design proposals.

Provide elevated road/cycleway through tunnel for cyclists

Some respondents suggested a raised cycleway through the tunnel, to avoid traffic, or a "two storey cycle lane" where the current walkway is. Other suggestions included a tunnel for cyclists under the road.

Response 18.20 - This is not considered to be a safe or practical solution and has not been incorporated.

Prioritise/improve public transport

A suggestion was made to ensure improvement to public transport (frequency), and prioritising public transport in the tunnel.

Response 18.21 - Improvements to public transport are being promoted through the scheme (see Design and Access Statement and Transport Assessment / Travel Plan) and priority movements through the tunnel could be possible.

Additional pedestrian/cycle bridge over ECML

Respondents suggested an additional cycle/footbridge over the east coast mainline would alleviate congestion in Leeman Road tunnel.

Response 18.22 - An alternative connection to the riverside was previously tested. As discussed at Stage 2, accessibility requirements and significant level differences led to this being ruled out. The Design and Access Statement describes the process of this design evolution.

Pedestrians and one-way cyclists option in Marble Arch, two-way vehicle and one-way option in Leeman Road tunnel

Another option suggested by respondents was to divide the two-way cycle route under Leeman Road tunnel between Marble Arch, and the existing footpath in the tunnel.

Response 18.23 - This alternative option was not pursued as it does not address conflict between modes, particularly in Marble Arch.

Prioritise pedestrians and cyclists

Respondents suggested the route through Leeman Road tunnel should prioritise pedestrians and cyclists first and foremost, with concern raised that none of the options do this well enough.

Response 18.24 - This approach and priority is embedded in the proposals of the Design Guide and discussed in the Design and Access Statement and set out in the Transport Assessment / Travel Plan.

#	MYC Feedback from Stage 3	Response
19	<p>INSPIRING IDEAS THAT OPEN UP POSSIBILITIES</p> <p>We should look for inspiration and practice elsewhere (for example Freiburg Vauban and Heidelberg Bahnstadt) for creative ways to deal with the management of car use and how this impacts on built form and the lives of inhabitants.</p>	<p>YCP is grateful for the proactive and open inputs which have arisen in relation to movement and transport through Stage 2 (the Civic Trust workshops) and Stage 3 (the movement workshop) led by Professor Tony May.</p> <p>The discussions and examples provided have sparked debate and are assisting the project team in progressing and developing proposals. Further details are provided below. The approach to transport is explained in the Transport Assessment, Travel Plan and discussed in Design and Access Statement. The Design Guide also includes more detailed design guidance relating to a low car approach including potential playstreets.</p>
20	<p>PRIORITISE PEDESTRIANS AND CYCLE USERS</p> <p>Transport infrastructure should reflect the agreed hierarchy of priorities in York where there are rewarded for those choosing not to use cars. This means good, direct routes for pedestrians, those with specific mobility needs and cycle users. Space is always limited but planning should ensure these highest priorities are allocated adequate space, minimising the conflicts which occur (for example between pedestrians and cycle users) when space is cramped. Routes for pedestrians and cycle users should be safe at all times and in all seasons.</p>	<p>YCP is in agreement with these principles and the emerging more detailed material for the ILLUSTRATIVE MASTERPLAN and PLANNING APPLICATION seeks to embrace these ideas at a more practical level. Further details are provided below on specific topics and discussed area by area in the Design and Access Statement (see chapter 9, Movement Strategy and overview of each mode) and the Design Guide (chapter 4, which provides specific guidance for the design of streets which realises the principles of the movement strategy).</p>
21	<p>PLAYFUL AND SOCIAL STREETS</p> <p>Transport infrastructure should be designed to facilitate the safe use of public realm by everyone. Car movement and parking should not impinge upon use of streets for play or social activity. All streets adjacent to homes or separating homes from green space should be “liveable streets”.</p>	<p>This has been a strong and consistent theme through the engagement process and has been embraced by the project team. Further, more detailed design work is progressing to explore the character and quality of streets, including the potential for “play streets” in key locations, and safe, accessible connections to local spaces and the park. The illustrative masterplan and Design Guide make reference to playstreets.</p>

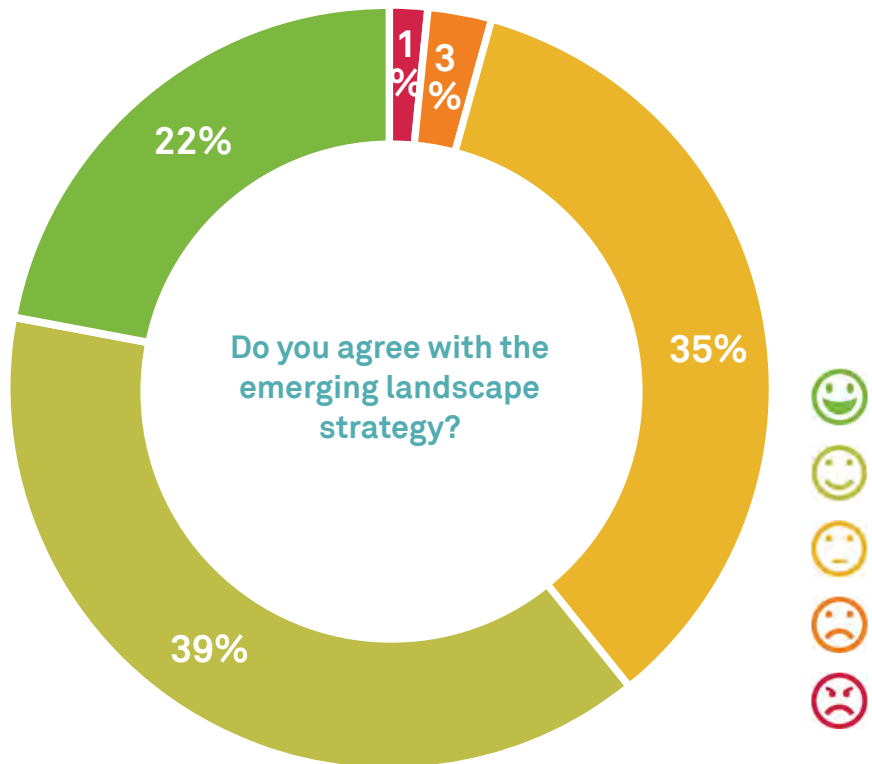
5.7.3 Landscape & environment and Spaces

Landscape & environment (Board 15)

Questionnaire - overall approach

The Landscape & Environment proposals were well received, with 61% of those who responded suggesting that they were happy or very happy with these.

Only 4% of those who responded were unhappy or very unhappy with the proposals. Reasons given for this response included a lack of proof that residents of York would benefit considering the amount of disruption it would cause, and a concern about the proposals for the museum to run a train line through the park suggesting this would “be a novelty for tourists and significantly degrade the utility of the park for residents.”



Landscape strategy priorities

Respondents were asked to select what their priorities are for the landscape and environment. Respondents were able to select more than one priority.

Of those who responded, the most selected priority was the 'provision for storage of water following high rainfall'. 'Provision for biodiversity' was also considered highly important among respondents.

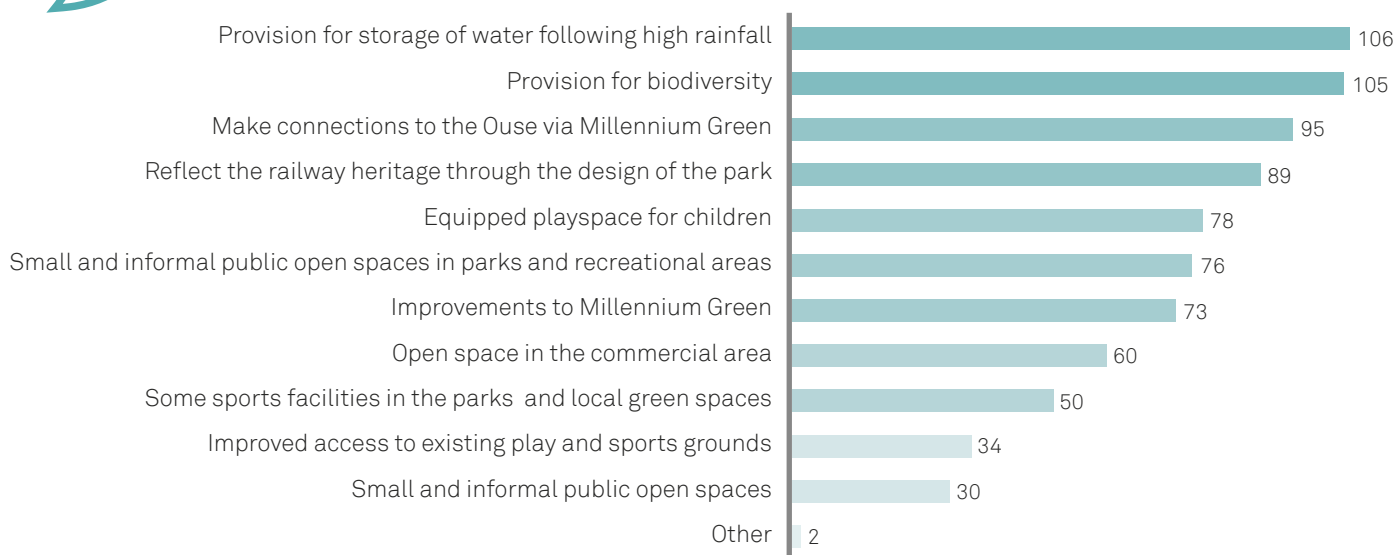
Those options which were not selected as frequently included 'small and informal public open spaces' and 'improved access to existing play and sports grounds'.

Those who responded 'Other' expressed concern about the amount of green space provided in relation the "sheer volume of houses" proposed. It was also suggested that there should "be more communal and play areas" given the number of proposed homes. Concern was raised about overlooking and overshadowing of the communal areas and gardens within the St Peter's Quarter estate / Leeman Road caused by the 4-5 and 3-4 storey block of flats proposed. Concern was also raised about schools, doctors and private spaces?

Concern was also raised regarding the possible noise pollution caused by the proposed housing's close proximity to the miniature railway of National Railway Museum, as well as noise and fuel pollution from the trains. It was felt that the York Central Partnership team had not given enough consideration to those who "will be living in these properties and how it compares to Hungate and St Peter's".

Another respondent wanted to "ensure that local people can take ownership of the public spaces".

"Which elements of the landscape strategy are priorities?"



YCP response - #22

There is strong support for the approach to landscape and the environment. Further detail will be provided on detailed issues including the management and delivery of open spaces in the planning application. Specific responses are provided below.

Additional comments

Respondents were asked to provide any additional comments they had about the emerging landscape strategy.

141 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. Comments on this topic were very varied, reflecting the range of ideas presented on the Emerging vision exhibition board. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Careful consideration needed to mitigate flooding/excess water**

Respondents raised issues in relation to excess water and flooding, and noted that this should be carefully considered in proposals. One respondent called for use of best practice in S.U.D.S, others issues relating to stagnant water, and the site's proneness to flooding.

Response 22.1 - Noted - The Design Guide describes the principles for water management and drainage across the site.

"Do you have any other comments about the emerging landscape strategy?"

Support for provision of green space

A number of respondents noted the importance of green space in an urban development like York Central.

Response 22.2 - Noted – The Design and Access Statement describes the approach to green open space.

More green space needed/maximise green space provided

Some respondents suggested more open space was needed, or that open space should be maximised. One respondent suggested the open space could provide a 'green lung' to improve air quality for the whole of York.

Response 22.3 - Noted – since Stage 3, the team has focused on maximising the use of the open space and also making the most of smaller local spaces within the development (see Design Guide).

Encourage biodiversity /wildlife and nature

Respondents noted it was important to incorporate features to support and encourage biodiversity and wildlife, such as ponds/wetlands (with islands), bird/bat boxes, and planting.

Response 22.4 - Noted - The Design Guide provides information about the approach to biodiversity across the site.

Concerns relating to maintenance of park (cost/future)

Respondents raised concerns about how the park would be maintained, and how this would be funded. Others merely suggested there would be a need for a management strategy and budget.

Response 22.5 - Noted – the applicant is considering the future approach to management as part of the overarching delivery strategy which is being developed in parallel with the application.

Planting should occur across the site

Respondents suggesting landscaping could be a 'theme' throughout the site, with planting and green spaces linking the development together.

Response 22.6 - Noted – this is a key theme which is embraced by the proposals (see Design Guide).

Plant lots of trees

A number of respondents simply suggested the need to plant 'as many trees as possible' throughout the site.

Response 22.7 - Noted – this is a key theme which is embraced by the proposals (see Design Guide).

Make sure green spaces and paths are safe

Safety was an issue raised by a number of respondents. One respondent mentioned that the river would need better lighting if people were to use this as an alternative route to the Museum. Making the area safe for children was also noted as a priority.

Response 22.8 - Noted – safety is a key consideration for all new streets, spaces and routes and is a key consideration for the more detailed design stage. The team has consulted the Designing Out Crime Officer as part of the application.

Suggestion for green roofs

Some respondents suggested the incorporation of green roofs on buildings in the masterplan.

Response 22.9 Noted – the Design Guide identifies this as a possibility for York Central.

Cater for children and families first

Respondents suggested that green spaces should prioritise the use of families and children.

Response 22.10 - The Design Guide explains the rationale for the open spaces and aspirations for use by different ages and groups.

Provide play space

The need for more communal playspace was noted by some respondents. One suggestion was to create opportunities for free/creative play. One respondent expressed a desire for a large sandpit to be incorporated.

Response 22.11 - Noted – different types of playspace are suggested as possibilities within the Design Guide – flexibility exists at the next stage.

Incorporate allotments in design

The incorporation of allotments was suggested by three respondents.

Response 22.12 - Noted – allotments are a possibility as part of the open space strategy (see Design Guide).

Community garden/compost

Opportunities for community gardening was also suggested, possibly involving local school children. One respondent also suggested community composting.

Response 22.13 - Noted – this is a possibility for consideration as the spaces and management strategy are considered in more detail.

Provide lots of seating

Two respondents requested “plenty of seating.”

Response 22.14 - Noted – this suggestion has been incorporated as part of the Design Guide document.

Provide toilets

Two respondents also suggested the need for facilities to be provided on site, “so everyone can enjoy/use it.”

Response 22.15 - Noted – for consideration as the spaces and management strategy are considered in more detail.

More family homes needed

Two respondents suggested the need for family homes within York Central

Response 22.16 - Noted – family housing will be part of the mix confirmed as part of Reserved Matters Applications.

Open green space provision needs to reflect needs of new housing

Suggestion that the amount of open and green space provided should reflect the quantity of housing provided within York Central, with concerns the current provision may fall short of this,

Response 22.17 - Noted – the design evolution of the approach to open space is discussed in the Design and Access Statement. Consideration of emerging policy is included in the Planning Statement.

Leave Millennium Green as it is

Two respondents highlighted the need to protect the biodiversity of Millennium Green and leave it as it is.

Response 22.18 - The approach to Millennium Green is being finalised through the separate detailed application.

Plant wildflower meadows

Two respondents mentioned that they would like to see wildflower meadows planted on the site.

Response 22.19 - The Design Guide describes the varying character and planting for different parts of the park.

Space for local activities events / community centre

Two respondents suggested the need for a space for the community and local activities/events. One respondent also suggested the need to create a community atmosphere.

Response 22.20 - Noted – the Design Guide seeks to encourage a number of potential locations for community uses within the different character areas of the site.

Outdoor sports equipment

A suggestion of outdoor sports facilities was mentioned by two respondents, one of whom suggested incorporating gym facilities for older people.

Response 22.21 - Provision for sport and fitness have been considered as part of the Masterplan scheme. This is discussed in the Design and Access Statement.

Concern about busy road and railway surrounding park

Two respondents raised concerns about the new road which borders the park, and the impact this will have on the enjoyment of the park. Another raised concern about the road severing the park from the buildings.

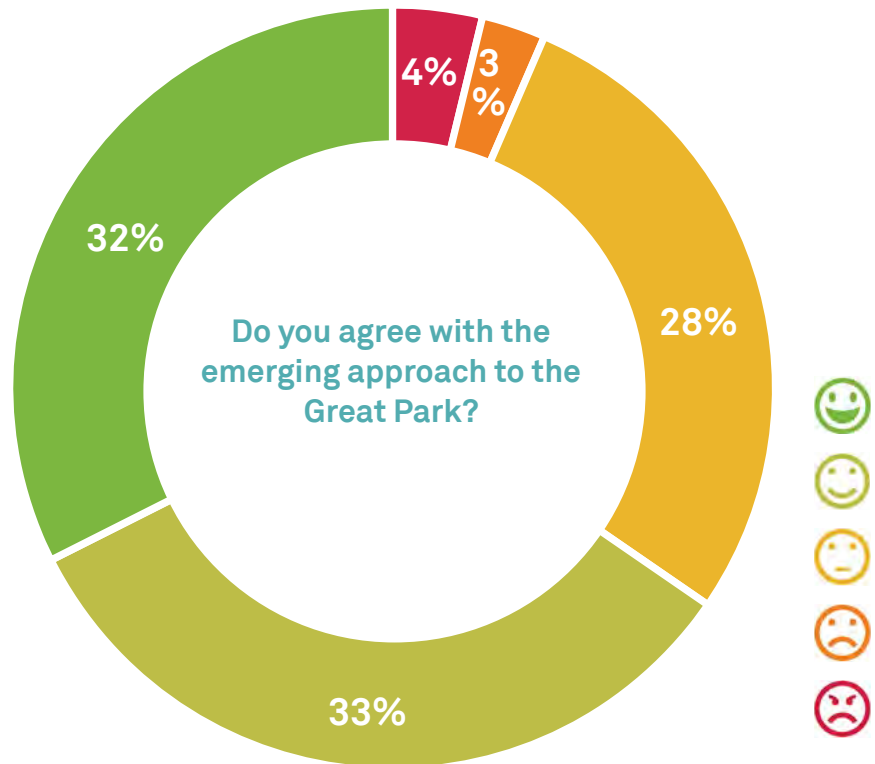
Response 22.22 - Noted – the team has worked closely with CYC officers to design an integrated approach to the street and park. A 20-m.p.h. limit has been established across the site with regular crossing points so that the street is a safe and accessible part of the site for pedestrians. See Design Guide.

The Great Park (Board 21)

Questionnaire - overall approach

Proposals for The Great Park were the most well received of all the boards, with 65% of those who responded suggesting that they were happy or very happy with these proposals.

7% of those who responded suggested that they were unhappy or very unhappy with the proposals. Those who responded that they were very unhappy said that the park was “not big enough” and will be “overlooked by high density housing and tall blocks of flats”. Concern was also raised about the dominance of the busy road and rail tracks and the need for extensive safety barriers. It was also suggested that a footbridge or underpass “should be considered to make safe crossing points across the busy road” to the park. Two respondents were opposed to the inclusion of the steam train, calling it “nostalgic nonsense” and a “noisy, smelly, novelty toy” which “conflicts with the site’s environmental and innovation statements.”



The Great Park priorities

Respondents were asked to select what their priorities are for The Great Park, and were able to select more than one option.

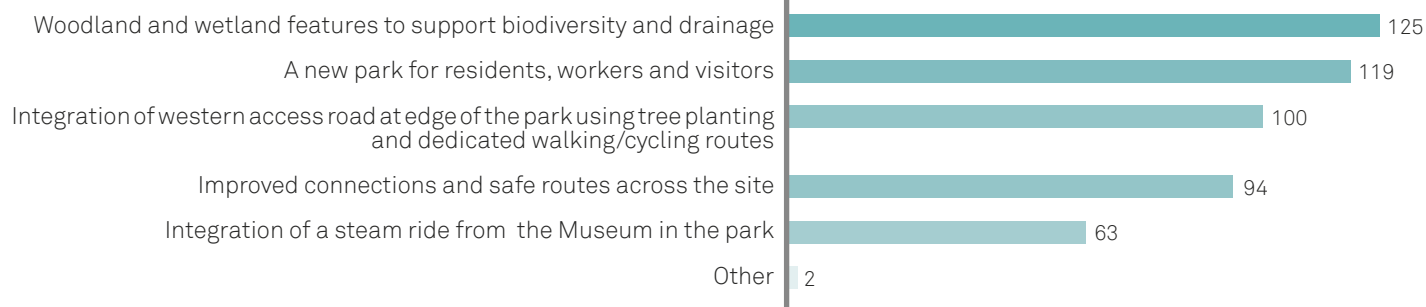
The most frequently selected priority was 'Woodland and wetland features to support biodiversity and drainage.'

The 'Integration of a steam ride from the Museum in the park' proved to be the least selected priority from the options provided.

Of those who selected 'Other' it was suggested that the "park looks a bit plain" and "doesn't offer anything different to any other park in York other than a train in it". It was suggested that something really special should be built "Why not build something really special "like Peasholm Park in Scarborough." Another respondent suggested proposals should "allow a bit of 'wildness' on the site."



"Please select which of the following are priorities for the Great Park..."



YCP response - #23

The Great Park is a popular proposal. As with other topics there is a desire to see further detail regarding the park itself, and also the relationship with adjacent streets and buildings. Specific responses are listed below.

Additional comments

Respondents were asked to provide any additional comments they had about the Great Park.

74 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Concern or dislike of steam train**

A common remark from respondents was their dislike or concern about the proposals for a steam train running through the park. Reasons for this varied, but included:

- intrusive for residents
- highly pollutive and noisy
- obstructive
- concerns relating to health and safety
- "tacky", "lame", "novelty"

Response 23.1 - The Design Guide provides more detailed guidance to articulate how the steam train can be integrated in the park in an appropriate way. This is an important part of the brief for the Great Park, which will require careful design to avoid the concerns set out.

Query relating to maintenance/management/cost

Many respondents raised concerns or queries regarding the long term maintenance, cost, management and

ownership of the Great Park. Some suggested that it could not be afforded at present, and another respondent questioned if there would be a service charge on residents and businesses.

Response 23.2 - Consideration is being given to the management and maintenance model for the Great Park and will be finalised as part of the broader delivery strategy beyond the planning application.

Support for open/green space

Many respondents shared their appreciation for a green space having been included in proposals, saying that "a new park would address the lack of open space" in York, and that it is a "good idea," "valuable" and "would improve character on site".

Response 23.3 - Noted - this is a core part of the application (see Design Guide for further details which have evolved since Stage 3).

Support for focus on biodiversity

A number of respondents supported the focus on encouraging biodiversity within the site, and suggested that woodland and wetland features would be good, as well as the planting of wildflowers for bees.

Response 23.4 - Noted - this is a vital dimension of the open space strategy. This is set out in more detail in the Design Guide and Sustainability Statement.

Dislike of name "The Great Park"

Some respondents felt the name "The Great Park" was "rubbish," "daft," and "terrible" and a couple of respondents suggested the park could be called "Central Park" instead.

Response 23.5 - The Great Park is simply a working title for the main park space in the scheme to aid navigation around the application documents and to help communicate the scale of the proposals. It is not fixed and is likely to evolve as the project progresses.

Incorporate water

A number of respondents suggested that more water should be included in the proposals, most simply requesting a "water feature" and another respondent was surprised that there were no ponds.

Response 23.6 - Proposals have continued to evolve since Stage 3 - the principle of using the Great Park to incorporate a water management function was established at an early point. The proposals have now been worked up in more detail and defined in the Design Guide and Sustainability Strategy.

Belief that park needs to be bigger

A number of respondents commented that the park was much smaller than the name "Great Park" suggested. Some suggested it should be bigger, and were displeased at the scale of it.

Response 23.7 - The size of the park has been balanced against other considerations including planning policy and corporate objectives to maximise commercial space and residential dwellings as part of the proposals. The park is considered to be of a significant scale for the city and will deliver a wide range of activities. It is worth noting that a number of smaller scale local spaces have been introduced as part of the individual neighbourhoods.

Safety concerns

A few respondents raised concerns about how the safety of those using the park would be ensured, suggesting there should be "proactive patrolling," "lighting," and "policing after dark." Another respondent hoped the area would be "easy and safely accessible to children as well as adults."

Response 23.8 - Safety and usage of the park will be incorporated as part of a future management strategy for the operation of the park.

"Do you have any other comments about the Great Park?"

Not too manicured, leave it wild

A number of respondents used the word “wild” when describing what they wanted some of the Great Park to be. One respondent requested that it be left alone as much as possible to “let ecology work.”

Response 23.9 - The Design Guide and Sustainability Statement define the ecological and biodiversity drivers and benefits which are a core feature of the park.

Needs to be easily accessible from surrounding communities

A number of people noted the need for the park to be accessible from “surrounding areas” and some raised concerns about “the park being severed from the buildings.”

Response 23.10 - Detailed thought has been given to the integration of the park with surrounding neighbourhoods and wider city. The Design Guide illustrates how the pedestrian and cycle movements will be organised, and how, at a local level, the park and York Yard South neighbourhood will be integrated.

Suggestions for best practice (Rowntree Park, Peasholm Park and Queen Elizabeth Olympic Park)

Some respondents suggested looking to other existing parks for examples of how the Great Park should be executed, including the following:

- Queen Elizabeth Olympic Park in London, for “amazing artworks and really beautiful landscaping and natural planting”;
- Rowntree Park in York, for its “open space/gardens” which are always in use, and for being “in keeping with York and easy to maintain”; and
- Peasholm Park in Scarborough, for being “really special”

Response 23.11 - These inspirational examples are welcomed and resonate with the aspirations which have been defined in the Design Guide.

Provide sports facilities / skate park / play park

Some respondents suggested the inclusion of facilities - including a “concrete skate park,” a “play park” and areas “for sport facilities”.

Response 23.12 - The Design Guide establishes the context for the detailed design of play facilities across the park for a range of ages.

Use trees to mitigate pollution/noise

Some respondents felt it would be important to “off set carbon footprint by planting trees” and another respondent suggested a line of trees could be used to muffle noise and capture pollution.

Response 23.13 - Noted - a strategy for planting is incorporated in the application (see Design Guide and Sustainability Statement).

Provide enough seating

Some respondents noted the need to provide “enough benches for seating” especially for “older and disabled residents to enjoy the park”.

Response 23.14 - This feedback was a strong theme in the feedback and has inspired the incorporation of indicative guidance for a range of formal and informal social spaces and places as part of the scheme. See Design Guide.

Need to protect Millennium Green

Some respondents noted the importance of Millennium Green, one respondent suggested that “in order to protect Millennium Green” only access by foot should be allowed from the Great Park. Another respondent suggested that York Central should enhance Millennium Green.

Response 23.15 - The indicative master plan and parameter plans illustrate the proposed alignment of the new access road which minimises impact on Millennium Green. As set out in Stage 4, the detail of the new road across Millennium Green as it meets Water End will be set out in a subsequent

phase of engagement in advance of the submission of the detailed application for the access road.

Flooding concerns

Some respondents were pleased to see that “surface water drainage is being addressed” but one raised a question over the capacity of Holgate Beck, and questioned if this should be increased to avoid flooding in the park. Another respondent suggested that “flood plain areas should be separate from or below pedestrian walkways, and areas of flower planting.”

Response 23.16 - The approach to water management is set out in the Environmental Statement (Volume 1).

Should be for local community

Respondents emphasised the need for the park to be for the local community, and not tourists.

Response 23.17 - This is noted - as set out in the Design Guide, the park will cater for the needs of a wide audience with a strong emphasis on existing and future residents.

Concern about road going through park

Two respondents felt that the road should not be near the park, as this would prevent it from being a “secluded spot”.

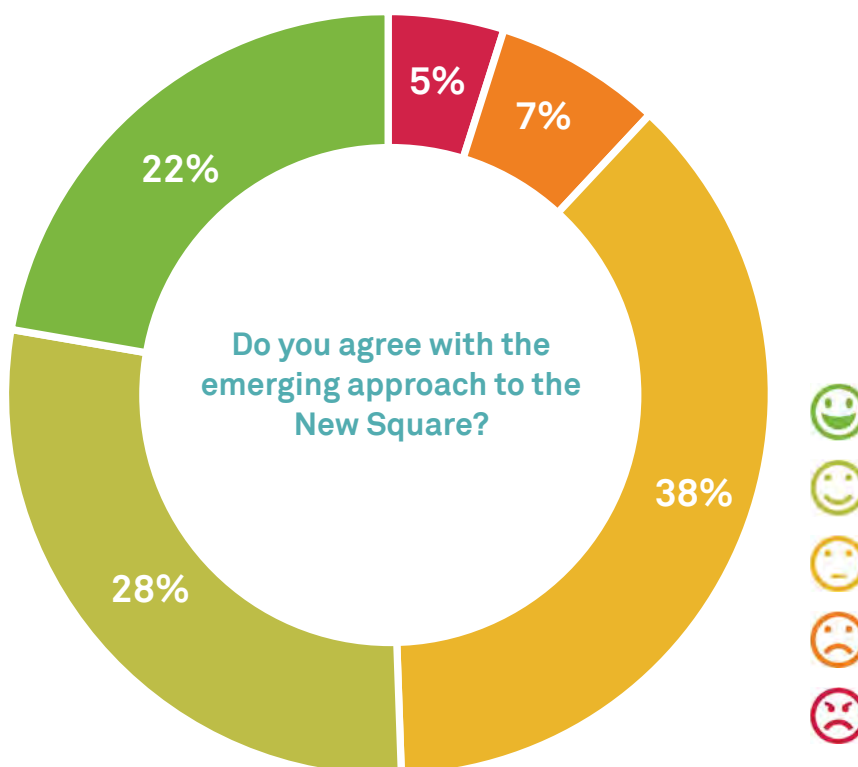
Response 23.18- The Design Guide describes how the road can be integrated with the park and adjacent neighbourhood in an appropriate way. For example, the road is envisaged as a 20mph street with extensive planting and landscaping.

The New Square (Board 22)

Questionnaire - overall approach

48% of respondents to the proposals for The New Square said they were either happy or very happy with the proposals.

12% of respondents said they were unhappy or very unhappy with the proposals. 38% selected a neutral response which is a relatively high proportion.



New Square priorities (see overleaf)

Respondents were asked to select their priorities for the New Square. The most popular was “an arrival space to and from the new western entrance to the station”. Another two priorities which were also frequently selected were “a space for arrival and relaxation for the city” and “Generous pedestrian crossings and traffic calming”.

The ‘water mist feature to reflect the steam train heritage’ was the least popular.

Other comments

Those who responded that they were very unhappy suggested that it would be challenging to get this aspect of the proposals to work well. It was felt that the Leeman Road tunnel would provide a barrier to anyone wanting to use the space, and that it is disconnected from the city.

Other respondents suggested the proposal for the New Square “looks awful” and “is just plain, boring and pointless” and that “a nice plaza space like in Cardiff” could be used.

Two respondents suggested this space could be better used as a bus station. One respondent suggested a green space would be preferable.

Those who selected ‘Other’ suggested that “the illustrations vastly overplay the size of the available space” and

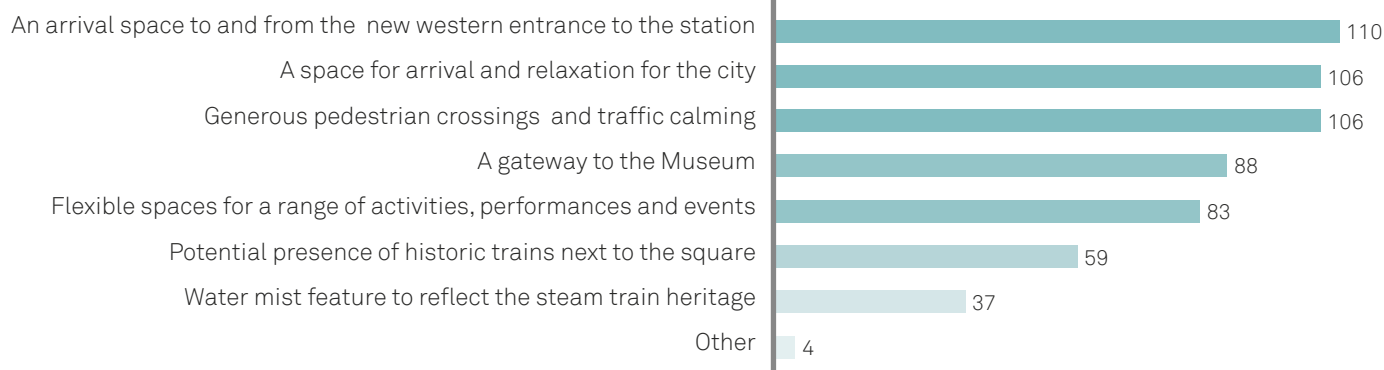
ignore “the fact that it will have a busy main road running through the middle of it” meaning that “no-one will use this space, especially given the lack of demand for city centre retail space that is evident in the empty shopfronts of central York.”

Another respondent suggested that the New Square needs a reason for people to go there such as “tables and chairs where people can bring picnics” and “places where people can sit and hang out with architecture and features that attract and distract.” It must also be inclusive and “allow people to use the space without commercial pressure.”

Another respondent queried the ownership of the square and park, asking if it is council/community owned - how will maintenance be funded, or if it will be privately owned - how will access and usage rights be maintained?

These comments are incorporated in the summary overleaf.

“Please select which of the following are priorities for the New Square...”



YCP response - #24

The principle of the square and proposed roles received a good level of support. The high level of neutral responses and narrative emerging from the “other comments” highlights concerns about the specific design of the space, particularly in relation to size and scale, level of activity and impact of the proposed road. Further information will be provided to illustrate and explain the approach. Specific responses are provided below.

Additional comments

Respondents were asked to provide any additional comments they had about the New Square.

89 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages**Desire for greenery/trees/planting**

The comment raised most by respondents was the desire for New Square to incorporate more greenery, in the form of trees or planting. Respondents had different reasons for this suggestion including:

- being good for people and nature
- providing shelter in an open space
- preventing the space from looking bare
- providing shade
- being conducive to relaxation
- softening impact of hard landscape and tall, ‘sharp sided’ buildings

One respondent said that they would in fact prefer green space over a new square. Others simply requested more trees.

Response 24.1 -The Design and Access Statement discusses the approach to the New Square which includes planting as part of the Coal Drops space within New Square.

Needs to be unique/reflect York/ concern plans are generic

A number of respondents raised concerns that the New Square looked like it “could be anywhere”, and that it should really feel unique and reflect York. One person suggested using local materials, stone and colours to achieve this. Another felt that the proposals were too monumental and out of scale with the rest of York.

Response 24.2 -Note - this was identified as a principle at Stage 3. Drawing on engagement feedback alongside discussions with Historic England and CYC officers, the design team has developed more detailed proposals to form the basis of the Design Guide in response to the idea of Yorkness.

Concern or opposition to cars through the New Square

Some respondents raised concern about cars going through the square, one respondent said it would “not be a very attractive space if it is constantly being traversed by cars” suggesting that cars should go under the square instead. Another respondent called for the square to be car free, only allowing car access to the station car park. Others were concerned that traffic would end up dominating the space, and should be prevented from using this space for “health, safety, aesthetic and security problems.”

Response 24.3 -The Transport Assessment considers the impact of traffic in the square. The provision of tunnels is not considered a safe or appropriate way of approaching the development. Passing traffic, where carefully managed in terms of speed and volume, can be an appropriate way of establishing a sense of safety. The principles in the Design Guide are considered to be an appropriate response to concerns.

“Do you have any other comments about the New Square?”

Public art / sculpture / feature

A number of people suggested the incorporation of public art, sculptures, or “architecture and features that attract and distract”. Other suggestions included light installations, a traditional clock, or sculptures inspired by the railway heritage.

Response 24.4 -Noted - the Design Guide establishes a context for public art as part of the proposals.

Need for bus station

A few respondents simply noted the need for a “real bus station that the city really needs”.

Response 24.5 -As set out in the Design and Access Statement, the application sets the context for convenient and accessible bus and interchange facilities (including a new western concourse to the west of the station) and proposals (by others) for improvements to the front of station beyond the redline.

Oppose plans

Some respondents left negative comments, seeing the proposals as an “expensive distraction from sorting out York’s actual ‘now’ issues” and “just plain, boring and pointless.”

Response 24.6 -The Planning Statement articulates the planning benefits of the proposals.

Support for plans

Some respondents were very positive in their comments about the proposals, one respondent said “it has my full support” another said they were “very pleased” and another respondent felt it was “just what the city needs”.

Response 24.7 -Comments are noted.

Oppose / concern over water mist feature

Some comments received expressed concern about the water mist feature, noting that “water features have a poor track record in York” and questioning “how long before it’s capped?”. Another respondent suggested the water mist feature shouldn’t happen unless “this can be done technically without constantly wasting water.”

Response 24.8 -These concerns are noted. The proposals for the water mist feature are indicative and would need to be tested and worked up in more detail at the Reserved Matters stage.

Concern relating to car parking

Comments relating to parking ranged from those who were concerned that all commuter parking had been removed, to those wondering where they pick up and drop off visitors, and one respondent who feels that “the proposals for large amounts of car parking at the railway station seem very out of place and are very worrying.”

Response 24.9 -The Transport Assessment, Travel Plan and Design and Access Statement provide a rationale for the approach to car parking. A low car approach is supported and the amount of new parking has been constrained. Over time, the proposals include flexibility to deliver less parking than is assumed in the illustrative scheme.

New Square should be used for cultural activities / events

A number of respondent suggested the use of the square for events and cultural activities such as festivals or ferris wheel.

Response 24.10 -Noted - this approach is supported and embraced in the Design Guide.

Meanwhile uses in square

Some respondents suggested the use of the square as a market, another suggested having concrete table tennis tables to while away the time.

Response 24.11 -Noted - meanwhile uses are discussed in the Design Guide. Application for meanwhile uses are not included as part of the Planning Application.

Inclusive design

The need for inclusive design was highlighted by a few respondents. Some respondents noted the need to avoid obstacles for visually impaired and to make there is step free access across the site. Other respondents felt that “to be inclusive it must allow people to use the space without commercial pressure” and that there should be no exclusive events, so that everything is kept open to everyone at all times.

Response 24.12 -Noted - inclusive design is embraced throughout the proposals. This is discussed in the Design and Access Statement.

Reflect York heritage

A number of respondents suggested that York’s railway heritage should be reflected in the designs for the New Square. Another respondent felt that “Railway/Viking/Saxon/Norman heritage should be all included.”

Response 24.13 -Noted - the Design and Access Statement describes the approach to the design and character of the square which will be inspired by the historic context of the site.

Feeling that proposals are not successful or will not work

Some respondents expressed doubt that the area could cope with all the visitors by train being directed through it. Another said that they didn't think this aspect of the proposals worked as well as envisaged. Another thought that the proposals would struggle to work because the Leeman Road tunnel acts as a barrier to any one who wants to use it.

Response 24.14 -The planning application documents provide a more detailed explanation and assessment of the proposals. The Design and Access Statement describes the process of design evolution for the routes and spaces which are considered appropriate.

Safety concerns

Some respondents noted the need to "make it safe to use and go across at night" and "ensure residents safety and comfort". One respondent questioned whether there would be lighting and policing in place after dark.

Response 24.15 -The Design Guide establishes the context for more detailed design in relation to safety and accessibility.

Seating / tables

Some respondents simply noted the need for seating in the New Square, and even tables.

Response 24.16 -Noted - seating and spaces for relaxation are promoted in the Design Guide.

Concern over detracting from city centre

Some respondents shared their concerns about the proposals taking "even more business away from the city centre" and mentioned the "empty shops already in the city centre" - questioning how York Central could guarantee future use, and how the old city centre would be protected if "businesses decide to move into the new area". One respondent said the proposals should not be competing with the city, which is "suffering enough".

Response 24.17 -The Town Centre Uses Statement provides an assessment of the proposals. They are considered appropriate in relation to the existing city centre.

Concern space won't be used

Some respondents felt like the space wouldn't be used, and would just be used as a transition from the station to somewhere else within the city. Another respondent felt that there should be something in the square which encourages people to walk into it, noting its potential as a "mini-oasis". Another respondent felt that "no-one will use this space".

Response 24.18 -The Design Guide illustrates how a wide range of activities could be supported in the square.

Leeman Road tunnel acts as barrier/ concern about Leeman Road tunnel

Some respondents felt that the success of the New Square rested on the outcome of a decision surrounding proposals for Leeman Road and Marble Arch, and the congestion this might cause, and therefore the impact this would have on the square.

Response 24.19 -Proposals for Leeman Road tunnel and Marble Arch, will, in tandem with the broader strategy of pedestrian and cycle connections across the site, contribute to the positive use of the square.

#	MYC Feedback from Stage 3	Response
25	<p>PUBLIC SPACE WHICH SERVES PURPOSES</p> <p>Home extends beyond the front door, and public space must be thought of as a key shaping tool in creating neighbourhoods, both spatially and in terms of social value. Public space must balance being truly public, with encouraging “ownership” by neighbours and users. There should be a continuum of types of space from playstreets to hard-surfaced urban shared space, gardens and parkland to wilder areas which encourage wildlife. Public space does not, importantly, all have to be at ground level.</p>	<p>The applicant endorses these principles and the project team continues to embrace these concepts through the masterplanning process. Further work has been developed to define a greater level of detail to communicate the hierarchy of streets and spaces and the overall spectrum of different characteristics and functions which define them. The subtleties of including communal or semi-public spaces in ground floors, at podium levels or as part of upper floor / roof space are being considered through the application.</p> <p>This material forms an important part of the PLANNING APPLICATION material with the aspiration and guidance / rules established through a combination of the parameter plans (Open Space Areas drawing YC-PP-012) and Design Guide. Specific guidance for public space can be found in chapter 3 of the Design Guide.</p>

Priorities for Design & Heritage

The most selected priority for those who responded was that building height should respond to the heritage of the city. Respondents also showed a desire for York Central to feel like an extension of the city, and saw high quality streets and safe, accessible spaces as a high priority, as well as convenient, inclusive and permeable routes through the site. Those priorities selected the least by respondents were active ground floors and animated public squares, and rich and varied character areas.

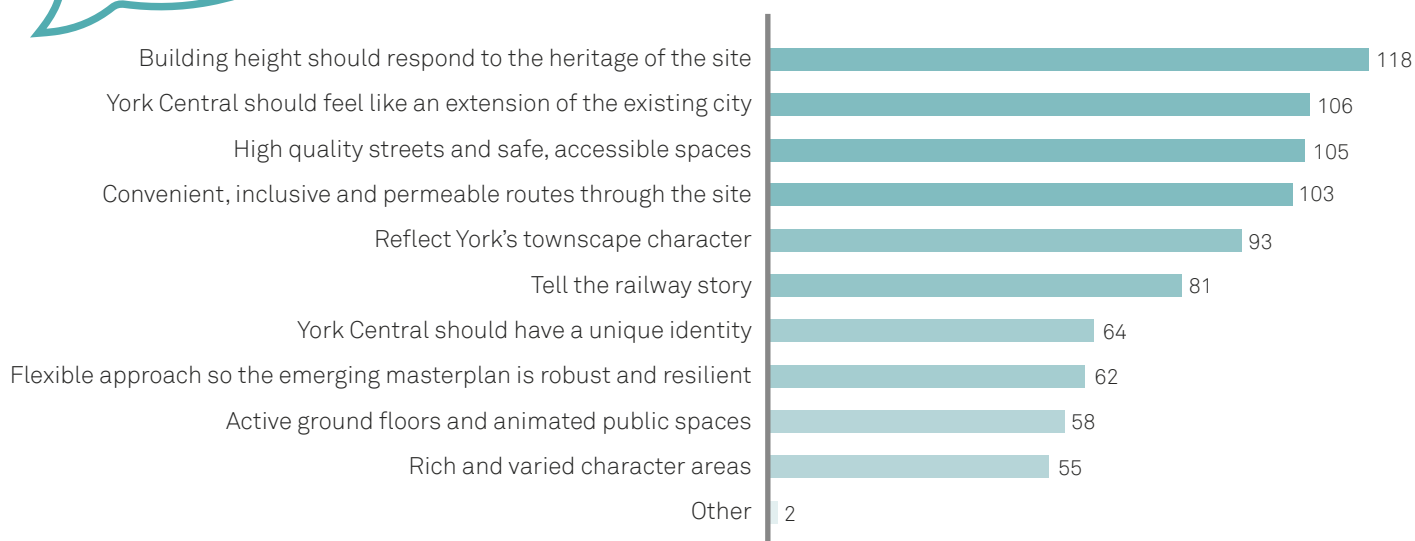
Other comments

Other comments focused on the height of the buildings, including those planned around the existing St Peter's Quarter development which could have an impact on existing properties. Additionally, opening up the rear of the area and creating new connections raises the risk of crime.

Some responses noted that tall office blocks and multi-storey car parks are not in keeping with the historic character.

One response suggested building a modern secular building as tall as the Minster as an iconic civic, cultural, sports, leisure and business centre. There was also support for selling the land in small plots to encourage diverse architectural styles.

"Please select which of the following design & heritage principles you agree with..."



YCP response - #26

There is support for the main design principles which underpin the masterplan. Comments received and the high degree of neutral responses reflects a desire to understand more detail around the specifics of the design proposals with greater emphasis on character. Responses to specific points is provided below.

Additional comments

Respondents were asked to provide any additional comments they had about the emerging approach to design & heritage?

90 people provided additional comments. We have read and analysed each of these comments in order to pull out the key messages and themes. We have extracted the key messages and have listed these in the appendix and provided a summary here.

“Do you have any other comments about the emerging approach to design & heritage?”

Commentary on key messages**History and heritage should be reflected in development**

A key message to come out of additional comments was the desire for York Central to reflect York and its diverse history and heritage. This included its industrial, railway, medieval and Victorian heritage and architecture.

Response 26.1 - This is a core principle which is embraced and articulated in the Design and Access Statement and Design Guide.

Opposition to tall buildings

A number of respondents were opposed to tall buildings, some noting that these would not be in keeping with York.

Keep heights in proportion to York (low)

A lot of respondents noted that new buildings should be kept in proportion to the rest of York, and therefore heights should be kept low.

Response 26.2 - Following completion of Stage 3, the team has worked closely with CYC and Historic England to define an appropriate approach to heights. This is in keeping with the broad approach defined at the consultation stage, but significant areas have undergone local review to consider the broader townscape and landscape views and impact alongside setting. See Design Guide for further details. Heights and massing are tested in relation to the maximum parameters defined by the application drawings as part of the Environmental Impact Assessment.

Development should create its own unique character within context of York

A number of respondents called for York Central to have its own “unique character” as it is “its own quarter of the city”. Another felt that, because it will be new, it will be unable to reflect the character of the city centre, and will therefore need to have its own character. A number of respondents said that, although it should have a unique character, it should still feel like its part of York.

Response 26.3 - As set out above, the proposals consider predominant character and context in defining the approach to height, scale and mass. See Design Guide.

Concern that York’s unique character won’t be reflected in architecture/development

Some respondents expressed concern about the proposals and illustrations shown, feeling that they were too “generic” and “bland” and “new-build-by-numbers,” and that they could be in any city. One respondent suggested that design guidelines should be put in place to ensure new buildings reflect York’s existing historic architecture.

Response 26.4 - Noted - this is an important principle which is embraced and articulated in the Design Guide.

Materials should reflect York

A common suggestion from respondents was the need to use local building materials which reflect, “blend in” or “harmonize” with York. One respondent suggested “having buildings faced with older bricks or stone”.

Response 26.5 - Significant work has been undertaken to address this point. The Design Guide considers the approach to materiality and architecture - establishing the key principles and retaining a degree of flexibility.

Create high quality contemporary buildings

Some respondents noted that, although the site should celebrate the heritage of the site, this “should be balanced with looking forwards and incorporating the highest quality modern design rather than pastiche.” Others shared the sentiment of incorporating high quality, contemporary design. One respondent mentioned that “there are few good contemporary buildings in York and this is a great opportunity to create them.”

Response 26.6 -As set out above, the approach is set out in the Design Guide.

Limit building heights

A number of respondents felt that building heights should be limited across the site. The suggested height restrictions included:

- “Building height must not be higher than 2 to 3 stories!”
- “No buildings 7-8 stories”
- “No more than 5-6 storeys height”
- “Building heights for residential areas need restricting to 3 or 4 at the maximum, perhaps 6 in the commercial heart.”

Response 26.7 -As set out above, the proposals describe an appropriate approach to height, scale and massing. The Design Guide, in tandem with the Parameter Plans explain how this should be dealt with at the Reserved Matters stage. Heights are tested as part of the Environmental Impact Assessment.

Concern regarding impact on existing housing

Some respondents mentioned their concern about the height of some of the proposed buildings’ and their impact on existing residents in terms of outlook, light, overlooking and privacy. Specific concern was raised by and for residents of Garfield Terrace, Garnet Terrace, Carlton Street and residents of St Peter’s Quarter in general.

Response 26.8 -The proposals have been considered in relation to the surrounding and adjacent neighbourhoods. The typologies north of the park relate closely to existing housing in the area and are considered appropriate.

Maximise trees and green roofs / sustainable design

Respondents felt that York Central should incorporate “top quality and sustainable design.” One respondent suggested it should be “100% carbon-free certainly in terms of running the buildings.” Another respondent requested a “scale model (working) of sustainable building practice in action of how green roofs work.”

Response 26.9 -Since Stage 3 was completed the team has introduced a number of explicit principles and strategies regarding sustainable design. See Design Guide and Sustainability Statement for further details.

Encourage diversity in architectural styles/height/townscape

Respondents noted a desire for “varied, good quality townscape,” “mixed scale,” and for land to be sold in “small plots to encourage diverse architectural styles”. One respondent suggested that “variety is the spice of life.”

Response 26.10 -This principle has been embraced as a central element of the design guidance in the Design Guide document.

Request for masterplan proposals to be submitted to Yorkshire & Humber Region Design Review Panel and York Design Review Panel

Respondents have sought for the proposals to be submitted to the Yorkshire & Humber Region Design Review Panel as it is felt that in order “to ensure we achieve the best possible design for this important site, independent input from professionals from in the UK should be sought.”

Response 26.11 -YCP is considering the approach to Design Review as part of the wider governance strategy. This could be a key element of the assessment of Reserved Matters applications as the project moves forward.

Architecture should reflect York

Respondents felt that new buildings within York Central should reflect the architectural style and identity of York.

Response 26.12 -As noted above, the Design Guide seeks to balance the approach to architecture so that new buildings reflect the style and identity of the existing city.

Retention of some old buildings could be unnecessary

Some respondents felt that “just because buildings are old - should not be a consideration in their retention” suggesting that some buildings and features being kept “do not justify preservation”. A respondent did however note that “if they have a viable future with a distinct role and purpose” then they should be retained.

Response 26.13 -Proposals have considered the relative significance and setting of existing buildings on the site. The approach to retention and demolition is set out on Parameter Plans alongside the approach described in the Design Guide. The scheme, reported in the Environmental Statement, adopts a positive yet balanced stance towards heritage.

Support for building heights/heights could go taller

Some respondents left positive comments in relation to the proposed building heights as it is “balanced with open space and views of the minister.” Other respondents believe “we should build higher across the site” or “could go taller” with a view that “taller buildings can drive values and therefore better design and materials.”

Response 26.14 Noted - as set out above, a balance has been achieved with regard to height, scale and massing. See the Design Guide and Environmental Statement (Volume 1) for further details.

Opposition to diversion of Leeman Road

Two respondents noted their objection to the diversion of Leeman Road, one of whom feels this “will not achieve ‘high quality streets and safe, accessible spaces.’”

Response 26.15 -The Design and Access Statement articulates the rationale for the diversion of Leeman Road. As illustrated in the Design Guide, the proposals set a clear context for accessible, welcoming streets and spaces, including a positive transformation of the Leeman Road area to create an attractive street scene.

Re-use existing materials on site in landscaping

Suggestions came forward from residents about reusing existing materials on site, such as old railway sleepers, in the landscape design proposals.

Response 26.16 -Noted - this approach is supported and welcomed and incorporated in the indicative landscape proposals (see Design Guide).

Avoid bland housing/architecture

Respondents raised concerns about the potential for bland architecture, and in particular flats “like Holgate”, within the development.

Response 26.17 -The Design Guide establishes a positive context for attractive, well-designed housing which responds to local character.

Too much emphasis on reflecting heritage

Some respondents felt that perhaps too much emphasis was being placed on reflecting heritage in the proposals. One respondent was concerned it would become a “theme park” and although there’s a “need to reflect York’s heritage” this should not be “to the exclusion of existing designs”.

Response 26.18 -As noted above, it is important to strike an appropriate balance in this regard. As set out in the Design Guide, the proposals embrace a contemporary approach whilst responding positively to heritage assets and character which is a requirement.

Listed/historic buildings should be retained

One respondent felt that “listed buildings should be sacrosanct” and that “the historic buildings dotted around” the site should be worked with.

Response 26.18 -Noted - this point forms the basis of our proposals and is evaluated in the Environmental Statement (Volume 1).

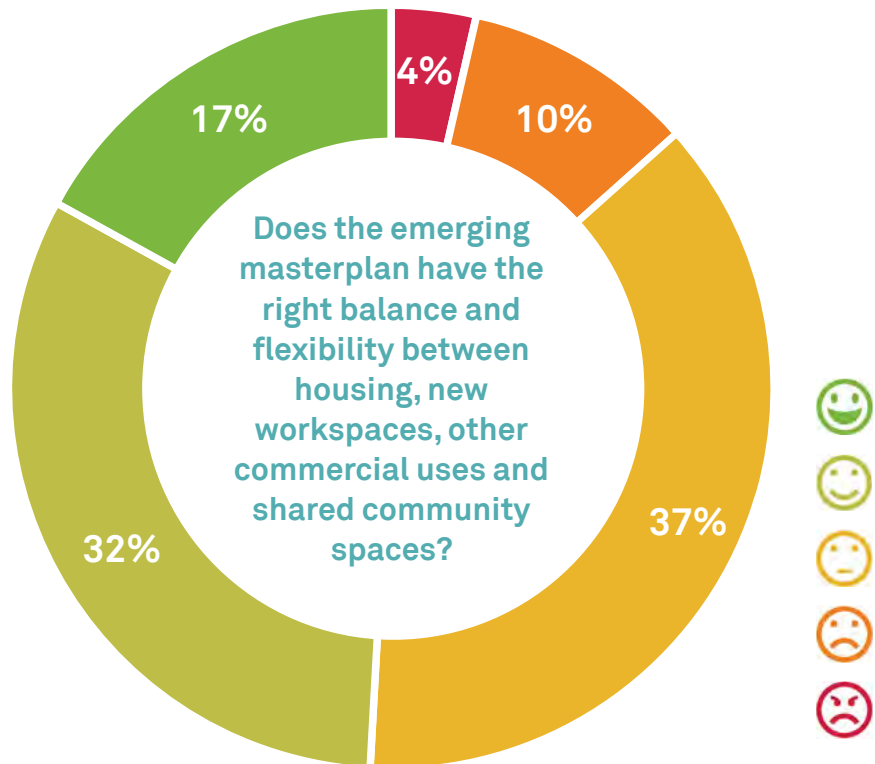
#	MYC Feedback from Stage 3	Response
27	<p>HERITAGE AS CREATIVITY AND INNOVATION</p> <p>We should look for inspiration and practice elsewhere (for example Freiburg Vauban and Heidelberg Bahnstadt) for creative ways to deal with the management of car use and how this impacts on built form and the lives of inhabitants.</p>	<p>This is a fundamental principle which is embedded in the proposals. In parallel with the Stage 3 engagement process, the project team has undertaken regular discussions and design reviews with officers at CYC and Historic England. The approach to heritage and integration with the city in terms of views, heights, scale, massing, townscape character and grain has been a key theme. A forward-thinking, creative approach is being taken – mediating between the proud historic identity of the site, and the prospect of creating a new district in the city which looks to the future in a way which celebrates the historic qualities and diversity of the city.</p> <p>Further, more detailed material is provided for illustrative purposes in the Design and Access Statement. In addition to illustrating the indicative approach in more detail, the Design and Access Statement communicates the rationale for the design approach from a historic environment perspective (see chapter 3, chapter 8). The Design Guide identifies key rules, guidance and aspirations which explain how future reserved matters applications should come forward (chapter 5). Views are tested and assessed through the Environmental Impact Assessment process.</p>
28	<p>POSITIVE BENEFITS OF HIGH DENSITY THROUGH CO-DESIGN</p> <p>We should explore a range of models for family housing which go well beyond “a house with a garden” and look at the benefits of higher density and high-quality shared facilities. One comment was that downsizing to a flat in York Central would only be a possibility if it was very, very nice. So, people considering downsizing or moving to York Central should be involved in briefing and designing for that quality.</p>	<p>YCP welcomes the rich discussion and views that have emerged through the engagement process in relation to the density and quality of homes and facilities. A range of residential types are envisaged in the masterplan. A consistent theme is quality.</p> <p>Although the detailed design of housing is beyond the scope of the current application, there is an emphasis on the quality of homes and neighbourhoods including streets, spaces, communal areas, boundaries and key architectural and townscape characteristics. This is articulated through a range of illustrative material in the Design and Access Statement and in the Design Guide.</p>
29	<p>SUSTAINABILITY AND AFFORDABILITY SHOULD GO HAND IN HAND</p> <p>Quality of construction and environment should benefit everyone. Equally-high standards of energy-efficiency should apply throughout, so that those in most need have low fuel bills and avoid fuel poverty, and high standards of construction should protect all from noise nuisance. Low car use should ensure good air quality throughout.</p>	<p>The emerging vision statement establishes a commitment to high standards of sustainability. The link to affordability is an important point and has been picked up specifically in the VISION STATEMENT.</p> <p>YCP and the project team has progressed more detailed work around the Sustainability Statement and Design Guide (see chapter 9). For the purposes of the outline application, the strategy focuses on principles and emerging / indicative strategies. The detailed approach would be dealt with at a Reserved Matters stage in response to this overarching framework.</p>

5.7.5 Land Uses

Uses (Board 17)

Questionnaire - overall approach

The response to the Homes, Workplace and Leisure board was mostly positive, with 49% of respondents expressing that they are happy or very happy with the current proposals. However, 14% of those who responded suggested they were unhappy or very unhappy with the proposals, a higher percentage than the average overall response statistics. There was also a relatively high proportion of neutral feedback (37%).

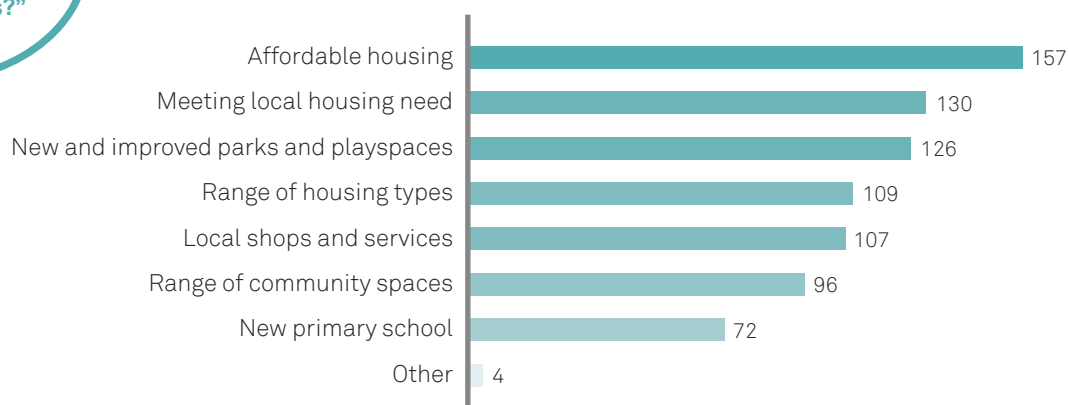


Priorities for Homes

Affordable Housing came out as a clear priority for respondents, reflecting the outcome shown in response to the Vision. Meeting local housing need also came out as a top priority, alongside new and improved parks and playspaces. A new primary school was the least popular priority.



“Which of the following elements are your priorities for homes?”

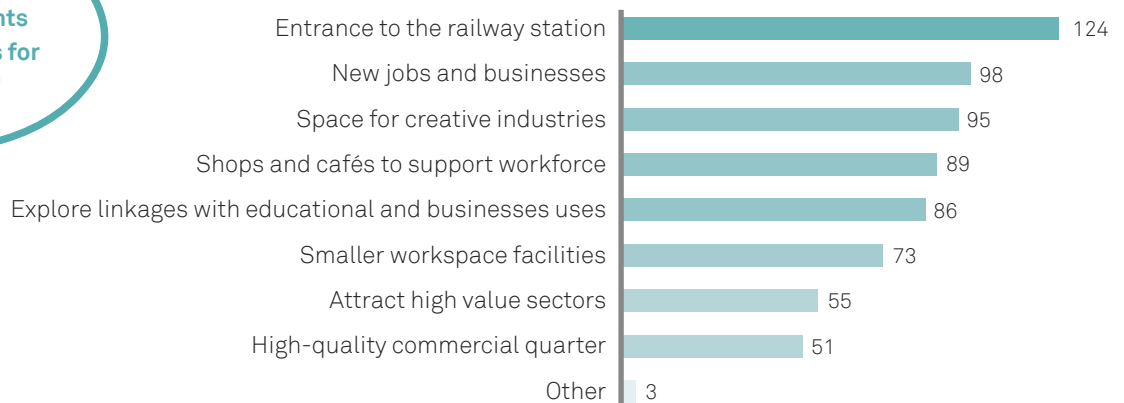


Priorities for Workplaces

The entrance to the railway station came out as a clear priority for those who responded regarding workplaces. Respondents also saw new jobs and businesses, and space for creative industries as priorities. Shops and cafés to support the workforce was also considered a priority. Attracting high value sectors, and a high-quality commercial quarter was not considered to be as much of a priority.



“Which of the following elements are your priorities for workspaces?”



Priorities for Leisure

Transforming the arrival experience of York Central and opportunities for cultural events were high priorities for respondents regarding Leisure. All other priorities listed were regarded almost equally as priorities, however, hotel and other tourist-related uses was not considered as high a priority to those who responded.

Other comments

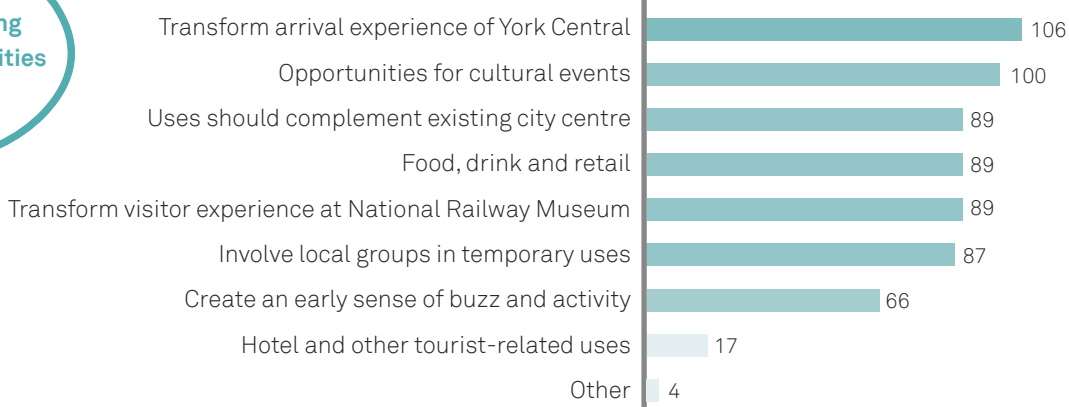
Those who responded 'other' suggested that the area needs more "family homes with plenty of living space to allow families to stay in the area as they grow - and thus build a community." A respondent raised concern about the proposed flats having a significant negative impact on the existing houses in terms of light and privacy. The same respondent would like to seek a "commitment to planting more trees along border areas." Concern was also raised about the scale of development dwarfing the new community and park uses.

A common concern is the seeming lack of current demand for retail and workspace in York. It was raised that innovation and creative industry spaces would be better in close proximity to the universities.

Another concern is that the proposed parking provision does not reflect the potential demand if the development is a success. A respondent also suggested improving data connections through the area needs to be a priority.



"Which of the following elements are your priorities for leisure?"



YCP response - #30

The overall approach to land uses received support but was less popular than the other topics. There is a desire to see greater detail around the approach to mix of uses and housing types and tenure. It is important to communicate the character and nature of activities for the various neighbourhoods and character areas across the site. There is a clear need to communicate the context for the proposed retail, leisure and workspace elements of the scheme. Specific responses are provided below.

Additional comments

Respondents were asked to provide any additional comments they had about neighbourhoods, workspaces & leisure?

134 people provided additional comments. There was a wide range of comments relating to the three themes of neighbourhoods (or homes), workspace and leisure.

We have read and analysed each of these comments in order to pull out the key messages and themes. We have extracted the key messages and have listed these in the appendix and provided a summary here.

“Do you have any other comments about neighbourhoods, workspaces & leisure?”

Commentary on key messages**More affordable housing needed**

The key message raised by respondents was the need for a greater proportion of affordable housing to be provided. One respondent felt that a minimum of 35% should be provided.

Response 30.1 - The Affordable Housing Statement provides an explanation of the approach to affordable housing for information.

Prioritise affordable housing for local people

A number of respondents noted they wanted to see a proportion of “genuinely affordable housing for local people”. Some noted that these should be for “local low paid workers” and “those in vital services, school staff, NHS staff who need a place they can call home which is truly affordable.”

Response 30.2 - This feedback is noted and will be considered as part of the broader delivery strategy. The Affordable Housing Statement provides an explanation of the approach to affordable housing for information.

Range of housing types needed (family homes, elderly/self build/starter homes)

Many respondents noted a desire to see a mix of housing types, including a number of requests for family homes, homes for the elderly, but also community housing projects, self build opportunities, and starter homes.

Response 30.3 - Noted - as set out in the Planning Statement, the application seeks to encourage a wide range of housing types responding to different needs and household aspirations.

Control buy-to-let and Airbnb services

A message which frequently reoccurs in feedback is the need to control the purchasing of ‘investment properties’ to rent out or use as a holiday let or Airbnb. One respondent enquired into whether it was possible to “implement a “no buy to let” policy to increase resident inclusion and sense of community.”

Response 30.4 - Noted - this will be considered as part of the broader delivery strategy.

York Central should not detract from city centre / concern about existing city centre

Some respondents expressed concern about the number of empty units in the city centre and expressed concern about York Central detracting from the city centre. One respondent felt that “it is a poor representation on the city if the centre is ‘dead’” with another respondent suggesting that “it is not a good idea to provide additional competition to central York.”

Response 30.5 - Noted - the potential impact is considered in the Town Centre Uses Statement.

Services required to support new housing

A number of respondents noted the need to provide community facilities and services to support the new housing. Respondents mentioned the need for essential services like schools, doctors, dentists and food stores but also essential community facilities such as play areas and a community centre.

Response 30.6 - The Planning Statement, Development Specification and Environmental Statement (Volume 1) set out the approach to community uses and social infrastructure. The Parameter Plans and Design Guide encourage flexibility and diversity of uses at ground floor.

Range of affordable housing needed

Some respondents mentioned that a range of affordable housing types should be provided, including social housing, affordable rental properties, shared ownership.

Response 30.7 -Noted - see Affordable Housing Statement for further details.

More mix of uses/less zoning

A number of respondents mentioned their desire to see “a more integrated and mixed distribution of use,” with a number of respondents suggesting that “many homes can be built above businesses” in order to “strike a balance for living, working, visiting and relaxing, so that not everything closes down early and only the bars stay open late.”

Response 30.8 -This has been embraced as a key element of feedback from the Stage 3 consultation. The Design Guide highlights a finer grain approach to character, uses and design across the area - with emphasis on character areas and street characteristics.

Independent local retailers instead of chains

A number of respondents expressed a desire for York Central to encourage more small independent retailers and businesses. One respondent even suggested putting a “ban/cap on chain restaurants and bars”. One respondent felt that it would be a good idea to encourage smaller independent shops as these “are less likely to suffer from attrition as larger chain stores when competing with the City Centre and out of town retail outlets.”

Response 30.9 -Noted - the Design and Access Statement discusses a positive context for a range of different scales of floor space and activity. The applicant and YCP are considering the approach to delivery alongside the application material.

Too much commercial/retail space provided considering empty units in city centre

A common sentiment raised by respondents is that “York city centre already has extensive vacant commercial and retail space” and therefore “there is no evidence that we need more.”

Response 30.10 -The Town Centre Uses Statement provide a rationale for the commercial / retail space in the proposals. It is important to highlight the Enterprise Zone status which is a major priority for CYC and the wider region.

Provide spaces to attract modern businesses/startups/creative industries

Some respondents felt that there is a “desperate shortage in the city of SME workspace in both the industrial and office sectors” and that provision should be made “for small scale start up spaces” as well as commercial spaces that “meet the needs of modern businesses to attract and encourage both enterprising start-ups, creative industries, and bigger businesses.”

Response 30.11 -Noted - the proposals allow for different types of enterprise to locate in the scheme as described in the Design Guide.

Need to encourage community spirit

Respondents felt that it was important that, by providing new housing, it was also important to create “community spirit” so it “does not end up a soulless area.” One respondent suggested providing “public table tennis tables, giant chess/draught squares, other free permanent facilities to encourage community building.”

Response 30.12 -Noted - this has been taken on-board following the consultation. The proposals encourage a diversity of community facing spaces (including “thirdspaces”) on ground floors, upper floors and as part of external spaces. The MYC notes regarding exchange and creativity are important ideas for the scheme. See Design Guide.

Allotments/park/green space/ecology

A number of respondents requested for the inclusion of green spaces, such as allotments, community composting, and shared green spaces. One respondent suggested that some green spaces should be kept “wild”. Another respondent suggested that “every opportunity for ecological activity needs to be made central”.

Response 30.13 -The Design Guide proposes a diverse range of spaces including ecological features, green space and allotments.

York Central should incorporate performance space/conference centre

A number of respondents suggested the need to incorporate a performance space of conference facility into York Central. One respondent felt that by creating “a first class Conference Centre” that was ‘publicly owned’ by the Partnership this could generate income in years to come.” Another respondent feels it is “essential the space incorporates a usable and affordable performance space”. While one respondent requests that space should be provided “where local artists and musicians can showcase their work and where people can engage in and participate in arts and music.” Another respondent proposed a “an amphitheatre for performances” in the coal drops public space.

Response 30.14 -As set out under the design heading, the Design Guide sets a context for a balance of contemporary and traditional style. Significant work has been undertaken to progress the illustrative material which was tabled at Stage 3 to achieve a more appropriate context.

New buildings should complement traditional York style

Respondents felt that the new development should reflect York’s history, and “provide both an historical sense of identity and an identity into the future from practical use.” One respondent expressed concerns about the proposals, feeling that there has been “very little effort to make the design in keeping with the historic architecture of the city.”

Response 30.15 -As noted above, the Design Guide seeks to balance the approach to architecture so that new buildings reflect the style and identity of the existing city.

Ensure development is inclusive for all

Respondents noted the need for York Central to be “accessible to all demographic groups that exist in York currently”. Specifically, people raised the need to include, facilities for those with disabilities, provision for homeless people, and avoiding social barriers by banning activities like skateboarding or busking. It was felt that it is essential to create a “vibrant and diverse community.”

Response 30.16 -Noted - this is a key principle and is embodied in the Design Guide and Sustainability Statement.

Restrict heights of buildings

Respondents felt that the buildings in the masterplan “should not be too high”. People suggested buildings should be “4 storey max” or that there should be “no buildings above 6 storeys high, especially homes”.

Response 30.17 -As set out above, the approach to heights has been tested in much more detail since Stage 3 to achieve an appropriate context as identified in the Design Guide and tested in the Environmental Statement (Volume 1).

Concern about impact on existing residents/housing

Some residents expressed concern about the impact the proposals would have on existing communities. This concern was raised in relation to new buildings situated near existing buildings, where issues might occur in relation to overlooking and overshadowing. One respondent also shared their concerns about creating a “Metro Ghetto” by isolating communities from the general population of York. Other respondents raised concerns about the impact events in the park may have on local residents in terms of noise disruption.

Response 30.18 -The Design Guide describes how the proposals are integrated with their surroundings in terms of height, scale, massing and character. The proposals are founded around a people first approach to movement led by pedestrian connections then cycling.

Needs to focus more on residents/local community

Concern was raised by some respondents that the plans focussed more on making money, than serving the needs of the city’s residents. It was felt that York Central should be focussed more towards residents than tourists, as it is felt that “tourism is growing at a rate detrimental to the quality of life for residents of York.”

Response 30.19 -The proposals look beyond the redline in creating new neighbourhoods and stitching together the site with existing, sometimes isolated communities.

Housing should be for local people

Echoing the sentiment of providing affordable housing for local people, a number of respondents felt that housing built should be for local people. This was often mentioned in conjunction with issues around investment properties such as buy-to-lets and holiday lets.

Response 30.20 -The Affordable Housing Statement describes the approach to housing. This will be kept under review as part of ongoing conversations around delivery strategy in parallel with the application.

Encourage sustainable modes of transport

A number of people noted the need for York Central to encourage sustainable modes of transport. Examples people provided for doing this included:

- no parking provision
- car share points
- plug-in points for the electric cars
- off road parking spaces
- footways to bus stops
- ensuring access to jobs and facilities on foot and cycle is seamless

Response 30.21 -The Transport Assessment, Travel Plan and Design Guide explain how sustainability is at the heart of our movement proposals.

Need successful transport solution

It was felt that transport in York in general needs to be improved, including “adequate private and public transport facilities” and “easing transport modes and solutions”.

Response 30.22 -Noted - the proposals set a context for improvements to movement including public transport modes. The applicant and YCP will continue to progress discussions with operators in this context. See Travel Plan, Transport Assessment and discussed in the Design and Access Statement.

High quality affordable housing needed

Again, supporting the need for affordable housing, it was felt by respondents that “high quality”, “decent” and “innovative” affordable housing “that trail blaze affordable living” was needed - with “storage facilities and places to hang washing etc.”

Response 30.23 -Noted - see Affordable Housing Statement for a description of the fundamental elements of the approach. The applicant and YCP are considering the detailed approach to the housing strategy in parallel with the application.

Usable workspaces tailored to local needs

It was felt by some respondents that “workspaces need to reflect region innovation and not multinational conglomerates”.

Response 30.24 -Noted - the Design Guide supports a diversity of different types of employment floor space. The applicant and YCP is exploring opportunities to deliver these elements in more detail.

Concern about maintenance / management

Respondents raised concern and queried how the buildings and infrastructure would be “kept fresh and kept maintained” into the future. Another respondent queried how the green spaces would be kept maintained, with a feeling that existing public spaces in York are not managed well.

Response 30.25 -These elements will be finalised as part of Reserved Matters applications and are being consider as part of broader discussions around delivery in parallel with the outline planning application.

Sustainability as priority

It was felt by respondents that housing within York Central should be “as eco friendly as possible”. One respondent suggested that all housing and workspaces should be “zero carbon, meeting climate change targets whilst also being very cheap to run.”

Response 30.26 -Noted - this area has been explored and developed in more detail since Stage 3. See Design Guide and Sustainability Statement for further information.

Support National Railway Museum plans for expansion/extension

Some respondents noted their support for proposals to extend the National Railway Museum, feeling that “joining the two bits of NRM up will make it feel more like a ‘proper’ museum” and that it will “not just be great for NRM but also for the York community to have a museum on their doorstep.”

Response 30.27 -Noted - this is a key element of the master plan as set out in the Planning Statement.

#	MYC Feedback from Stage 3	Response
31	<p>CREATING A COMMUNITY TO BRING THE YORK CENTRAL COMMUNITY INTO BEING</p> <p>We should be prepared to question accepted wisdom in respect of what brings value and marketability to development and should give consideration to the process of “buying in” to a type of community (in the way it has worked at Derwenthorpe). So, the basis for decision-making on car use/ownership should move from whether we dare deviate from the status quo (“most people have cars, so we design residential areas for cars since moving away from this would result in resistance”) towards consideration of alternative possibilities (“there must be lots of people for whom a car-free neighbourhood this close to the centre would command higher house prices”).</p>	<p>The applicant has taken a broad, holistic view of York Central. Viability testing and technical assessments are part of this process, but the applicant is also conscious of the need to prioritise place-making benefits, and the importance of taking a long-term view of the development and it’s position within the city, both now and in the future.</p> <p>There is potential to incorporate these elements within future DELIVERY STRATEGY document, albeit this is not a formal requirement of the planning application.</p>
32	<p>REAL AND LONG TERM AFFORDABILITY</p> <p>Affordability was a key issue during the community engagement process. Many people question the official definition of ‘affordable’ and called for greater ambitions in targets. York Central may not be able to “cure” York’s housing affordability problem, but is can demonstrate a methodology to start to address it.</p>	<p>YCP has established a position in the Stage 3 consultation material. This stated 20% affordable provision and a range of housing which caters for people at all stages of life.</p> <p>The position and associated rationale is set out in the PLANNING APPLICATION as part of the Affordable Housing Statement.</p> <p>(As noted above, there is potential for this to be captured and expanded in a future DELIVERY STRATEGY which would be outside the scope of the planning application.)</p>
33	<p>MIXED AND THRIVING YORK CENTRAL</p> <p>Affordability (of housing and space for commerce) should facilitate the growth of a mixed community, one where a local economy can thrive with links to the city as a whole.</p>	<p>YCP is giving detailed consideration to the balance of land uses in the scheme and these will be expressed as a minimum to maximum range for residential and non-residential uses in the application. This is articulated in the Development Specification and the approach to this is described in the Design and Access Statement.</p>

#	MYC Feedback from Stage 3	Response
34	<p>MIXED USES FOR A VIBRANT YORK CENTRAL</p> <p>The need to zone commercial development away from housing was questioned and there was much discussion about whether a vibrant urban area needs mixed development and mixed uses. One quote was to “think 3D” – suggesting there might be benefits in having shops, social and commercial at ground level, offices at first floor and flats above to avoid the ‘ghost town’ effect and drive life in the public realm.</p>	<p>This was a key topic arising from the engagement which is being taken on board by the project team in the scheme and will form part of the PLANNING APPLICATION as follows:</p> <ol style="list-style-type: none"> 1. The geographic approach to zoning is being softened. The boundary of the Enterprise Zone and commercial imperative of being in close proximity to the station means that the primary area for offices will remain in the area to the immediate west of the station. However, opportunities to introduce more residential uses within this area is being established. 2. Ground floors in the predominantly commercial area will be populated by a rich mix of retail, food, drink, community and leisure uses. This will support a rich and diverse use of the public realm, with internal spaces being part of the life of the area. 3. Significant work is underway to introduce a range of community, convenience and leisure uses in key locations within the predominantly residential areas of York Yard South and the Foundry neighbourhood. <p>See Parameter Plans and Design Guide for further information.</p>
35	<p>LIVING + WORKING</p> <p>We should question the need to zone or separate living and working strictly. Many small-ish creative businesses are both good neighbours to each other (as they often collaborate) and also good neighbours to other uses – including residential – as they create little nuisance. In fact there were benefits in having the kind of activity throughout the day and night that happens when work and homes are linked.</p>	<p>The applicant acknowledges this point. The scheme includes sufficient flexibility to incorporate a mix of uses (see Development Specification and land use parameter drawings). Chapters 6-8 of the Design Guide translate this into specific guidance for the site as a whole and individual character areas with reference to specific building typologies to capture the spirit of an active, vibrant mix of uses.</p> <p>There is potential for YCP to set out a corporate position in relation to employment and residential uses as part of a DELIVERY STRATEGY which is not part of the planning application.</p>
36	<p>WAYS TO CONTRIBUTE BEYOND WORK:</p> <p>Many people the future will simply not have jobs and they will be looking for creative ways of spending time and contributing and the design of the city should facilitate this, again pointing towards a mixed environment rather than one where work and homes are strictly zoned. There could be exciting possibilities for older residents wishing to have the option of inclusion within economic life, with the option to “invest” capital or time (or both) in neighbourhood economic activity.</p>	<p>This is an important message and YCP is supportive of these principles. The proposed approach to mix and the associated public realm strategy will set the context for an inclusive environment in which different parts of the community are able to engage in the economic life of York Central. This is picked up as part of the VISION STATEMENT and described in the Design and Access Statement (what makes a community in chapter 13, and the approach to spaces, character areas, streets and typologies in the Design Guide).</p> <p>It might be appropriate to provide a clearer statement of intent around a community development strategy which would sit in a YCP DELIVERY STRATEGY.</p>

#	MYC Feedback from Stage 3	Response
37	<p>GRADUATES NEED AFFORDABLE HOUSING TOO:</p> <p>Keeping graduates is seen as crucial to growing York's own talent. Without affordable places to both live and work, graduates will be unable to afford to take necessary business risks, and there will be too great a hurdle to jump in terms of getting starts ups happening. Affordable housing is not just a "housing" issue, but has an impact on economic activity.</p>	<p>This is an important message and the applicant is considering this holistic view of affordable housing in tandem with the broader economic strategy for the site. The PLANNING APPLICATION will include a summary of the approach and rationale for the affordable housing position (see Affordable Housing Statement).</p> <p>It might also be appropriate to incorporate a position statement on these issues as part of an overarching DELIVERY STRATEGY outside the scope of the planning application.</p>
38	<p>OPEN SOURCE PLANNING OR NEIGHBOURHOOD PLANNING</p> <p>The new community on York Central will be dynamic. From the simple fact of long-term development (a scheme which may take 20 years of more to complete) through to uncertainties about future trends in transport or employment, the process and physical form should "leave open doors" for different narratives and opportunities. So, for example:</p> <p>A popular idea from David Rudlin's talk on Grow Your Own Garden City was open source planning where a planning authority could pre-approve a variety of possible uses for people's homes so they could turn them easily into small scale workspaces (open a hairdresser / set up an office).</p> <p>This is an issue which leads immediately to consideration of Neighbourhood Planning – what will be the status of York Central, and how will neighbourhood planning issues be dealt with as the community develops?</p>	<p>A future planning decision would establish the criteria and terms of reference for development of the York Central site. Flexibility is important and will be built into the PLANNING APPLICATION including clear references in the Design and Access Statement and Design Guide.</p> <p>It is likely that flexibility for individual dwellings and other neighbourhood scale issues would be dealt with through the existing planning policy hierarchy (including the General Permitted Development Order and future Local Plan allocation / policy. It would not be appropriate or possible for the planning application to alter the planning process.</p> <p>Through the ongoing ENGAGEMENT STRATEGY, YCP will continue to undertake an open approach to engagement which will provide a forum for discussions relating to planning issues moving forward.</p>
39	<p>LEARNING AND WORKING ON YORK CENTRAL</p> <p>Through the public engagement process it became clear that the nature of York's educational and commercial infrastructure – with two universities and a hugely successful creative industry network – offered opportunities to consciously build new physical and organisational structures which would drive a new phase of economic and cultural development. This would be a high-density mixed development within walking distance of the station (and sufficiently compact to be largely walkable within) where people could live and work.</p>	<p>The applicant is supportive of new links and synergies with higher and further education institutions in the city. The PLANNING APPLICATION will include sufficient flexibility to accommodate this scenario.</p> <p>The applicant will continue to liaise with higher and further education institutions as the project moves forward to find opportunities where possible.</p>

#	MYC Feedback from Stage 3	Response
40	BUILD FOR LOCAL BUSINESS GROWTH It was also clear that there is a need both for provision for new businesses (supported shared space or incubator provision) and medium-sized growing businesses (10-12+ staff) in order for existing networks of interdependence to develop and grow.	The applicant will seek to promote a range of different types and sizes of business floor space for a diversity of businesses. The PLANNING APPLICATION will support different scenarios and mixes of employment activities including varying balances of small, medium and larger businesses. (See Design and Access Statement, Development Specification and Planning Statement). There is potential for YCP to establish an economic strategy as part of an DELIVERY STRATEGY beyond the outline application.
41	LARGE EMPLOYERS – BUT NOT AS A PRIMARY DRIVER This does not rule out new larger employers moving in to York Central, but it suggests that these incomers should not be the primary drivers in terms of the shaping of development.	The applicant acknowledges the need for a balanced approach to employment floorspace. As part of this, there is a need to consider the potential requirements of larger footprint business uses. The approach will be set out in the PLANNING APPLICATION (see Design and Access Statement - Chapters 10 and 13 explain the range of floorspace and types of enterprise space which could come forward in relevant character areas and across typical floors. There is potential for YCP to establish an economic strategy as part of an DELIVERY STRATEGY beyond the outline application.
42	PLAN FOR COMMUNITY-LED ACTIVITY: Another issue which has been highlighted by the community engagement process is that of drawing creative contributions (whether formal or informal, paid or unpaid) together.	This is a positive idea which would enrich the future identity and economic vitality of York Central. The aspiration is supported by the approach to land uses and public realm as set out in the Design Guide (see chapter 3, 4 and 8 which establishes a context for collaborative, creative moments in streets, spaces and buildings). From a practical perspective, further work would be needed to embed this as part of a DELIVERY STRATEGY with respect to economic development and community development.
43	PLAN FOR COMMUNITY-LED ACTIVITY: As seen in the The Life Sized City film series, community initiatives can make use of unused or under-used urban space to bring activities that would otherwise be excluded by strict zoning. York Central should be a place where there are always exciting and creative things going on.	<p>The applicant recognises this point has established a public realm strategy which supports a rich, varied and flexible use of streets and spaces (see Design and Access Statement and Design Guide).</p> <p>It is acknowledged that the engagement process has started to identify an active, creative set of organisations and individuals who could play a role in achieving this - both in the long-term and, potentially as part of meanwhile uses strategy. Again, this could be a strand within a DELIVERY STRATEGY, outside the scope of the planning application itself.</p>
44	HUBS FOR ACTIVITY: This requires spaces where things could happen and would include places which could provide venues for lunchtime talks and films, places for broader thinking and debate open to all. Libraries were often seen as “anchors” for this type of activity but it has a breadth which goes well beyond the conventional definition.	The applicant acknowledges these suggestions and is working with the project team to encourage broader definitions of spaces and venues for creative, community facing activities. The proposals take a proactive role in identifying a range of spaces (public, ground floors or elsewhere including terraces) for accommodating this kind of activity. This is illustrated and encouraged in the PLANNING APPLICATION (see Design Guide and Design and Access Statement)

5.7.6 Other topics

St Peter's Quarter

Additional comments

In order to analyse the general response to issues relating to St Peter's Quarter, we have extracted all additional comments provided through Commonplace which relate to this subject.

13 comments were left specifically relating to, or mentioning St Peter's Quarter.

We have extracted the key messages and have listed these in the appendix and provided a summary here.

Commentary on key messages

24hr access must be kept

Three respondents expressed dismay at the time limitation of pedestrian access through the National Railway Museum. One respondent suggested that this was particularly important for residents wishing to travel after dark, suggesting that safety may be an issue. Two of the respondents suggested that the removal of 24 hour access through the museum would make walking harder, not prioritising pedestrians.

Increased access, increased traffic

Two of the respondents raised concerns about the potential for increased traffic within St Peter's Quarter caused by providing additional access points into this area.

Isolation fears for residents

Concern was raised about the limiting of pedestrian access through the National Railway Museum isolating residents of St Peter's Quarter and surrounding neighbourhoods, who rely on this to get into the city centre.

Impact of new buildings

Two of the respondents expressed concern about the new building proposed around St Peter's Quarter, and the impact these might have on existing residents with regards to overlooking and overshadowing.

Forced to use alternative transport

Concern was raised by two respondents about a possible increased dependency on cars and buses caused by the time restrictions on access through the National Railway Museum.

Other representations

YCP received a letter from a resident of St Peter's Quarter by email on 16th April 2018. An overview of this message has been set out below and in section 5.9.

Objection from St Peter's Quarter resident

The rear of the resident's property currently backs onto the National Railway Museum's car park.

The plans indicate a proposal to build a 5-6 storey property in this location.

The resident expresses concern that this will significantly change the amount of natural daylight/sunlight they will receive, and would cause overlooking and overshadowing as the properties proposed are much taller than the resident's property.

The resident also expresses concern about any windows to the rear of the proposed property, which would cause overlooking and loss of privacy.

The resident also expresses concern about the proposed building's height and proximity causing a significant sense of enclosure, and being 'closed in'. The resident also feels that their outlook would be changed, and would therefore impact on the enjoyment of their property.

The resident raises fears about an increase in potential crime caused by opening up rear access to the property. Currently there is no access to the rear of the property, and there have not been any break ins.

The resident also proposes the possibility of an additional footbridge/cycle bridge over the main east coast railway line, from the riverside footpath/cycle path west of Scarborough bridge, connecting to the space to the west of the Main Hall of the National Railway Museum.

The resident explains that this would "maintain the current easy pedestrian access from the front of St. Peter's Quarter to the centre of town as well as linking the well-used river path to the development - providing significant relief to foot and cycle traffic going through the 'marble arch' tunnels."

The resident enquires as to how they should raise a formal objection.

YCP response - #45

The Design and Access Statement and Design Guide provide responses to the points identified as follows:

- The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.
- During Stage 3, the illustrative masterplan identified the possibility of creating additional points of pedestrian / cycle access into St Peter's Quarter from the site. Due to concerns about safety, these have been removed but flexibility remains to re-introduce these if appropriate in the future once the adjacent sites have been developed. Additional vehicular routes are not envisaged.
- The proposals are considered to have a positive impact on The Leeman Road area - creating a safer, more walkable area which is knitted into York Central with new community facilities and local amenities. The relationship between the proposed buildings and existing buildings is considered to be appropriate.
- Various options have been considered for a connection to the River Ouse. These could be possible in the future but are not included in the application due to the technical, design and cost ramifications of the significant level change.
- To confirm, any future objections should be raised by responding to the statutory consultation by the LPA on the planning application.

St Peter's Quarter

Pop-up and walkabout

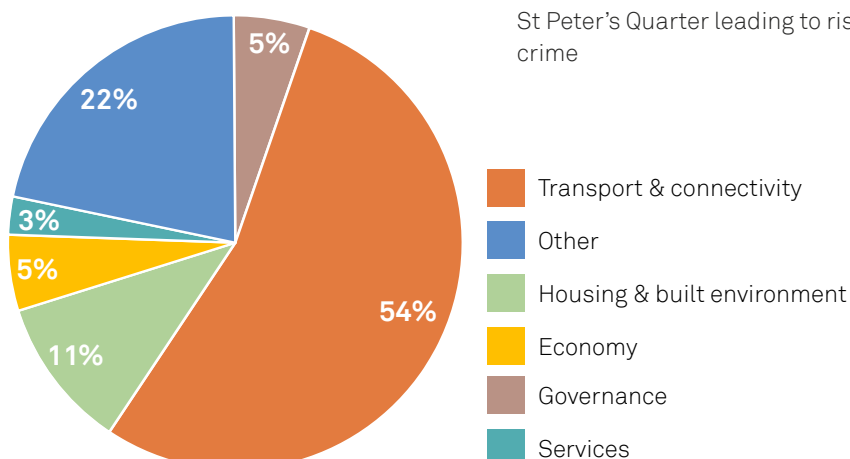
YCP, in collaboration with MYC, ran a pop-up event for residents of St Peter's Quarter on 23rd April 2018 (4.30pm-7.30pm), followed by a walkabout with the project masterplanners.

In order to publicise the event, flyers were distributed to all properties in St Peter's Quarter, as shown on the adjacent page.

During the event, attendees were invited to provide feedback on the proposals using post-it notes. A total of 37 post-it notes were collected, with feedback summarised under the following headings:

- Governance
- Transport & connectivity
- Housing & the built environment
- Services
- Other

The chart below shows the distribution of comments received under each heading. As demonstrated in the table, the majority of the feedback received related to Transport & Connectivity.



A summary of the key messages taken from the post-it notes under each heading is provided below:

Governance

- Queries were raised about the ownership and maintenance of St Peter's Quarter, as well as the public spaces within York Central.

Transport & connectivity

Feedback received covered the following messages:

- Leeman Road should be kept as it is, no need for segregated cycle lanes
- Wise to segregate cycle lane
- Cycle and pedestrian routes should always be overlooked to prevent antisocial behaviour
- Concerns about the negative impact the new traffic lights will have on traffic
- Feeling that the proposals will isolate the St Peter's Quarter community by restricting their connection to the city centre
- Suggestion that the route should be connected with the river walkway to maintain pedestrian access to the city centre at all times
- Important to have route through museum open at all times, or at least during peak movement times
- Concern about increased access to St Peter's Quarter leading to risk of crime

Housing and built environment

- Concerns were raised about the heights of proposed buildings around St Peter's Quarter, and the impact this might have on the community.
- The need for the provision of larger family homes to prevent families needing to move away from the area was noted.
- Suggestion to involve the Stockholm Environment Institute in building design/Passivhaus

Economy

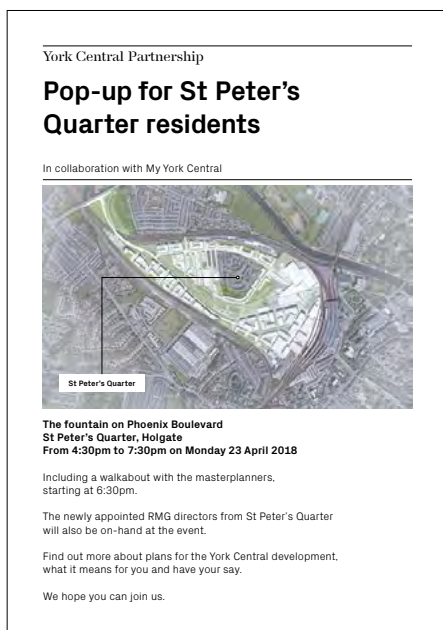
- Consultation is required on the types of businesses which move into the area - apprehension about a small supermarket taking all local trade from existing shops.
- Concern about the impact of diverting traffic on existing businesses which often rely on passing trade/vehicles - causing a possible reduction in custom.

Services

- It was felt that York Central provided an opportunity to build in super fast fibre/ internet as part of infrastructure, with a suggestion that this could be included in service charge of private properties.

Other

- Approval was given for the new residents parking scheme
- Concern was raised about levels of parking, and if need exceeded provision. It was felt that control measures or policing would need to be employed to prevent this.
- Suggestion for underground parking
- Suggestion for a cultural/ entertainment/leisure use such as an IMAX, Planetarium or Camera Obscura
- Suggestion for roof top restaurant on a tall commercial building



Flyer posted to all residents of St Peter's Quarter promoting the pop-up event

YCP response - #46

A number of the key messages raised at the pop-up event reflect those raised and responded to on the previous page. The following seeks to indicate responses to any additional key messages:

- Arrangements relating to ownership and maintenance are currently being considered as part of the future delivery strategy.
- See Design and Access Statement and Design Guide for details about the movement principles for York Central.
- Traffic modelling has been undertaken to determine the impact of the proposals on the road network, refer to Transport Assessment.
- The Design Guide establishes the framework for Reserved Matters Applications to undertake detailed design for safety, security and accessibility.
- We will look into approaching the Stockholm Environment Institute. A framework for sustainability is provided in the Sustainability Strategy with additional guidance in the Design Guide.
- A balance and diversity of retail uses will be sought within York Central - a future delivery strategy will help to manage this approach.
- The York Central masterplan will maintain access to business premises and to the residential communities adjacent to the site.
- High-quality digital and physical infrastructure will be provided from the outset
- The proposals include maximum parking numbers for the site. Context for the proposals are established in the Transport Assessment and Parking Strategy, Design and Access Statement and Design Guide.
- York Central can accommodate leisure uses. More details are provided in the Design and Access Statement.

My York Central's Briefing Notes

St Peter's Quarter

My York Central undertook a workshop session on 28th June 2018, after the Festival of York exhibition, on the subject of St Peter's Quarter. After the session, MYC reflected on the key discussions which took place on the day, posting the following 'briefing notes' generated from the workshop on their blog:

Briefing notes from workshop 28th June 2018 / St. Barnabas Church

We ran a workshop session for residents of St. Peter's Quarter where we asked participants to "describe a day in your life in ten years' time and how the development of York Central might make living in St. Peter's Quarter different, and better, to today". Narrative was noted on Post-Its and they were then grouped by theme and discussed further, with additional comments and ideas being added on further Post-Its. This blog is based on the final, grouped Post-Its. The brief is linked throughout to the My York Central Big Ideas that emerged from the Festival of York Central.

Briefing notes by theme:-

Culture & Community (relate to MYC Big Ideas "Exploit the benefits of high density" and "Public spaces that enable people to be collectively creative")

- York Central to provide rich culture on the doorstep of the city central and SPQ – to be a destination in its own right. "I want to turn left out of SPQ for my entertainment, not just right".
- Local people should be able to think of "ten things to do in York Central" and this should be a 24/7 place with no time barrier and no dead times. There should be larger-scale activities (markets and craft fairs) and smaller informal activities (busking / "take over" activities).

- There should be free / cheap activities and the public space should encourage use – "there should be no signs saying NO" (e.g. No Ball Games). From public picnic tables and BBQs to play areas and park space with goalposts which stay there all year.
- Public space should have an element of the unexpected; there should be places which feel a little wild, opportunities to explore and discover – from orchards to places with hidden narrative to be discovered.
- Local shops and cafés that bring proper city living to SPQ – independent coffee shops for a morning walk, "shops like Bishy Road" and the ability to pop out for a drink rather than it being a lengthy trek.

Work and Life (relate to MYC Big Ideas "Beyond Zoning" and "A community made through exchange")

- The layout of York Central should encourage exploring on foot and bike – "less zoning means more reason to wander". Mixed use planning "shouldn't drag you into the centre all the time" and "spreads the spending power". Mixed use also avoids the "zombie" landscape – empty of people during day or evening.
- York Central should function well for people working from home – neighbourhoods should reflect the fact that people may live much of their daily/weekly life very locally.
- York Central should function for all ages – by providing for all stages of life it builds community as people have less need to move elsewhere. There will need to be everything from nurseries and childcare through

to reasons to want to live there in retirement. No-one should feel alienated – the place should feel unthreatening with opportunities for all ages to mix, and reasons for teenagers to "buy in" to the community and place.

Connections from SPQ (relates to MYC Big Idea "Exploit the benefits of high density" and "People, not more cars")

- York Central must open up new connections with SPQ – "if you want to embrace a community you have to open up". This requires avoiding any "them and us" attitude and would bring benefits such as residents being able to "walk straight out into the park" and the protection of collective space and property by "more eyes, more children, more dog walkers".

Movement (relate to MYC Big Ideas "People, not more cars")

- There should be improved movement around York Central and the surrounding communities without adverse impact. Air quality should improve and the feeling of danger brought about by fast traffic next to narrow footways should be eliminated. There should be no parking on pavements, smoother routes for the disabled, and places to perch and rest. Walking should be "so pleasant it gives no-one an excuse to get a taxi".
- There should be an improved route into the city centre through the National Railway Museum and onwards using shared space and free from cars. The new square in front of the National Railway Museum should

be “free of queues of cars” and be pleasant and free from stress. Direct access from SPQ to the city centre and the station must be 24/7. It must feel safe and be well-lit, well-looked-after and well-used by others

- There should be improved routes from SPQ / Leeman Road into York – a new pedestrian/cycle access across the tracks linking SPQ and the National Railway Museum to the riverside and links with river taxis and water activities which encourage riverside use.
- To the south there should be a cycle-friendly bridge to Holgate – “like the Millennium bridge”.
- York Central should provide a proper integrated transport network – there should be little need to drive through. This should include local provision (maybe bike share for SPQ and other communities) and clear, legible bus routes which actually go where people want to go (not just the city centre) plus broader thinking about investment in rail to encourage sustainable commuting both in and out of York. Public transport should be so good that it becomes “cool” – the preferred way to move.
- Parking should be dealt with creatively. A mixed-use development should allow sharing of space so workers and residents don't both need dedicated spaces. Shared parking encourages informal negotiation between users – whether they live or work there or are visitors.

YCP response - #47

These points relate to topics identified on previous pages. Further detail can be found in the Design Guide, Design and Access Statement and Transport Assessment as appropriate:

- Cultural and community principles (Design and Access Statement / Design Guide)
- Work and life (Design and Access Statement / Design Guide)
- Connections (Design and Access Statement / Design Guide) - noting that future connections could be created to make direct links to the Park subject to adjacent areas being developed and feeling safer.
- Movement- the sustainable movement strategy is set out in the Design and Access Statement, Transport Assessment and Travel Plan. Options tested by NRM have been consulted on as part of Stage 4.
- YCP intends to continue discussions with St Peter's Quarter residents as the project progresses.

My York Central post-it tagging analysis

St Peter's Quarter Workshop

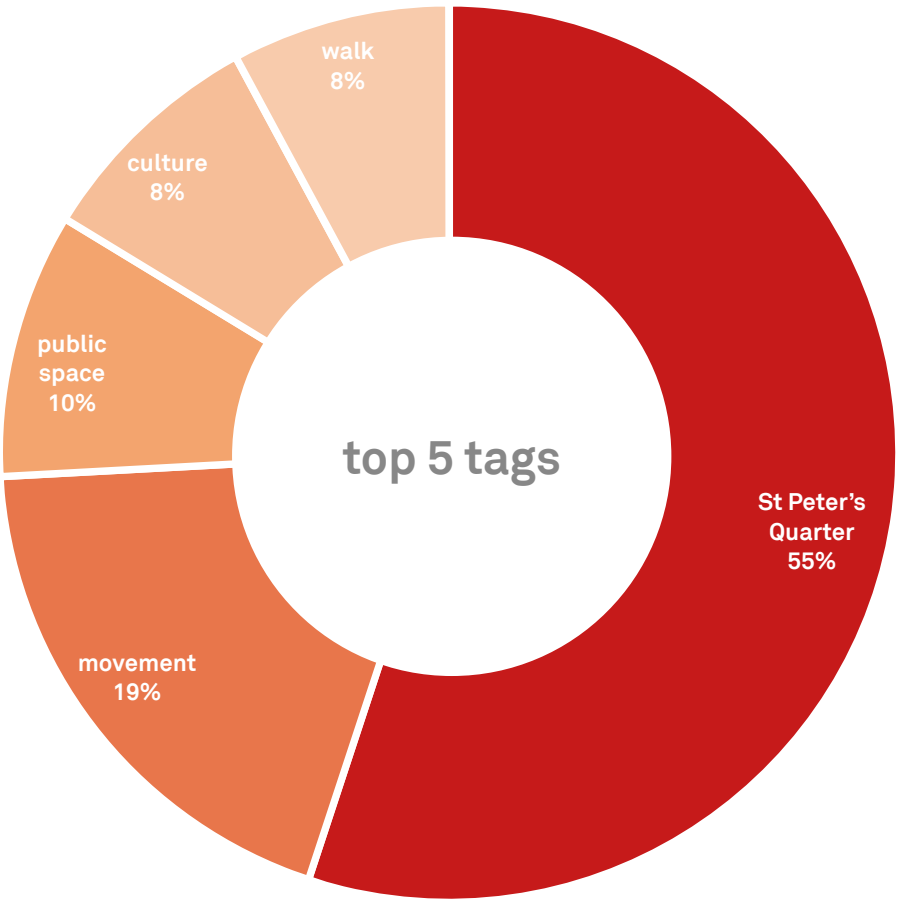
Tagging analysis

A total of 103 post-its were generated at the St Peter's Quarter workshop.

In total, 16 different tags were generated from the post-it notes. Each one of these tags is shown in the table below with a number next to it, signifying how often it was tagged.

From the 103 post-its, 231 tags were generated in total.

The pie chart shows the ten most tagged words from the post-it notes. These tags make up 77% of the total tags generated, and are broken down into percentages.



tag	no. of uses
St Peter's Quarter	98
movement	34
public space	17
culture	15
walk	14
community	10
intergenerational	7
against zoning	5
work	5
cycle	5
trains	5
integrated	4
parking	4
bus	3
safety	3
business	2

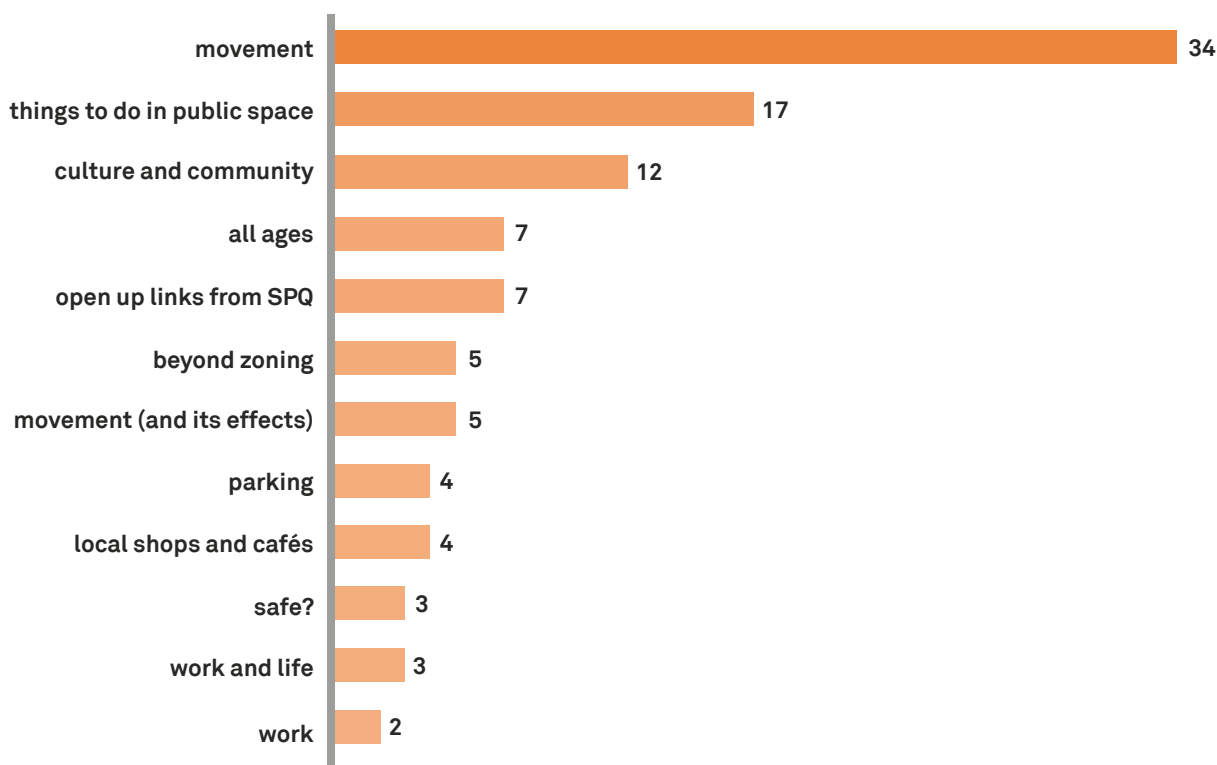
Post-it analysis

In addition to the tagging, MYC arranged the post it notes under key headings indicating the topic, shown in the bar chart below.

The bar chart shows how many post-it notes were placed under each topic heading. The chart reveals that 'movement' was the topic which generated the most feedback from post-its.

'Things to do in public' and 'culture and community' were also popular topics expressed on the post-its.

The photo shown demonstrates some of the post-its which were grouped under the topic heading 'movement'.



#	Feedback from Stage 3	Response
48	<p>THINKING CITY WIDE:</p> <p>The development of York Central should bring to York elements which it needs to function better as a whole – it should “add something extra” and avoid harmful impact on existing elements of the city.</p> <p>Looking at patterns of life and work within the city as a whole, and how these can be helped to function better. How will York Central fit into a broad process of improving our current housing provision? What do we do well economically and how can York Central strengthen the city’s economy and provide new opportunities? How can York Central’s transport infrastructure help to shape city-wide integration and improvements in sustainability? So, if a broad, seamless public transport network is required to give an appealing alternative to car ownership, should we be looking at a “Transport for York” umbrella body in order to shape and coordinate it?</p>	<p>The proposals embrace an ambitious and forward-thinking approach across a range of topics. Further details of the emerging approach are outlined below.</p> <p>This is a key point arising from the engagement process and is being considered by the applicant and YCP. Where possible, the applications will build in sufficient flexibility to accommodate and future-proof different future scenarios. However, it is important to note that some city-scale strategic moves are outside the control of the applicant and therefore do not form part of the core proposals.</p>
49	<p>COMBINING DIFFERENT WAYS OF KNOWING, FOR CHANGE</p> <p>Gathering and combining different information in more subtle ways. This means, for example, combining transport modelling with people’s own sense of their future behaviour. Yet this needs to be done not just as “knowing about: the current situation, it should be part of an active process which allows us to openly ask “what-if” and to consider change.</p>	<p>This is an interesting principle, and YCP will consider how this might play out for the engagement strategy as it moves forward.</p> <p>Where possible, YCP has defined engagement activities at Stage 4 to provide an update on relevant issues or topics.</p>
50	<p>PLACEMAKING AND PLANNING:</p> <p>York Central is not just built form and space. There are examples in York where recent new developments are devoid of life and culture. The planning process needs to move beyond simply allocating land for development within a rational 3D structure. Placemaking needs to consider the narrative of the future place and to engage with people and society. This needs to be part of both the process and the physical form.</p>	<p>This point is picked up in the responses to the comments regarding land use in section 5.8.5.</p>
51	<p>GOVERNANCE AND DELIVERY</p> <p>The process and form of development needs to provide for the lives that local people want to create there for themselves. Ongoing opportunities for them to shape and re-shape both the physical form (buildings and spaces) and the governance and financial structures (ownership and economy) need to be built into planning. The development should allow for how people want to live, not just reflect what we have done in recent decades.</p>	<p>A number of responses have indicated an opportunity to provide a YCP position on key delivery topics. These could be drawn together in an overarching DELIVERY STRATEGY which sits outside the scope of the planning application itself. The following topics could be covered included:</p> <ul style="list-style-type: none"> • Governance strategy • Housing and affordability • Economic strategy • Community development strategy • Delivery and phasing strategy

#	Feedback from Stage 3	Response
52	<p>COMMUNITY-LED APPROACHES TO DEVELOPMENT</p> <p>We should ensure routes for a wide variety of tenures and built form, through community-led homes, investigation of CLT models and other innovative routes. This process should also investigate long-term affordability and how this can be ensured.</p>	<p>The applicant is considering these opportunities as part of discussions about viability and delivery. These models could be nestled in the relevant parts of the Delivery Strategy.</p>
53	<p>A SOCIAL CONTRACT TO SPREAD BENEFIT</p> <p>York Central should build upon York's tradition of pioneering development (with New Earswick, radical 1940's housing and JRHT's Derwenthorpe) to ensure a new community which addresses human rights and inequalities. Processes of development should ensure wherever possible that houses become homes rather than investments. Affordable public transport should ensure that access across the city is available to all, and as far as is possible at all times. Creative approaches could be developed to enable intergeneration 'circular economy' exchanges of resources of time, expertise and capital.</p> <p>A "Social Contract" to spread benefit: Careful consideration of the process of development in relation to neighbouring communities and implementation of a "social contract" which allows existing communities to benefit from, and contribute to, York Central itself. For example can community infrastructure be located where the development meets existing communities – or even within those existing communities – to forge links and ensure a fair distribution of benefits of investment? How might community-led development approaches enable people to share time, expertise and financial resources to open up shared benefit.</p>	<p>YCP is taking an active role in considering the strategic and practical approach to governance and delivery across a range of topics including housing, workspace, community development and open space including reflection on the approach to social benefits.</p>
54	<p>COMMUNITY BENEFIT - FOR EXISTING AND NEW COMMUNITIES:</p> <p>The entire development should be designed so that investment benefits existing neighbouring communities. Overall connectivity improvements should balance any additional burdens imposed by incoming population (residential or commercial). The overall value of the development should always be the guide in respect of viability of provision of community benefit. This takes us back to the idea that York Central should be guided by a 'social contract' that benefits new users of the area, bordering communities and indeed the whole city.</p>	<p>As set out above, YCP is taking an active role in considering the potential benefits (and tools for mitigation) for areas beyond the application red line. Some of these elements will be embedded in the PLANNING APPLICATION including some areas secured as planning gain associated with a future S106 agreement.</p> <p>Others could be considered as part of the potential future DELIVERY STRATEGY as noted above.</p>

5.8 Other representations

Other comments and representations

YCP received a number of additional comments and representations from local groups and companies who submitted feedback through alternative channels, such as email or letter.

These have been summarised below, with original emails and letters provided in the Appendix for reference.

Representative from York Blind and Partially Sighted Society

A representative of YCCF and the York Blind and Partially Sighted Society sent an email to YCP to comment that neither her or her son had received any notification within their local magazine regarding the York Central events, or if there had been an insert it had not made any impression. It was also commented that promotion of the exhibition was poor in general, with no imagery or explanation that 'York Central' did not in fact refer to one of York's parliamentary constituencies.

Response 55 -This is noted and will be considered as part of any future promotional material as part of the ongoing YCP engagement strategy.

Howarth Timber

The Managing Director of Howarth Timber emailed YCP regarding the proposals for York Central.

Howarth Timber and Building Supplies have been trading from within the York Central site, on Leeman Road, since 1975. They sell timber, build materials, plumbing and electrical products, primarily to local tradesman.

The Managing Director is concerned because the emerging plan for this particular site is shown as residential within the York Central masterplan proposals.

They explain that their customers visit them on their site 125 times a day to collect products, and their own vans and wagons make 25 deliveries from the site a day.

They explain that Howarth Timber are the only trade merchant west of the river, and if they no longer operated from their current site, the products would need to be collected and delivered from other merchants. They suggest that, during peak times of traffic, this would cause increased vehicle congestion and pollution.

The Managing Director also explains that, if they no longer operated from their current site, it would put 20 local jobs at risk as many of their employees live locally. Many of their staff have worked there for over 20 years, and two of them over 40 years.

They therefore request that YCP amend the plans to allow for a mix of commercial and residential within the area where Howarth Timber currently resides.

Response 56 -The applicant is undertaking ongoing engagement with Howarth Timber regarding their site.

Royal Mail Group Ltd

Cushman & Wakefield submitted, via email, a representation on behalf of the Royal Mail Group.

The Royal Mail Group (RMG) is the UK's designated Universal Postal Service provider. They deliver mail across the UK, six days a week and own the York Delivery Office at 4 Leeman Road.

The RMG believe the proposals to divert Leeman Road will negatively impact their operations from this delivery office if not managed correctly.

They therefore urge the final design to take into account the number and type of Royal Mail vehicles which would need to utilise this access road on a 24-hour basis (which includes HGV's).

They are opposed to the possibility of providing a bus gate at Leeman Road tunnel, as this will prevent their ability to use the tunnel to access their delivery office.

They are also opposed to the option of only allowing single lane traffic through Leeman Road tunnel because of the potential traffic and congestion caused, and the implications of this on their ability to carry out operations to tight timescales.

RMG have provided additional information about quantities of vehicles for deliveries, collections, customers and employees which need to enter and exit the site each day.

RMG have expressed a concern that the redirection of vehicles travelling from the York Delivery Office through Leeman Road tunnel, to serve the eastern and

north eastern sides of the City, would result in delays of such an extent that Royal Mail's ability to provide a universal postal service to these areas within the required timescales would be undermined.

They have therefore stated that they would support Option 1 or 3 from the Marble Arch/Leeman Road tunnel consultation board, provided that two-way traffic flow would be retained through Leeman Road tunnel on a 24 hour basis for RMG vehicles.

RMG request that they are consulted directly on any future development proposals for the York Central site and are notified of future stages in preparation of the consultation document.

Response 57 -As set out in the Design Guide, access from York Central will be possible via the new western access route. Option 2 is the preferred option and the Transport Assessment provides evidence bus gating would not be appropriate.

York Cycle Campaign

The York Cycle Campaign is a volunteer-run community group who act as a voice on behalf of cyclists in York and want cycling to be safe, convenient, and accessible to all.

They have made a representation on behalf of cyclists in York regarding the proposals for the Southern Connection access route.

The group do not see the current access from the south, via Wilton Rise, as equally accessible to all. Despite the wheeling ramp, the group feel the height of the stairs and angle of incline make crossing the bridge difficult for most cyclists to get over with their bike. They have therefore discounted 'Option 5 - Do nothing.'

The group believe any bridge proposed should be crossable without the need for cyclists to dismount or carry their bicycle, to make it inclusive for all types of cycles (such as cargo bikes/trikes, adapted/oversize cycle, cycle with trailers etc) and people of all physical abilities.

The group believe that a bridge which does this will provide much needed cycle infrastructure connecting Holgate and Acomb with the city centre, currently only provided by alternative dangerous routes.

The group have also raised concerns over Options 1 and 2 without improvements to the unadopted Wilton Rise road surface, which poses danger to cyclists in its current state of disrepair.

Response 58 -Noted - the parameter plans allow several options to come forward. The detailed design will consider points raised in this representation alongside wider discussions with other local groups and residents.

A Bus Station for York?

YCP received a report on 26th April 2018, which lays out an argument as to why a Bus Station is necessary in York.

The individual believes there is a lack of a bus station, and a lack of out-of-service bus parking in the city centre, making it more difficult to terminate services here.

They believe the York Central site provides an opportunity to provide a bus station.

They acknowledge the incorporation of a bus hub in the plans but, despite seeing this as a good idea, believe this will just “add yet another mini-hub to the all-too-dispersed collection we already have”.

The individual notes that a bus station would need to be provided on the city-centre side of the station, mentioning that this could be provided on the existing long-stay car park, which itself could be moved onto the teardrop site under the square.

The individual goes on to set out a proposal for how a bus station concourse could be incorporated into one of the disused train sheds in the train station, and how the area adjacent could be used for the buses to park in.

The individual believes, given the historic importance of the existing building, “a bold ‘architectural statement’ of a bus station building would not seem

appropriate. Nor would something horribly utilitarian.”

They would also like to see some of the existing bricked up arches brought into use by opening these up and adding windows and doors.

Response 59 -Although the proposals for the front of the station are outside the scope of the application, the designs (delivered by others) are being considered in an integrated way within the Masterplan proposals.

The designs for a new western concourse combined with bus stops, taxi / private car drop-off and walking / cycling facilities (including a cycling hub) amount to a major transformation of the interchange between the New Square and York Railway Station. The principles to steer future detailed design are set out in the Design Guide.

6 Stage 4 Engagement

Project update

6.1 Purpose of Stage 4

Purpose of Stage 4

The process for Stage 4 was similar to Stages 1 and 2 with an emphasis on targeted engagement of stakeholders and the wider community.

Stage 4 was an informal process and acted as a stepping stone between Stage 3 and the submission of the planning application.

It has provided an opportunity to provide feedback on the outcomes of Stage 3 and the proposed updates to the masterplan.

The main Stage 4 topics are listed as follows:

- Confirmation of boundary for applications.
- Revised masterplan drawing for reference with summary of the main changes.
- Movement proposals - update on current status / ongoing work relating to key movement proposals. Position statement highlighting rationale for approach and identifying key workstreams ongoing regarding principles, specific interventions (Leeman Road diversion, route through National Railway Museum, southern pedestrian / cycle connection, Marble Arch and tunnel), technical assessment of scenarios and impact testing, parking strategy
- Evolving design examples - uses and character - focused sketch examples as an illustration of design direction highlighting positive development of approach to mix of uses, creation of spaces, play friendly streets etc.

- Structure of planning application
 - Clear overview of structure of application and relationships between parameter plans and Design Guidance etc.
- Next steps - Clear statement of next steps and future stages for ease of reference

Western access and Millennium Green

The approach for Millennium Green and the Western Access route is currently being developed. The current alignment has been included in any Stage 4 material, but separate specific engagement is envisaged in September 2018 in advance of the submission of the detailed application for this element of the scheme.

Capturing feedback

Stage 4 has provided the opportunity to outline the findings from Stage 3 and to communicate and clarify the approach which is being taken in the planning application.

A summary of feedback and discussion is included in this chapter, but it was made clear to participants that comments should be submitted formally as part of representations on the planning application.

In some cases, feedback will be relevant to the subsequent process of more detailed design as part of future Reserved Matters applications.

Responses are included to the key points to aid signposting of the various elements of the planning application.

6.2 Overview of process

1. York Central Community Forum

13th June 2018

Presentation focusing on feedback from Stage 3, updates to the masterplan and the structure of the planning application.

2. York Central Community Forum

10th July 2018

Presentation focusing on the movement elements of the proposals for York Central.

3. Public workshop

Three further public workshops focused on movement and the emerging masterplan were organised in collaboration with My York Central to enable YCP to continue conversations around emerging plans.

i) Movement workshop

Wednesday 18th July, 6pm -8.00pm,
National Railway Museum

This session focused on the emerging plans for Leeman Road, Marble Arch, the Western access route and the improved Southern pedestrian/ cycle route as well as movement and traffic impact. The National Railway Museum also presented their initial ideas and options for access through or around the Museum when their new extension is built.

ii) Masterplan Workshop

Thursday 19th July (6pm-8.30pm)
National Railway Museum

This focused on the emerging wider masterplan including design, landscape, housing, uses and governance.

iii) Movement workshop (additional)

Monday 30th July, National Railway Museum (6pm - 8pm)

This was an open agenda discussion session facilitated by My York Central. Topics discussed included traffic modelling questions and assumptions;

concerns regarding walking/ cycling not being top of movement hierarchy; debate for and against regarding dedicated cycle ways; concerns about how York Central cycle routes link to wider city network; debate regarding the necessity for a through road; impact of construction traffic; Leeman Road diversion and associated journey times; early National Railway Museum access link options and hours of access; concerns regarding St Peter's Quarter becoming isolated if bus gate is introduced at a later date; the Leeman Road Tunnel option and in particular the impact on local junctions and air quality around these junctions; the Leeman Road Tunnel option and air quality impact on cyclists in the tunnel; and access to the site through the train station; need to join up the three station masterplans (front of station, station, York Central); lack of innovative public transport solutions (build in express bus route to city centre/ improvements to Park and Ride); how and when various decisions will be taken.

4. Drop-in day

26th July 2018 (10am – 4pm)

City of York Council offices

The drop-in day provided the opportunity for people to view some of the revised masterplan information and visuals, and ask any questions they had of the York Central Partnership team.

For those with specific questions, a number of 1-2-1 slots with a member of the York Central team were available to book in advance. Three 1-2-1 sessions took place on the day with the following groups and individuals:

- York Bridge Club
- York Environment Forum
- An individual not representing a group

A number of meetings have also been booked for alternative dates as required:

- Howarth Timber (30th July 2018)
- Clean Air York, York Bus Forum, York Central Action, York Cycle Campaign (30th July 2018)
- York Blind and Partially Sighted Society (TBC August 2018)

In addition, ongoing briefings have been provided to meetings as appropriate, including:

- Make It York stakeholder event (23rd May 2018)
- Clifton Ward Committee (13th June 2018)
- Acomb Ward Committee (14th June 2018).

5. National Railway Museum public exhibitions

25th and 28th July 2018

National Railway Museum

The exhibition provided an opportunity for people to find out more about the proposed Central Gallery and access options being proposed as part of the changes to the National Railway Museum. Feedback about the options being considered was invited from attendees and is summarised later in the document.

How it was promoted

The events were publicly advertised in a range of ways including:

- My York Central's dedicated website
- Local newspaper the York Press
- York Central Partnership's website
- City of York Council's website
- YCP social media channels
- Email notifications to York Central 'Keep Informed List', York Central Community Forum, CYC Members, Commonplace subscribers and other groups who have been involved to date

6.3 Programme of events

4 th June 2018	Property Forum Steering Group
13 th June 2018	York Central Community Forum
10 th July 2018	York Central Community Forum
18 th July 2018	Movement workshop
19 th July 2018	Masterplan workshop
25 th July 2018	National Railway Museum Exhibition
26 th July 2018	Drop-in day
28 th July 2018	National Railway Museum Exhibition
30 th July 2018	Movement workshop (additional)



Photos from Stage 4 Workshops

6.4 Summary of feedback and how we responded

A summary of main feedback points generated during Stage 4, and YCP's response are outlined below.

MYC will be producing their own write up of the Stage 4 events, and these will be published on their website [here](#) when available.

Key feedback point

How we responded

MOVEMENT	
An Inclusivity Officer should be approached to advise on the proposals	This was considered a good idea and would be looked into further in the next stages. Creating inclusive routes and connections is one of the key principles guiding the masterplan.
Does the traffic modelling software take into account transport mode shift?	Yes, more information about the assumptions which the transport modelling system takes into account are provided in the Transport Assessment. More information about traffic assumptions can be found in the Environmental Statement Technical Appendices.
What is the purpose of the new road? Is it an arterial road, or a residential street?	The road will serve both functions. It is required to perform the function of an arterial road, but design features and speed limits will be put in place to achieve the character of a residential street including a 20 m.p.h limit.
The positioning of the multi-storey car parks appears to favour visitors over residents - can you explain the reasoning for this?	The proposals aim to create a balanced development. The positioning of the car parks was influenced by the movement patterns identified in the traffic modelling, and the need to create a balance between the front and back of the station.
People should be encouraged to use the Park & Ride more, but this offer is limited because of time it operates until - can something be done about this?	The applicant has an aspiration to encourage longer operational hours to improve and encourage the use of the Park and Ride. This may feature in wider travel plans for the city's transport network in future applications. More information about public transport connections through the site can be found in the Design and Access Statement.
The National Railway Museum do not appear to want to consult with residents on their proposals to restrict access through the museum outside of opening hours	The National Railway Museum have since held two consultation events to discuss their plans with the local community, and have sought feedback on access options. More information about these events and their outcomes can be found in Stage 4 of the SCI.
St Peter's Quarter will be isolated by severing its direct connections to the city centre	This has been considered in terms of (i) movement (Design and Access Statement), (ii) visual permeability (Design Guide) and land uses (Design and Access Statement). In addition, the National Railway Museum will seek to maximise permeability of the site for pedestrian access whilst maintaining security.

Key feedback point**How we responded****MOVEMENT**

How will residents of St Peter's Quarter walk back safely from the station after dark?

The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.

The new route along the Boulevard and connection to the new residential street adjacent to St Peters Quarter will be a safe overlooked route.

How will the proposals for the Southern Connection impact the York Bridge Club?

No specific details are being proposed for the Southern Pedestrian Connection in the Outline Planning Application for York Central. Further consultation and analysis will take place prior to the development of a detailed design to be submitted as part of a future application.

Concern raised about possible impact on the York Bridge Club has been noted and will continue to be considered in relation to the improved southern connection for pedestrians and cyclists at Chancery Rise or Wilton Rise (see Design and Access Statement).

A 1-2-1 meeting was set up with York Bridge Club to discuss the matter further.

How is the decision about the Southern Connection going to be made?

Further consultation with residents and local groups will take place in order to help determine the best solution for the Southern Connection, as well as further analysis on the two preferred options. Following this, a decision will be made by the Delivery Board about which option to develop into a detailed design for the Reserved Matters application.

Key feedback point

How we responded

MOVEMENT	
Will the realignment of the Western Access road from Water End affect the width of the road/ pedestrian/ cycling lanes?	No, the width of the Western Access road is the same as previously proposed.
Bus priorities to allow Park and Ride through the site?	There is no specific bus lane at the junction. The impact on Boroughbridge Road will be assessed in the modelling work, and mitigation will be considered as required. Traffic light sequencing to give priorities may be an option.
What is the rationale for an embankment rather than a structure for the Western Access?	The final design for the Western Access will be subject to further detailed work and engagement.
Where is air quality and impact upon health considered?	Air quality has been considered as part of the Environmental Impact Statement.
Will the modelling include the implications of 4 year programme to improve the northern ringroad?	The Saturn model is comprehensive and looks at the completed scheme in 2034 and includes all local plan allocations/ changes.
Does the model use fully dualled traffic data or the alternative junction improvements?	This will be set out in the modelling assumptions.
What is the relationship between York Central and the Station/ Queen Street Bridge project?	<p>There are four projects running concurrently:</p> <ol style="list-style-type: none"> 1) York Central 2) National Railway Museum transformation project 3) Front of the station 4) York Station itself <p>All need to reflect each other to become integrated parts of a whole. They will come forward at different timescales.</p>
There is an opportunity to create a real bus interchange.	Although proposals to the front of the station are outside the scope of the application, they are being considered in an integrated way. The Design and Access Statement summarises the approach towards an integrated interchange and hub.
Deliveries will need to be made to new and existing businesses. Will there be restrictions on time and weight?	Restrictions will be applied outside of peak hours. There will be no weight restrictions. There may be space restrictions on some plots.
Cycle and bus connections to the station are important yet seem further away than taxi point?	<p>Cycle parking will be provided to north and south adjacent to the station. Bus stops will be on public highway next to the new concourse parallel to Platform 11.</p> <p>A key principal of the proposals is to prioritise sustainable modes of transport, and this is reflected in the proposals for cycle parking which is provided to the north and south, adjacent to the station.</p>
What is the content of the outline application in terms of road structure?	The outline application does not provide a detailed design of the road structure, but will set the general position and structure of certain roads as set out in the parameter plans.

Key feedback point

How we responded

MOVEMENT

Will the pedestrian routes be fixed?	The principles of the pedestrian routes are established in the Design and Access Statement with guidance for their delivery and implementation in the Design Guide.
Why is access through the National Railway Museum being limited to opening hours now?	The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.
If outline consent is granted, it would then require a legal process to stop up the highway, Access during opening hours only will face opposition at all stages.	Department for Transport would need to do their own consultation on a Stopping Up order for Leeman Road. If positive, National Railway Museum would then submit their business case to Government for investment in York.
It is felt that the 2016 consultation was left wanting. MYC consultation was better, however consultation only attracts a certain type of person. Need to speak to people in the areas impacted.	The National Railway Museum have since carried out further consultation on the access options for the National Railway Museum proposals. Approximately 4500 letters were delivered to local residents, inviting them to these events. Learning from YCCF feedback in the past, the letter was sent as a separate mailing. The National Railway Museum also attended the movement workshop on the 18th July and attended a Drop-in session to speak to those with additional queries.
Will there be additional consultation on the latest traffic model for the Western Access?	The final design for the Western Access will be subject to further detailed work and engagement. A more detailed proposal will be submitted as part of the Reserved Matters application. There is an opportunity to submit representations on the Transport Assessment for the outline planning application as part of the statutory consultation period or separate detailed planning application.
Will there be car club parking provision?	Guidance relating to the provision of car sharing schemes is provided in the Design Guide.
A member of the public issued a letter to the partnership raising concerns about the diversion of Leeman Road, possible restrictions through Leeman Road tunnel, the new western access, and possible the impact these changes would have on the National Railway Museum. As an alternative solution to proposals, individual proposes the vertical realignment of Leeman Road to pass under the National Railway Museum's proposed extension building through a "cut-and-cover underpass," thus avoiding the closure / diversion of Leeman Road and associated issues.	The proposal for a tunnel for vehicles under the National Railway Museum's proposed extension building on Leeman Road has been considered. However, it is felt that this option would cause issues relating to safety, and is not an affordable solution. It has therefore not been incorporated into the proposals.

Key feedback point

How we responded

MASTERPLAN

Are the provisions for uses in York Central being balanced with other developments coming forward in York?	A degree of flexibility has been designed into proposals to enable alternative uses to come forward in response to demands or needs. This is set out within the Parameter Plans and Design Guide.
There are already a number of empty commercial units in the city centre, does this not show a lack of demand?	The scheme responds to the Enterprise Zone designation which is a priority for the City. A balance between residential and commercial uses is supported by the application.
Have you considered the possible impact of Brexit?	<p>Possible economic changes have been considered. A degree of flexibility has been designed into proposals to allow for changes of use, responding to current demand or need.</p> <p>Consideration has been given to the governance structure for York Central to enable the site to come forward in a flexible way, responding to market demand.</p>
Park Street acts as a barrier to the park, how will you make this safe for children to use?	<p>A number of features have been incorporated into the Design Guide in order to prioritise safety for pedestrians, including streets designed for 20mph speed limit throughout the development and uncontrolled pedestrian crossings.</p> <p>The design of primary streets will be developed in conjunction with the adopting Highway Authority and will be subject to the Road Safety Audit process as detailed in the Design Manual for Roads and Bridges.</p> <p>Smaller pockets of green space have been incorporated throughout the site, and on residential streets. This includes play streets, designed to provide a safe and easy place for children to play close to their home.</p>
How will you future-proof the site in the context of changing transport preferences?	<p>The movement proposals aim to provide a balanced solution which future proofs the scheme for longer term changes in modal share.</p> <p>Transport modelling has taken transport mode shift into account.</p> <p>Guidance has also been provided on the incorporation of charging points for electric vehicles.</p>
Is it a requirement for Park Street to be an arterial road?	Yes. The road provides enough capacity for the quantum of development proposed but should not act as a barrier.

Key feedback point

How we responded

MASTERPLAN	
By providing a barrier between cyclists and cars, is this really prioritising cyclists?	A key principle for York Central is to prioritise and promote sustainable means of travel. By providing a dedicated cycle way along primary streets, this will offer a heightened sense of security to inexperienced cyclists, encouraging more people to take up this mode of travel.
Can Park Street be moved south so that it no longer acts as a barrier between the residential area and the Great Park?	The parameter plans have been developed within the context of the site constraints within York Central. Extensive research and analysis was undertaken during the design development of the arrangement of Park Street.
Will there be opportunities for local educational institutions to get involved in York Central?	Yes, the Partner Members are very open to speaking to local educational institutions about opportunities to get involved in York Central.

Key feedback point

How we responded

MASTERPLAN	
Will you provide creative incentives for people not to use cars?	This will be considered further at a later stage and through Reserved Matters Applications
We need to stress the regional role. Potential opportunity for Yorkshire Regional Assembly headquarters.	Regional significance is being considered.
Indication indoor leisure facilities (York RI) want to be a provider for this area.	York Central can accommodate leisure uses and are open to discussions with possible providers.
YCCF have never discussed increasing the supply for older people, residential and nursing care, type of housing mix or primary health care facilities on the site.	Some of the objectives stem from engagement feedback, or have been initiated through the project process, creating ideas for further exploration on future agendas. These facilities could be provided as part of the scheme as it moves forward.
Design guide status – will things be set, or is there an opportunity to revise it?	If the outline planning application is approved, it is likely that certain aspects will be conditioned. It is possible that a clause could be added which would allow for an opportunity to review the Design Guide in certain conditions.
How fixed are the parameter plans?	If approved, the parameter plans submitted within the planning application will be fixed.
How do the housing numbers fit in?	Details about the quantum of development is provided in the Development Specification, and details of how this will be delivered in York Central is provided in the Parameter Plans and Design Guide.
<p>A member of the public issued a letter to the partnership with suggestions for alternative designs for certain aspects of the proposal, responding to concerns raised about these aspects, namely the diversion of Leeman Road and The Great Park.</p> <p>The individual raises concerns about Park Street severing the park from the housing, as well as the proposed grouping of the housing. They suggest that Park Street should be routed to the east, alongside the rail track, and that housing should be broken up into smaller blocks with “pocket parks” between them as it is felt that the Great Park is not the best way of utilising land.</p>	<p>The Great Park performs an important range of functions as green infrastructure, primarily as a biodiversity corridor linking the River Ouse and Millennium Green, and is therefore an important part of the proposals.</p> <p>The housing in the residential community next to the park, York Yard South, has been broken up into smaller blocks as suggested. Guidance has been provided in the Design Guide to ensure a diversity of style and size of housing here. Smaller green spaces and play streets are proposed within residential areas in York Central. These spaces provide a safe environment, where children of various ages can play, and can include a component of community use such as allotment gardens or communal growing spaces. It is intended that the play streets act as ‘green fingers’ of space which connect the residential neighbourhoods to the Central Park. More information on this can be found in the Design Guide and Design and Access Statement.</p>

Key feedback point

How we responded

GOVERNANCE	
Who will be responsible for the long term management of the green spaces?	This is currently being considered, but arrangements will be put in place to enable the long term management of green spaces within York Central.
Who will own the main public spaces, and how will you ensure these are kept public?	This is currently being considered, but arrangements will be put in place to enable the public spaces within York Central to remain public.
Who will be the decision makers?	<p>The Delivery Board will make decisions about York Central within the context of the vision framework, set by the Steering Group.</p> <p>Further information on governance has been provided in the draft Memorandum of Understanding presented to the City of York Council Executive, which can be found here.</p>
Who will be on the Delivery Board?	<p>A decision about who will be on the Delivery Board will take place later in the year when the terms of the proposed formal partnership agreement are confirmed.</p> <p>Further information on the proposed governance structure has been provided in the draft Memorandum of Understanding presented to the City of York Council Executive, which can be found here.</p>
As a resident, we need to be represented in the decision making process by City of York Council.	A decision about who will be on the Delivery Board will take place later in the year when the terms of the proposed formal partnership agreement are confirmed.
What would happen if developers didn't come forward?	The Partners are experienced in developing sites like York Central and can draw on this experience to "kick-start" growth if required. They are also able to draw on a pool of development partners with whom they have experience. York Central has already received developer interest.
How will you make sure that the development comes forward in accordance with the plans?	There is a 'Memorandum of Understanding' between the York Central Partners which sets the outline terms of a proposed formal partnership agreement. The partnership will manage the subsequent delivery of all development, enabling it to come forward in accordance with the plans. Further information on this can be found here .
The York Central Project will run for years and years. Delegation to CYC Leader and Deputy Leader should be replaced by all party sign-in.	Further information on governance has been provided in the draft Memorandum of Understanding presented to the City of York Council Executive on 21st June, details of which can be found here .
Can the design guidance build in the commitment to constant review.	We are thinking about the framework for future engagement relating to detailed design as part of the Reserved Matters application process. Need to consider the risk that review could weaken quality. May be other ways to deliver design governance.

6.5 National Railway Museum engagement

In addition to participation in public consultation events undertaken by the York Central Partnership and My York Central, the National Railway Museum has also engaged with the public directly via two public exhibitions which took place on:

- Wednesday 25 July 2018 (3pm - 6pm)
- Saturday 28 July 2018 (10.30am - 12pm)

Purpose of engagement

The exhibition content focused on providing background to the York Central redevelopment, the National Railway Museum's aspirations as part of the redevelopment and more information about the proposed Central Gallery and access options. Six potential access options were presented, with the public being invited to comment on these and encouraged to suggest alternative ideas. A number of museum colleagues, along with members of the York Central Partnership, were available to provide more information, answer questions and encourage attendees to give feedback.

The consultation was qualitative and therefore the views raised have been summarised here, rather than statistics being provided.

How it was promoted

The events were communicated widely via a 4,500 letter distribution on its own to local residents, social media activity, PR via press releases to local media and communications via email contacts, social media and the website for the York Central Partnership.

The exhibition content was also shared online via railwaymuseum.org.uk/futureplans and people were invited to email comments with a deadline of 6pm on Wednesday 1 August. The post- it note comments received during the public exhibitions are being made available on the above website.

Summary

We spoke to around 100 people across the two public events and received 18 comments/letters via email. A significant number of these emails and questions from exhibition attendees were from people who did not have much detail about the York Central development and wanted general background information about how the plans will impact them. There were also a significant number of people who had incorrect information, such as not being aware that a re-routed Leeman Road would still enable car transport through into the city via Marble Arch. Others did not have the full information about travel times for the alternative pedestrian/cycle route. We believe that a number of concerns were alleviated when people were provided with the detailed information available during the exhibition.

Not all those attending commented on the various options presented. Overall, multiple comments were made by a few people. There was a wide spread of views and comments across all of the options, as well as a number of general comments received. Whilst some favoured the tunnel or bridge options, concerns were raised about safety and whether these would actually be used. Comments were also made in relation to broader aspects of the York Central redevelopment, such as public transport connectivity.

A small number of new ideas emerged for access including moving the museum elsewhere within the York Central site or to County Durham. Comments were made requesting additional direct public engagement from the museum and to work together with the community to find solutions. Some felt the museum's plans would not benefit the community. A number of positive comments were received about the Partnership listening to residents and actively supporting the museum's plans.

Overall, there was no clear single access option favoured.

Road access/no Central Gallery

A number of comments were received in relation to the diversion of Leeman Road, including from those who preferred the option of doing nothing and keeping the museum and road as it is. Comments ranged from people who did not know that the diverted Leeman Road would still enable through traffic into the city, to those concerned that any changes would create traffic problems elsewhere in York. A couple of comments were made about keeping the existing Leeman Road open in addition to creating a new road route into the site. A concern was also raised about bottlenecks being created if traffic through Marble Arch is restricted and about access to St Peters Quarter for emergency vehicles. Others expressed concern about how we can reduce vehicle traffic through and into the site and how pedestrian access can be encouraged over road traffic.

"No mention of what happens to transport: resulting bottlenecking."

"There needs to be safe, quick accessible route to the station 24/7."

"Closure of road to no purpose."

"How do you plan to significantly reduce vehicles in and through the central site?"

"Leeman Road is an arterial route to and from the city"

The alternative pedestrian route

A number of comments were received about the alternative pedestrian and cycle route outside of museum opening hours, including that this would cut journey times for cyclists. Others expressed concerns that these should be safer and better lit than current routes and about the risk of crime. Concerns were raised about the time it would add to journey times and one expressed a preference to walk beside a road with vehicular traffic.

"As a daily cyclist into town for work, this will cut several minutes off my journey! Great."

"I feel safer with tunnel or bridge than 'boulevard' park option."

Bridge and tunnel options

There were a number of views expressed across all of the tunnel and bridge options presented with a number of people favouring one of these options rather than the alternative pedestrian/cycle route. Whilst some did favour one of these options, including comments that glass lifts and floors could be made into exciting features, comments were also received about the need to provide both stairs as well as lifts, to ensure adequate lighting and expressing concerns about practical considerations such as lifts breaking down or having insufficient capacity at peak times.

Whilst some preferred ramps, others expressed concerns about their length and difficulty of use by disabled users and those in wheelchairs. Comments were received that both tunnels and lifts could feel scary and that lifts may be difficult for cyclists to use. Others commented that bridges and tunnels would end up not being used. One comment expressed about the amount of money that would potentially be spent to save a couple of minutes of travel time.

"A 230 metre tunnel potentially unsafe and would end up avoiding it."

"Cyclists would not use lifts."

"Need to consider lighting and safety."

"What happens when the lifts break?"

"Ramps too difficult for disabled and wheelchairs."

"Tunnel at night may be unsafe."

Other ideas suggested

In addition to comments received on the six access options presented by the museum, the exhibition encouraged people to put forward their own suggestions and a number of new ideas were received. These included moving the entire museum elsewhere on the York Central redevelopment site or to County Durham. The possibility of creating a tunnel under the museum for car traffic or building the Central Gallery at height above the road were suggested. The idea of covering Museum Square and using this as the entrance to the museum and new Central Gallery was also put forward. Using signage or people to facilitate better navigation around the museum site was also suggested.

"Build the gallery above the road."

"Museum Square should be glassed over."

Other comments received

Some other general comments were also received. These included a concern about the phasing of the build of the York Central redevelopment and how safety can be ensured during these phases. Others asked for assurances that the pedestrian and cycle routes will be safe and well-lit and who will be responsible for guaranteeing this. Some asked for more information on the impact on bus journeys and assurances from bus companies that buses will run through the Leeman Road communities. A request was made for direct bus routes into the city without the need to change buses. A comment was also received about making sure that we seek police/security advice on all of the options and asking about the impact of the plans on blue badge holders. Concern was expressed about the speed of decisions having to be made.

"What guarantee is there that the route outside of NRM opening hours will be well-lit and safe?"

"Security – police advice? (all options)."

"Leeman Road resident. Fully support the plans."

Conclusions

The National Railway Museum proposals will seek to maximise permeability of the site for pedestrian access whilst maintaining security for the Museum.

The outcome of the National Railway Museum's engagement is being considered by the applicant.

7 Conclusion

7.1 Summary of the engagement process

The Statement of Community Involvement provides a comprehensive account of the engagement process for York Central masterplan. The SCI documents how the responses from each stage have fed into the evolution of the proposals, and influenced the material generated for subsequent stages of the engagement.

As set out in the report, the creation of an intensive and iterative staged approach to engagement set the context for a rich and transparent process, whereby interested parties have been able to participate in a meaningful and well-informed discussion. Taken as a whole, the four stages of engagement on the planning application have demonstrated a very positive response to the YCP's overarching engagement principles.

The involvement of My Future York (as My York Central) in facilitating open conversations and debates has been an innovative and enjoyable format for the community to get involved in the project, complementing the more formal exhibition and workshop sessions. It has also brought a richer debate to the project, helping to challenge aspects of the proposals and encourage a deeper understanding of decisions.

Taken as a whole, there has been a positive response to the masterplan proposals. Across the various topics which we consulted on at Stage 3, the Commonplace survey indicated that on average 56% agreed or strongly agreed with the proposed approach, with only 9% disagreeing or strongly disagreeing. It is interesting to note that an average of 35% were "neutral" in their response.

This neutral feedback was greatest in relation to design and heritage, land uses and movement. An analysis of the MYC outcomes indicates a high degree of interest in the detail of these topics. The more detailed illustrative material in the planning application and the supporting assessments and strategies respond to this desire for further information about the specific approach.

Section 7.2 summarises the principal changes arising through the engagement process with specific reference to the relevant documents within the application submission.

7.2 Summary of how the engagement process has influenced the outline application

STAGES 1 AND 2

The outcomes from Stage 1 and Stage 2 assisted in refining the illustrative masterplan and supporting principles and strategies which were included in the Stage 3 exhibition as set out in chapters 3 and 4 of this document.

STAGE 3

Feedback received during Stage 3 of the engagement process (the Festival of York Central) provided a rich debate and diverse feedback on the approach. The feedback dovetailed with an intensive period of activity to undertake the following activities:

1. Undertake more detailed studies and assessments to consider the character of streets, spaces and buildings with reference to heritage assets, views and townscape considerations and the strong desire to move away from a zonal masterplan to a richer mix and more varied set of places, neighbourhoods and destinations.
2. Translation of the illustrative scheme and further design studies into the core control documents for the application - namely, the parameter drawings, the Development Specification and the Design Guide.
3. To consider the specifics of the movement strategy in response to engagement feedback on the preferred options and considerations for specific interventions alongside the technical assessment of traffic impacts as set out in the Transport Assessment and the approach to car parking (see Design and Access Statement and Transport Assessment / Parking Strategy).

KEY UPDATES TO THE SCHEME

Through this process, the structure of the masterplan has remained relatively consistent, but the feedback has influenced a number of specific, more detailed elements as set out below.

1. Creating places for people

The proposals now place greater emphasis on creating more vibrant neighbourhoods and working environments through the right mix of uses and fostering varied types of public and private spaces, both outside and within buildings. The application also considers how surrounding neighbourhoods are integrated and connected. The approach is explained in the Design and Access Statement (chapters 9-10 and 12-13) and supported in the Design Guide (chapters 3-4 and 6-8).

2. Exploring the character and texture of streets and spaces

The identity of streets and spaces has become more defined across the masterplan. The masterplan has evolved to breakdown the feeling of larger “zones”, moving towards a clearer sense of place at a local scale. This idea has helped to develop more specific guidance in the Design Guide on character and mix of uses across each of the character areas (see chapter 7 and 8), the key public spaces (chapter 3) and hierarchy of streets (chapter 4).

3. Defining “Yorkness” and what it means for York Central

Picking up on messages from Stage 3 and ongoing discussions with Historic England and CYC officers, the design team has defined the essential townscape characteristics of the city and considered how these elements shape the proposals. The Design and Access

Statement explains our understanding of the historic evolution and city context (chapters 3-4), the design response to the character and context of the city and the site (chapter 9) and the proposals for key character areas and spaces (chapters 10 and 12). The Design Guide translates these ideas into a series of guiding principles which will shape the evolution of future detailed design with reference to height and massing (chapter 2), spaces and streets (chapters 3-4), the integration of assets (chapter 5), appearance (chapters 6-7) and building typologies (chapter 8).

4. Integrating the site with the city and the landscape

The application demonstrates how the proposed development relates to the setting of the historic city which rises from and dominates the low-lying Vale of York, and the setting of the wider landscape itself. This has created a more nuanced approach to the height, scale and massing of buildings (see the summary of massing adjustments in chapter 9 of the Design and Access Statement, and guidance in the Design Guide - chapter 2). The Environmental Statement (Volume 1) includes an assessment of views.

5. Thinking in greater detail about heritage assets

The team has worked closely with officers and Historic England to consider how heritage assets, including archaeology are integrated in the masterplan. Chapters 3, 4 and 8 of the Design and Access Statement set the scene and describe the approach to heritage assets across the site. This is translated into specific principles in the Design Guide in chapter 5.

6. Embedding design quality

As part of the application, we have submitted a Design Guide which will set rules and guidance for a range of topics. This will be a vital tool for CYC officers and YCP to set the bar high throughout the phases of development. The Design Guide is a key document within the outline application - a number of the ideas and feedback from the Festival of York Central have permeated this document including the following:

- Principles which explain how the people-first movement strategy can be implemented (see chapter 4);
- Guidance as to how the scheme can respond to the specific character of the existing city in terms of building height and massing (chapter 2), the range of smaller and larger spaces in relation to their urban setting (chapter 3), the nature of streets (chapter 4), positive attitudes towards heritage (chapter 5) and a balanced approach to appearance and typologies (chapters 6-8).
- An ambitious approach towards sustainability as set out in chapter 9 (and informed by the Sustainability Statement).
- More detailed guidance about the creation of diversity of social spaces - both public and semi-public "third spaces" within ground floors and upper floors to realise the MYC ideas around community development and creative interaction between residents, enterprise and visitors. (chapters 6-8).

7. Defining the movement hierarchy

The proposals respond to the desire to create a clear, legible and accessible movement strategy. A clear hierarchy of routes has been established alongside strategies for walking, cycling, public transport and vehicles. The result is safe, attractive and sustainable network of streets and spaces which are fully integrated as part of the neighbourhoods and landscape at York Central. Guidance in chapter 4 explains how these principles could be embedded in more detailed proposals as they come forward.

8. Refining the focused interventions

The engagement process has been instrumental in refining the key movement interventions. The progression of option 2 for Leeman Road tunnel and Marble Arch was a clear preference and subsequent modelling work has validated this as the preferred option (see Design and Access Statement - chapter 9).

Flexibility remains on the southern pedestrian and cycling connection and YCP continues to work closely with local stakeholder groups to establish the preferred approach. The western access alignment and approach to Millennium Green has progressed positively through discussions between YCP and the Millennium Green Trust (this will be resolved and finalised through the subsequent detailed planning application).

Discussions around the non-vehicular connection through the National Railway Museum have been subject to renewed debate and discussion during Stage 4. The masterplan team has identified the rationale for the diversion of Leeman Road and explained the fixes and flexibility established in the outline application. In the absence of a

detailed scheme, the proposals identify the principle of a pedestrian connection through the proposed Central Gallery space and the Design Guide (see section 4.3) seeks to maximise permeability with reference to security considerations - the specifics of the approach will need to be agreed as the scheme progresses. National Railway Museum has committed to an ongoing process of engagement to develop proposals in more detail in collaboration with the community.

9. Low parking solutions

There has been significant debate about cars and traffic as part of the engagement activities. The proposals incorporate maximum parking standards for the site which represent a low level of car parking for the new homes and offices. The overall level of parking for the Museum and Network Rail has also been constrained. The proposals allow for the future conversion of one of the parking buildings, and phasing might also allow lower levels of parking as the scheme comes forward. In many cases, proposed apartments would include limited parking away from the main streets within building podiums. This will allow a number of car free "foot streets" and several "playstreets" drawing on positive precedents from elsewhere. Details are provided in chapters 4, 6 and 8.

10. Communicating traffic impact and mitigation

During Stage 4, we have summarised the draft findings from the traffic impact assessments and modelling. This is a critical piece in the overall movement story and explains how the site will be integrated within wider patterns of city movement. Air pollution, a long-standing concern is also addressed through the application material. See Transport Assessment and Environmental Statement (Volume 1) for details).

11. Western Access option

As set out in section 7.4, the decision to pursue the Western access option was taken in response to the access options consultation and the executive decision in November 2017. Engagement associated with the planning application (Stages 1 - 3) has helped to influence the more detailed design process around the alignment of the route and relationship with Millennium Green. Further details of the design and engagement process associated with the separate detailed planning application for the Western Access road will be submitted as an addendum to the Statement of Community Involvement.

In some cases, feedback received relates to topics which are outside of the scope of the planning application. However, as set out in chapter 5, this feedback is still relevant to the project in the broader sense. Some parts could help to inform the preparation of a YCP Delivery Strategy for York Central which could assist in steering the more detailed design and eventual implementation of the proposals. Other parts relate to bigger city scale discussions and debates about planning and transport policy, conversations and processes which are beyond the application but could influence the implementation of the project in coming years.

7.3 Lessons for future stages of engagement

YCP is committed to keeping the overarching project engagement strategy under review. As part of this, the following recommendations are made:

- **Principles of engagement:** The overarching principles of engagement continue to be appropriate and pertinent. The commitment to openness and transparency should continue to play out in future stages of work as far as possible.
- **Overall project engagement:** Continue to undertake ongoing engagement on the overall project. This might focus on key topics and activities which will shape more detailed design for each phase of the development such as homes, workspace or meanwhile uses. This process will influence the overarching YCP Delivery Strategy. YCP is reviewing the format and structure of these ongoing conversations.
- **Reserved Matters engagement:** Proportionate engagement should be undertaken on each Reserved Matters phase. This process should communicate the elements which are consented / approved from the outline including the amount and type of development, the specific parameters and relevant elements of the Design Guide. Further engagement might seek to identify and explore how community aspirations, objectives and priorities could influence the detailed design of streets, spaces and buildings.

7.4 Western Access

In November 2017 Executive agreed to proceed with the YCP recommended western access alignment which enters the site from Water End but with the requirement to undertake further design work and assessment to mitigate the impact upon Leeman Road and Millennium Green(MG) and seek legal advice on the route to achieve this.

The Executive report (November 2017) stated that "a full appraisal of the detail of each identified option together with, risks and costs will be carried out by the YCP to confirm the preferred route alignment to take forward into detailed design and the preparation of a full planning application."

"This proposed alignment will be the subject of further community engagement and consultation which will be brought back to the Executive Member for Transport to agree the submission of the planning application by September 2018."

This further engagement will be undertaken during September 2018.

ARUP

Allies and Morrison

Gustafson
Porter +
Bowman

An aerial photograph of the York Central development, showing a large, curved urban area with a central circular feature, surrounded by roads and greenery. The image is overlaid with a semi-transparent orange filter.

YORK CENTRAL

**STATEMENT OF
COMMUNITY INVOLVEMENT**

YCL-ARP-ZZ-XX-RP-TX-0014

August 2018

APPENDICES DOCUMENT

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STAGE 1

Pop-up exhibition

1

York Central Masterplan

Emerging vision



Illustrative park view looking east towards Minster

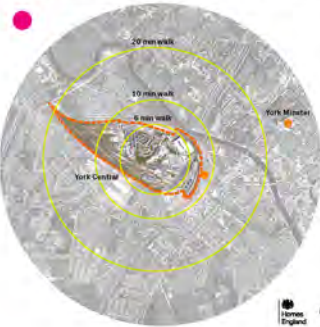


Illustrative view of square towards National Railway Museum

2

York Central Masterplan


What is York Central?



York Central is one of the largest brownfield regeneration sites in England and some parts of the railway-sited area have been in red use for more than 150 years. The site has been designated as a UK Government 'Housing Zone' and has also been awarded 'Enterprise Zone' status which offers commercial occupiers significant incentives.

The site is located adjacent to the city's existing core and business area and offers the opportunity to create a series of new city centre residential and business neighbourhoods including a high-density central business district with improved access to the city's railway station. The project has the potential to grow the size of inner city parts by one third.

Who is York Central Partnership?
York Central is owned by York City of Partnerships comprising York City, (former) English Heritage, National Railway Museum and City of York Council. Emerging together funding streams to support initial infrastructure and land ownership. The partners are working collaboratively to foster the site's development and delivery strategy in order to accelerate development of this critical site within the Leeds City Region.



Year	Key Event
1980's	Local Plan - York Central part of York (North-West)
2005	Voluntary Forward & Review Plan needs development partner
2007	Development partnership: York City, English Heritage, National Railway Museum, City of York Council
2008	City of York Council (COC) takes over ownership of project from York City
2011	NRM acquisition 'Yorking your heart' consultation
2015	Enterprise Zone status
2016	York Central Partnership formed - COC, NRM, English Heritage, City of York Council
2017	Agreement on new access junction
2018	Outline planning application

3

York Central Masterplan

Emerging proposals

The following diagrams summarise our main ideas for York Central:




Diagram of the site showing Holgate Beck, River, Parks, Railways, Heritage, Transport, and West access

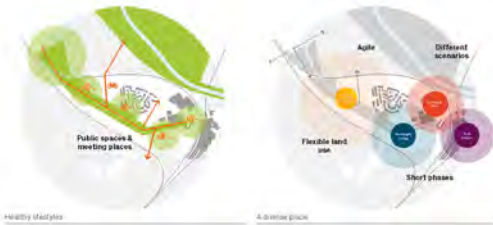


Diagram of the site showing Public spaces & meeting places, Flexible land use, and Short phases

Key priorities which have emerged through previous work include the following:

- Homes and neighbourhoods
- Offices and employment
- Community facilities and education
- A major transport and other urban spaces
- Expansion of the National Railway Museum
- Improved connections and facilities to the heart of the existing station
- A new western access from the city

What happens next?
Over the next few months, the project team will be preparing more detailed designs which will be shared at a public consultation starting in March. The feedback and input into the preparation of an outline planning application for York Central which will be submitted in Summer 2018. Subject to successful planning permission, YCP intend to commence construction of the first phase of development in 2019.

Please visit our website to find out more:
www.yorkcentral.org.uk

4

York Central Masterplan

What's your vision?



Illustrative view of the site showing a park area with people walking and cycling

We are interested in hearing your views and aspirations for York Central.

This will help inform the development of our proposals in more detail over the coming weeks and months.

There are three ways you can provide feedback:

1. What sort of place should York Central be? Spin the wheel and tell us more.
2. What opportunities and challenges should we be thinking about?
3. What's your vision?

Our place wheel is divided into eight categories which represent the main characteristics of a sustainable place based on the BEE Excellence Principles.

Please spin the wheel to select a category:

1. Please spin the wheel to select a category.
2. Write your answer on a post-it note.
3. Stick the post-it note onto the colour-coded board.

If you have any ideas which don't fit under these headings, please stick them in the 'other ideas' box on the grid.

Please tell us:

1. What is special about the site?
2. What challenges need to be overcome?
3. What is the main opportunity?

Please write your ideas on the accompanying aerial image board.

3. If you think of something after you've seen the board, write our email address info@yorkcentral.org.uk or via our website www.yorkcentral.org.uk



All comments will be reviewed by the project team. We will produce a summary of comments received and confirmation of responses and how these have fed back into the emerging masterplan at the next round of public consultation in March 2018.

5

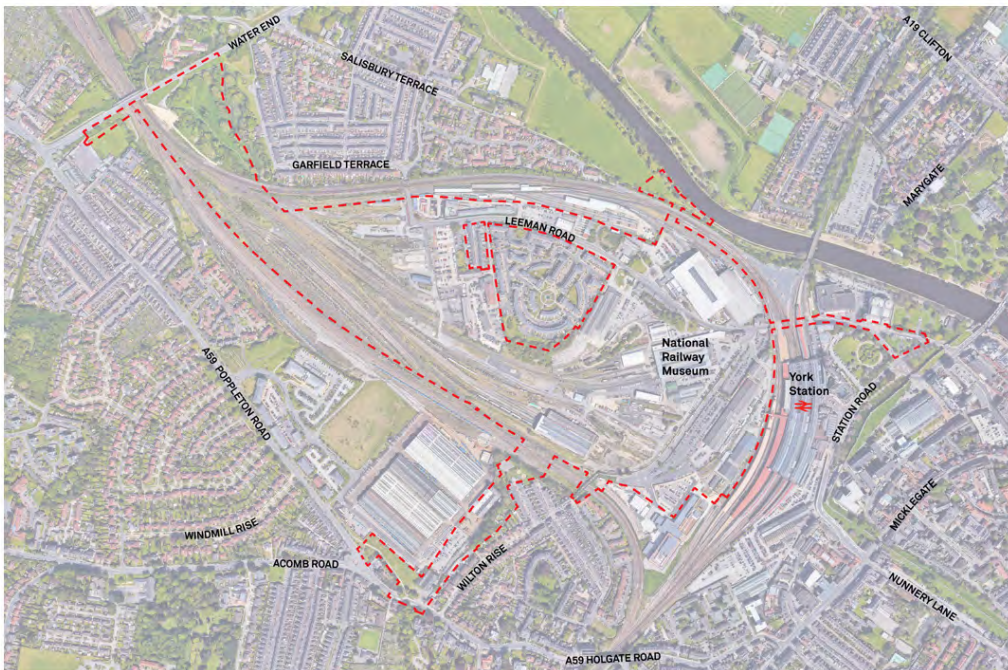
York Central
Masterplan

Developing a vision for the future of the city centre
in the context of the current planning framework
and the need to address the challenges
facing the city.

Feedback

Governance	Transport and connectivity	Services
Environment	Equity	Economy
Health and wellbeing	Social and cultural	Other ideas

6



Aerial photo of York Central. What opportunities and challenges should we be thinking about?

STAGE 1

Worksheets

YORK CENTRAL MASTERPLAN VISION AND OUTCOMES

What role will York Central play?
What benefits could the site bring for the city?



Governance Well-run	Transport & connectivity (Well) connected	Economy Thriving	Social & cultural Active, inclusive and safe
Equity Fair for everyone	Services Well served	Housing & built environment Well designed and built	Environmental Environmentally ambitious

Stage 1 Engagement - January 2018

York Central Partnership

YORK CENTRAL MASTERPLAN ENGAGEMENT PRINCIPLES & STAGES

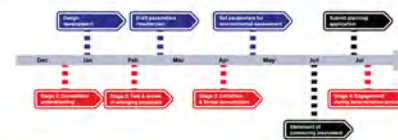
Please provide any comments on the proposed engagement strategy

1. Engagement principles

- Sensitivity to building relationships and providing consistency
- Clarity on the processes and nature of engagement, and its discussion when and how it relates to delivery
- Clear communications which are accessible and appropriate
- Transparency as default
- Interesting to encourage people to engage
- Trust

Comments

2. Stages of engagement



Comments

Stage 1 Engagement - January 2018

York Central Partnership

YORK CENTRAL MASTERPLAN EXISTING SITE CONTEXT

Please highlight any issues or opportunities



Stage 1 Engagement - January 2018

York Central Partnership

YORK CENTRAL MASTERPLAN EMERGING PROPOSALS

Please provide any comments on the emerging masterplan



Stage 1 Engagement - January 2018


York Central Partnership

STAGE 1

Response booklet

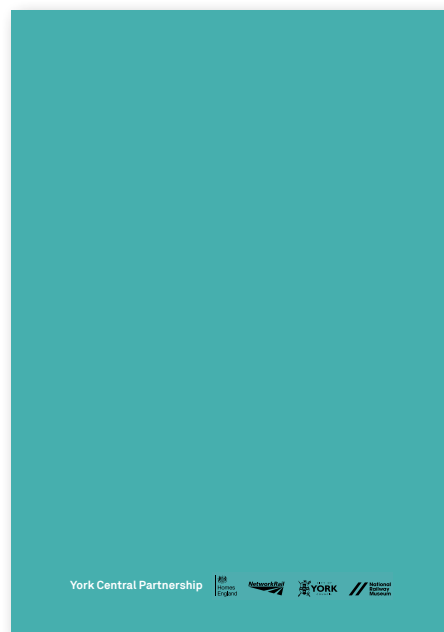
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York Central Masterplan



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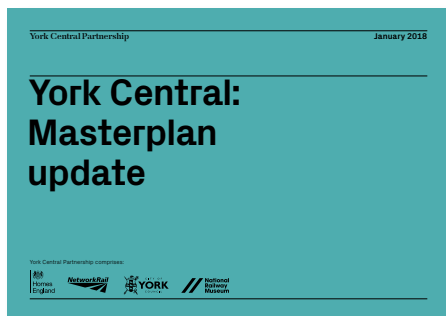
Comments



A5 booklet

STAGE 1

Summary presentation



Approach



York Central: Masterplan update – January 2018

Objectives/brief

Motives
Vision
Development objectives
Emerging masterplan principles

York Central: Masterplan update – January 2018

Motivations

- Delivering new homes
 - Responding to demand and need in York
 - Government target to deliver homes on surplus public sector land (NR and Homes England)
- Meeting economic growth needs
- Creation of a quality place
- Ensuring viability and deliverability
- Making best use of brownfield land
- Deliverability of access by 2021 to guarantee the use of West Yorkshire Transport Funding
- Supporting the enhancement of the National Railway Museum

York Central: Masterplan update – January 2018

Vision

Inspired by the city's wonderful railway heritage and historic character, York Central will be a unique district of new spaces and places that stimulates further cultural and economic prosperity by connecting residents and visitors, new, young and old.

York Central: Masterplan update – January 2018

2016 'Seeking your views' consultation objectives

- Heritage as an asset
- Green infrastructure
- Movement and access
- A gateway
- Catalyst for economic development
- A vibrant new community
- Creating and connecting communities
- National Railway Museum as cultural epicentre
- Sustainable development

York Central: Masterplan update – January 2018

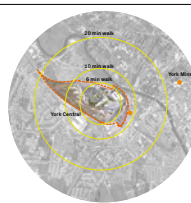
Approach



York Central: Masterplan update – January 2018

Wider context

- Located west of York Station and close proximity to York's historic city centre
- Key regeneration opportunity to drive growth across the sub-region
- Opportunity to accommodate both housing and commercial development for the benefit of the wider city



York Central: Masterplan update – January 2018

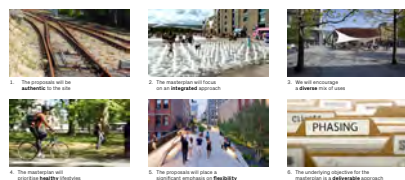
York Central history



York Central: Masterplan update – January 2018

Masterplanning principles

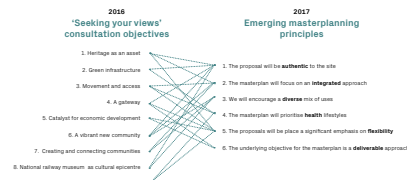
The framework has helped to inform the development of six emerging thematic principles which describe the masterplan



York Central: Masterplan update – January 2018

Masterplanning principles

These emerging principles are based on the key objectives defined in the 2016 consultation



York Central: Masterplan update – January 2018

Authentic to the site

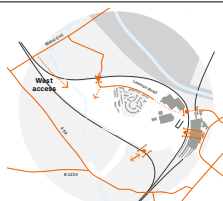
- Historical assets
- Contemporary needs for York
- Character of the area



York Central: Masterplan update – January 2018

Integrated approach

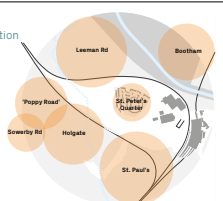
- Physical connectivity. Additional access
- Connectivity of the site in a regional level
- Urban integration: Scale, former buildings, size of neighbourhoods



York Central: Masterplan update – January 2018

Integrated approach

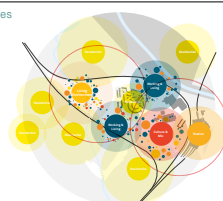
- Non-physical integration
- Economic and social integration
- Sustainable links to the city



York Central: Masterplan update – January 2018

Diverse mix of uses

- Mixture of uses and typologies
- Diversity of economics
- Mixture of people



York Central: Masterplan update – January 2018

Healthy lifestyles

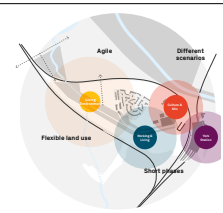
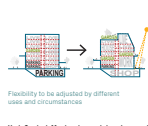
- Access to open space
- Environmental performance
- Physical and mental wellbeing
- Prioritised for people



York Central: Masterplan update – January 2018

Emphasis on flexibility

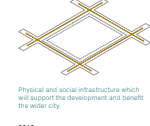
- Ranges of flexibility
- Adaptable plots
- Short phases with frequent reassessment



York Central: Masterplan update – January 2018

Deliverability approach

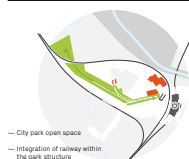
- Market understanding
- Infrastructure, water system, market advice of building type
- Viable scheme



York Central: Masterplan update – January 2018

York Central concept

A great park + A place of many places



- City park open space
- Integration of railway within the park structure
- Integration of the whole site through continuous open space

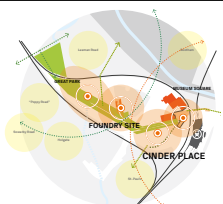


- Human scale
- Character zones to reflect the scale of district neighbourhoods in the city
- Opportunity for a range of occupiers and business

York Central: Masterplan update – January 2018

York Central concept

- One red boundary with four key places
- Integrates the history of the site
- Great park with different identities
- Bring human scale into the site



York Central: Masterplan update – January 2018

Approach



York Central: Masterplan update – January 2018

Historical plan



York Central: Masterplan update – January 2018

Heritage – significance of remaining buildings

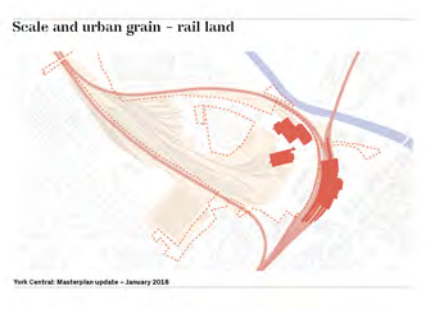
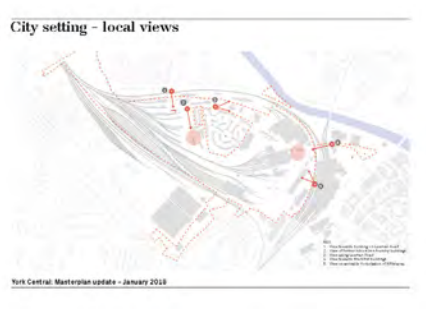
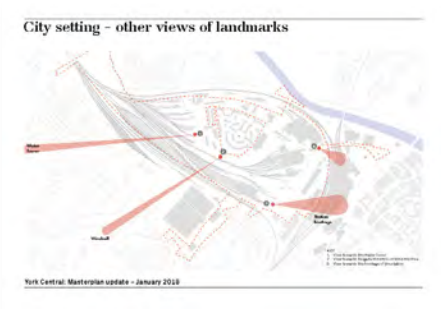
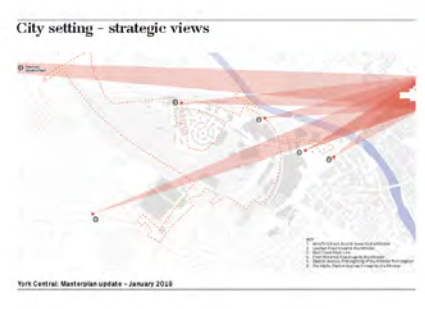
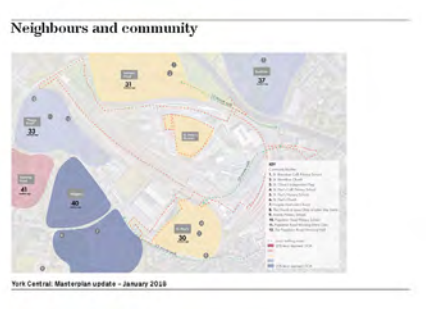
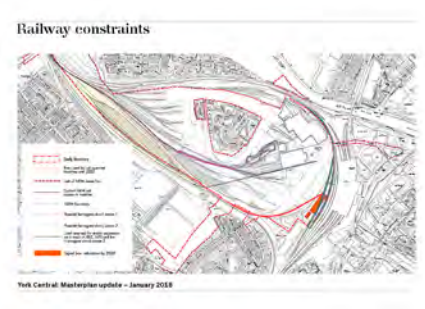
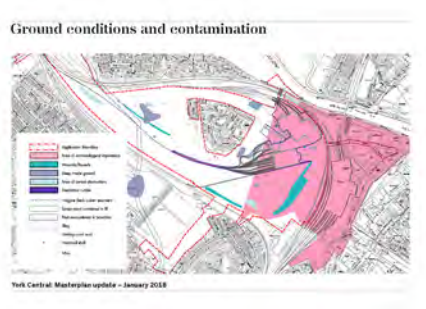
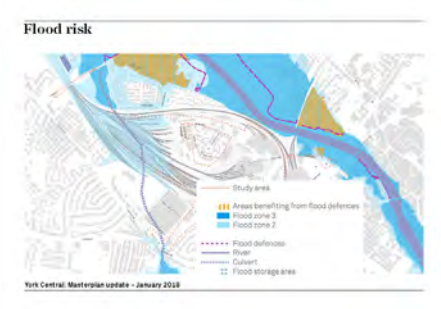
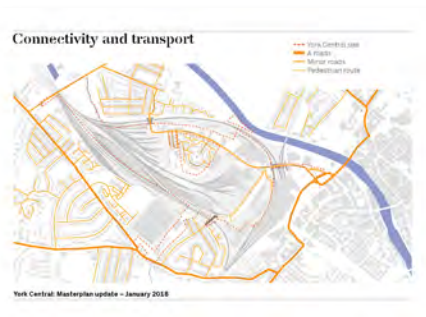
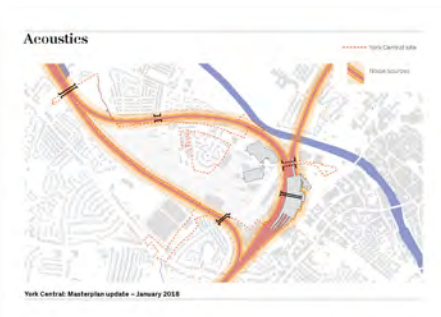


York Central: Masterplan update – January 2018

Green infrastructure



York Central: Masterplan update – January 2018



York Central: Masterplan update - January 2018

York Central: Masterplan update - January 2018

York Central Masterplan update - January 2018

Work Central: Masterplan update - January 2018

York Central Masterplan update - January 2018

■ New Central site
 ■ Public buildings
 ■ Participatory community
 ■ Modern community housing
 ■ Recreational / community use
 ■ Internal urban processes
 ■ New green fields
 ■ Planned parking 20000m²

Work Central: Masterplan update - January 2018

York Central Masterplan Update - January 2018

York Central: Masterplan update - January 2018

York Central Masterplan update - January 2018

References



STAGE 1

Promotional material summary

- Adverts placed in York Press
- Information about events shared on BBC Radio York and Minster FM
- Information about events shared on council's social media
- Radio York undertook live vox-pops at events, as well as an interview with a spokesperson from York Central Partnership.
- Minster FM broadcasted live from the National Railway Museum on the day of the pop-up event.

STAGE 1

Representations

York Civic Trust

One representation was received during the Stage 1 engagement process. This came from the York Civic Trust in February 2018 and detailed some of their observations on York Central. These are summarised below:

York Civic Trust held two workshops for its own members on 2nd and 3rd February 2018. The discussions were informed by presentations from the development partnership, but the core of the discussion was a structured debate in small groups followed by whole-workshop feedback.

The Trust raised four “general comments” which were as follows:

1. York Central offers a unique opportunity to improve York as a whole, and this opportunity must be grasped

However, the Trust feel there is no current sense that the Master Plan is about helping York to thrive, rather than simply delivering a success within York Central. The Trust believe that planning must not be fixated on the area within the railway cordon but must be embedded in the wider city.

2. York Central lacks positive leadership

The Trust feel that there is no indication that the project has a clear vision backed by leaders with a mission. They enquired as to who is leading the project? They also suggested that they felt that some of the development partners have agendas of their own, but that they could see no sign of the project having an agreed direction, or an over-arching vision. They enquired as to where the brief is from the City to the York Central consortium which sets out what York wants from this unique opportunity?

3. The York Central project needs to raise its game

The Trust feel that York Central needs to be remarkable in design. It needs to be extraordinary to experience and it needs to be ambitious in its aspirations. The Trust mentioned that that’s what made King’s Cross work, and this is what’s needed if York Central is to make a difference for York.

4. Transport is a key issue for York Central

The Trust feel that a feature of the site is its limited access for vehicles. They feel this presents the need and the opportunity for a clear policy to be articulated on how transport needs into and out of the site are to be treated and what role York Central should play in the broader transport needs of the City. Should York Central, or should it not, have a role in dealing with traffic issues on Poppleton Road and Bootham? Should this be a largely traffic-free quarter for the City?

In addition to these four comments, the York Civic Trust also raised some observations they had about

- Masterplanning;
- Transport; and
- Housing

The masterplanning approach

The Trust believe that:

- Master planning needs to be robust for long-term development, and needs to be more radical than currently envisaged. It also needs an overview.
- We must avoid piecemeal development for maximum short-term profit
- The Master Plan should encourage eco-friendly and environmentally sustainable design
- All architectural design in York Central should be of the highest twenty-first century quality.
- Any archaeological evidence found in the site should be respected.
- Views of the Minster should be respected, and there is a need to protect views into and out of the site

Masterplan issues

The Trust believe that:

- York Central should deliver for the city and its citizens objectives related to social justice and the reduction of inequality underpinned by the principles of environmental sustainability:
 - The delivery of employment and jobs should not mean more low-paid, low skilled, part time, insecure work
 - The building of new housing should mean a very large proportion of social housing at affordable prices/rents
 - The improvement of transport should mean the creation of sustainable and integrated public transport rather than reliance on cars
- The front of the station needs to be included in the area. The Trust queries

how traffic here can be revised, where should better provision be made for bus stops and transport interchange?

- A strategic approach needs to be taken to parking provision, particularly for the Station and the NRM. It was felt that at present this station-area parking is located on both sides of the railway. It doesn't help to be looking at parking within the York Central cordon in isolation. The Trust suggested that all parking should be focused here, so that current parking around the Railway Institute area can be redeveloped.
- The project should consider how the site will engage with adjoining urban areas -- St. Peter's Quarter, Salisbury Terrace and Leeman Road -- and residents in these areas should be consulted deeply.
- The Trust feel that Leeman Road from Memorial Gardens to the Marble Arch entrance is an utterly inadequate main gateway. It was felt that negotiation was needed with Royal Mail to release the key riverside site occupied by the Post Office sorting office to improve the gateway.
- The scheme needs a central icon. The Trust feel that a relaunched railway museum is good, so are Class A offices and a major contribution to housing but they don't, in themselves, have the national and international impact that the site could gain for York.
- Another possibility would be to link the development to an aspiration for an ambitious new facility for York – The Trust suggested a new concert hall on the riverside site currently occupied by the sorting office. It was felt that this could do for York and York Central what the Sage has done for Gateshead
- All architectural design in York Central should be of the highest twenty-first century quality.
- Station Square needs to be a lively

public plaza – not just offices. The Trust feel that there needs to be increased emphasis on the need to pull people into the new commercial area at the 'back of the station'. It was felt that, yes, there is a need for Class A offices but the ground floors should be full of bars and restaurants to make it a lively part of town. It was felt that the area around the station is not currently well provided with restaurants so this could be a real plus.

- The long-term, on-going maintenance of the site, with a detailed management plan, should be resolved as part of the strategic overview so as to ensure the upkeep of the public amenities and private spaces. The Trust felt that there should be one party who is financially liable for this role.
- There is no clear indication of the type of economy the site will serve. It was felt that there should be a client already committed to use the retail / office part of the site before commencing with the construction of these units, rather than taking the approach of 'build it, and they will come'?
- Green space should be at the forefront of the shape and form of the site. The Trust suggested that they need more guarantees that this green space, a "Great Park", will be central to the scheme, and not just to flank the new access road. It was felt that green space would help give York Central an identity.

Transport issues

The Trust believe that:

- York Central should become a car-free site, which could be used as the nucleus to help form York Central's identity; making York a leader in social green living experimentation.
- New Earswick might be held as an example of a site that has pre-established social codes and can function perfectly well because of and not despite them.
- Vauban in Freiburg is held as another example where radical transport solutions, including excellent public transport and liveable streets, work in practice.
- Concern remains over access for vehicles and people in and out of the site. Despite these concerns, York Civic Trust are in favour of being bold on transport provision and building towards a sustainable transport system in the future. They feel that a special sort of green space is 'liveable streets' (ie streets that are also public spaces for children and others to play and use recreationally). It was felt that the design should incorporate playground space.
- York Central has a crucial role in providing through routes from the north into the City. The Trust feel that this might be by using the existing Leeman Road or by using other options.
- The Trust are divided on the issue of providing through routes for car users. Some believe that through routes should be for the use of pedestrians, cycles, and public transport only, but some believe that this would create a risk of making York Central even more of an island site.
- The emphasis on the railway line as the boundary of York Central means that the plans are being developed with minimal reference to connectivity into and from the City. The Trust feel that there aren't enough entrances and exits for any form of traffic, from pedestrians via bikes to commuters.
- Connectivity with the city centre and other parts of the city for pedestrians and cycles desperately needs to be addressed. It was felt that the 5 and 10-minute graphic on walking time is misleading, given the limited access into the site.
- York Central could provide York with the bus station it desperately needs (even if this is in front of the station and the rail-locked site is used to relocate facilities moved from in front of the station to create space)
- The site needs sufficient infrastructure and access to local services (public transport, doctors, schools etc) to be sustainable. It is felt that this infrastructure needs to be in place before development begins, and not as a promise to follow at an unspecified later date. The Trust feel that, until this is in place, it will be very difficult to convince residents to abandon the use of their cars.
- The access road off Water End will need to be well-executed.
- The Cinder Lane bridge needs to be upgraded to facilitate better walking and cycling routes
- The strategic planning of the site should not prevent the future integration of the site with a tram network.
- Links to Park and Ride sites would need to be strengthened, ideally with provision being increased to 24 hours a day. The Trust feel that the Park and Ride should not be only for tourists but for the residents as well - they like the concept of reverse park and ride, with residents' cars being parked permanently on the outskirts of the city.

Housing Issues

The Trust believe that:

- Housing needs to be useful for York citizens. It was felt that, to bring benefits to the City, a high proportion of housing needs to be genuinely affordable and made immune to speculative investment, the Trust feel this probably means engaging housing associations as development partners.
- The emphasis must shift from 'housing' as an end in itself to 'communities'. The Trust mentioned a slide showing them where the doctors' surgeries in surrounding areas worried them. It was felt that, with 2500 houses in this area, it will need its own surgery, as well as shops and perhaps schools.
- Heights of houses should be limited to five stories max. It was felt that York Central should not become another Hungate with creeping heights.
- The York Civic Trust have concerns over housing density on the site. It was felt that, considering York's housing shortages and the restrictions of the site, it should become entirely residential, including provision of social housing. It was also felt that the site is not large enough for retail.
- It was felt that, by using the site solely for residential accommodation, this would help mitigate against the supposed need for high-rise and high-density housing on the site in order to achieve the desired 2,500-2,750 housing units.


STAGE 2

Summary presentation

York Central Partnership February 2018

York Central: Stage 2 engagement

York Central Partnership comprises:



Structure

- **A. Engagement**
Engagement process
Stage 1 outcomes to date
- **B. Masterplan**
Evolution of the masterplan and supporting strategies
- **C. Planning application**
Approach
- **D. Next steps**


York Central: Stage 2 engagement strategy - February 2018

York Central Partnership

A. Engagement


York Central: Stage 2 engagement strategy - February 2018

Engagement process



York Central: Stage 2 engagement strategy - February 2018

Engagement process



York Central: Stage 2 engagement strategy - February 2018

Stage 1 engagement

January	Other dates
04/01 My Future York	Friends of Holgate Community Garden
09/01 Conservation Area Advisory Panel	St Pauls Square Residents' Association
09/01 Environment Forum	Friends of Leeman Road Park
11/01 Enterprise Zone Board	York St John
11/01 York Central Community Forum	York University
24/01 York BID	
27/01 York Residents' Festival pop-up	
February	
02/02 York Civic Trust	
03/02 York Civic Trust	
10/02 National Railway Museum pop-up	
16/01 Jovik Viking Festival pop-up	
21/02 York Youth Council	
March	
TBC York Chamber of Commerce / York Property Forum	
TBC York College	

York Central: Stage 2 engagement strategy - February 2018

Stage 1: Engagement

Engagement and feedback	Visioning	Planning process
— Set the scene clearly	— Respond to wider plans (e.g. One Planet York)	— Clarify around red line and contextual projects
— Capture and respond	— Good practice examples	— Quality
— Be clear on scope and outcomes	— What will it be like to be there?	— Delivery, management and phasing
— Engage people throughout the process		— Early wins / meanwhile uses

York Central: Stage 2 engagement strategy - February 2018

Stage 1: Feedback to date

Landscape	Design	Land uses	Movement
— Further detail on landscape, open space and green infrastructure	— More detail on the masterplan	— Amount of development and balance	— Provide a clear, aspirational and comprehensive approach
— Integration and connectivity at different scales - site, neighbourhoods and City	— Character and setting	— Beyond housing and offices?	— Integration and impact at different scales - city and local
— Historic environment - further details	— Historic environment	— Housing strategy	— How will we achieve a sustainable strategy - public transport, walking and cycling
— Sustainability principles	— Sustainability principles	— Workspace strategy	— What interventions are needed?
— Key connections into the site by foot and cycle	— Legacy - mechanisms and commitment to quality	— Impact on the city centre	— Concern about air quality
— Character and position of new spaces		— Cultural and education opportunities	

York Central: Stage 2 engagement strategy - February 2018

Boundaries and relationship with Local Plan

- Emerging local plan site allocation boundary**
Emerging allocation boundary (EAB) is set by the Local Planning Authority and is defined to support the relevant Local Plan policy for York Central (Policy S54). This captures land which is outside the control of the York Central Partnership and is set to enable a broad policy area to come forward.
Updated boundary and draft policy will be made available in the Local Plan publication version
- Masterplan boundary**
The masterplan boundary focuses broadly on land within the heartbeat site. This is an informal boundary which is continually under review as we take on board comments from stakeholders and the community
- Planning application boundary**
The planning application boundary will constitute a fixed red-line within which the development as proposed within the York Central outline planning application can occur. It will relate primarily to land within the ownership of the Partnership and will continue to be refined through the further engagement activities to take place and the technical work being carried out

York Central: Stage 2 engagement strategy - February 2018

Status of masterplan

- Current masterplan and supporting diagrams are work in progress
- The approach to movement and connections represent where the team is at this point in the process
- We welcome your inputs and comments about the emerging proposals are for your comment
- Decisions have not been made - we will be feeding in outcomes from this exercise into the masterplan
- There will be a further opportunity to comment on more developed proposals in mid-March


York Central: Stage 2 engagement strategy - February 2018

York Central Partnership

B. Masterplan: Design evolution

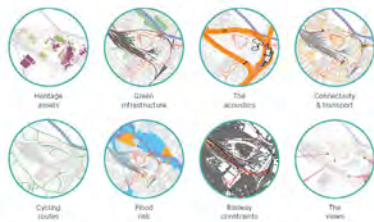
York Central: Stage 2 engagement strategy - February 2018

York Central in 1910



York Central: Stage 2 engagement strategy - February 2018

Opportunities and constraints



York Central: Stage 2 engagement strategy - February 2018

Opportunities and constraints



York Central: Stage 2 engagement strategy - February 2018

Masterplan framework - coarse block structure



York Central: Stage 2 engagement strategy - February 2018

York Central Partnership



York Central: Stage 2 engagement strategy - February 2018

York Central Partnership



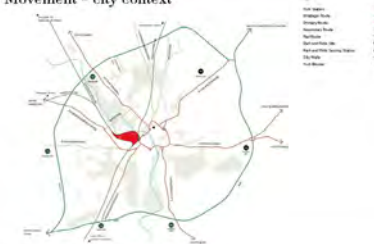
York Central: Stage 2 engagement strategy - February 2018

Movement - emerging objectives

- An **integrated** and overarching sustainable movement strategy
- Maximising **priority for pedestrians and cyclists**
- Fully integrated public transport solution which is **accessible and convenient**
- Interrogate the level of **parking** with a view to achieving a sustainable development
- Consider how we can **future proof** the masterplan in relation to changing patterns of car use
- Test **wider traffic impacts** and air pollution

York Central: Stage 2 engagement strategy - February 2018

Movement - city context



York Central: Stage 2 engagement strategy - February 2018

Movement - proposed pedestrian strategy



York Central: Stage 2 engagement strategy - February 2018

Movement - proposed cycling strategy



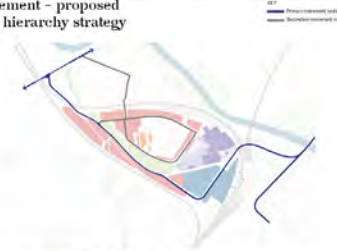
York Central: Stage 2 engagement strategy - February 2018

Movement - proposed public transport strategy



York Central: Stage 2 engagement strategy - February 2018

Movement - proposed road hierarchy strategy



York Central: Stage 2 engagement strategy - February 2018

Movement - notes and assumptions

1. **Station development & land to front of station**
 - Station development and works to the front of the station are **distinct** projects to York Central and are being brought forward as separate planning applications by different partnership groups to the York Central Partnership.
 - We are, of course, maintaining dialogue between the respective projects to ensure a coherent approach to developing this part of York.

York Central: Stage 2 engagement strategy - February 2018

Movement - notes and assumptions

2. Marble Arch / Leeman Road

- YCP has asked the consultant team to test both with and without bus gating options for Marble Arch so we can better understand the implications within the site (particularly on "Entrance Square") and on the wider highway network.
- We are currently hearing mixed views from York residents for and against a bus gate.
- We will share this information with the community through the on-going engagement work that's taking place.
- The results will also be reflected in the Environmental Impact Assessment, to be submitted as part of the planning application.

York Central Stage 2 engagement strategy - February 2018

Movement - notes and assumptions

3. Connection to Leeman Park

- It is challenging to put a footbridge in this position due to the height required to get over the existing railway and then down the big drop to the river, which would require significant infrastructure.
- Current thinking in the technical team is that it would be better to focus on improving connections through Marble Arch, Scarborough Bridge and the western underpass through to Salisbury Terrace, however, the movement strategy forms part of current discussions, so we again welcome all thoughts on this.



York Central Stage 2 engagement strategy - February 2018

Movement - notes and assumptions

3. Connection to Leeman Park to Pedestrian bridge across the railway - connection to river edge



York Central Stage 2 engagement strategy - February 2018

York Central Partnership



York Central Stage 2 engagement strategy - February 2018

Landscape - emerging objectives

- Design a **compelling city-scale open space** which is not just the front door to the National Railway Museum but also a key public space within York Central
- Highlight the **history and railway heritage** of the site in the design
- Promote a **pedestrian and cycle friendly public realm**
- Promote **good linkages** to the surrounding neighbourhoods and the city centre
- Create a new **biodiversity corridor** which links the existing ecology formed in the area to Millennium Green and the River Ouse
- Allow for **water retention** during 30 / 100 year heavy rainfall events

York Central Stage 2 engagement strategy - February 2018

Landscape - city context



York Central Stage 2 engagement strategy - February 2018

Landscape - landscape strategy



York Central Stage 2 engagement strategy - February 2018

Landscape - green infrastructure



York Central Stage 2 engagement strategy - February 2018

Landscape - the Great Park

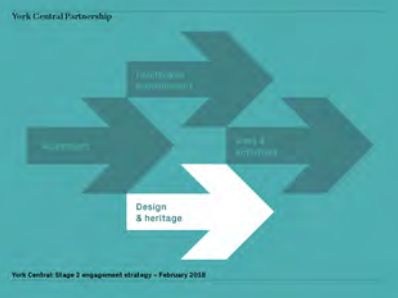


York Central Stage 2 engagement strategy - February 2018

Landscape - entrance square



York Central Stage 2 engagement strategy - February 2018



York Central Stage 2 engagement strategy - February 2018

Design & heritage - emerging objectives

- Reflect York's **townscape attributes**, enhance or better reveal setting of assets, and tell the railway story
- Allow **unique character and history** to inform design to create an integrated and cohesive piece of city
- New and existing **connections** should provide resilient, convenient, inclusive and permeable routes
- Identify **public realm** proposals should create high quality streets and safe, accessible spaces
- Create a **flexible** approach to development plots and buildings which are robust and resilient

York Central Stage 2 engagement strategy - February 2018

Design & heritage - emerging objectives

- Create **rich and varied character areas**
- Incorporate live, work, retail, museum and leisure uses to **activate frontages and animate public spaces**
- Building **height, scale and mass** should be responsive to the heritage of the site and the wider city setting and character
- Establish the masterplan as an **extension of the existing city fabric**, as well as a new place
- Embrace a **holistic approach** incorporating biodiversity measures and sustainable strategies
- Create a **flexible phased approach** where the place feels complete at every stage

York Central Stage 2 engagement strategy - February 2018

Design & heritage - heritage strategy



York Central Stage 2 engagement strategy - February 2018

Masterplan - coarse block structure



York Central Stage 2 engagement strategy - February 2018

Masterplan - green infrastructure



York Central: Stage 2 engagement strategy - February 2018

Masterplan - illustrative layout



York Central: Stage 2 engagement strategy - February 2018

Masterplan - illustrative layout



York Central: Stage 2 engagement strategy - February 2018

York Central Partnership



York Central: Stage 2 engagement strategy - February 2018

Uses and activities



York Central: Stage 2 engagement strategy - February 2018

Illustrative park view looking east towards Minster



York Central: Stage 2 engagement strategy - February 2018

C. Planning application

York Central: Stage 2 engagement strategy - February 2018

Planning application - approach

Masterplan forms the basis of future planning application(s)

Key elements:

- Schedule of development and parameter plans
- Design and Access Statement including illustrative material
- Supporting strategies
- Environmental Impact Assessment
- Design Code
- Future Reserved Matters Applications

York Central: Stage 2 engagement strategy - February 2018

Planning application

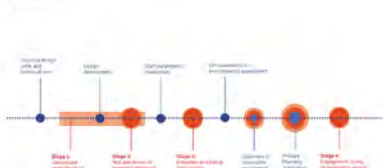


York Central: Stage 2 engagement strategy - February 2018

D. Next steps

York Central: Stage 2 engagement strategy - February 2018

Timeline



York Central: Stage 2 engagement strategy - February 2018

Questions?



STAGE 2 Worksheets

STAGE 2 York Central Masterplan

A

Landscape

Overall landscape and environment strategy

What are your thoughts on the overall landscape and environment strategy?

Do you have any comments on the emerging objectives?

Design a compelling city-scale open space

Highlight the history and railway heritage of the site in the design

Promote a pedestrian and cycle friendly public realm

Good linkages to the surrounding neighbourhoods and city centre

Create a new biodiversity corridor which links existing ecology

Allow for water retention during 30 / 100 year heavy rainfall events

STAGE 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

B

Landscape

Please let us have any comments on the approach to...

Landscape strategy

City context

Green infrastructure

Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

C

Landscape

Great Park

Entrance Square

STAGE 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

D

Landscape

Please give your thoughts on the following...

Great Park

Activities in the park (and elsewhere...)

Green infrastructure priorities (landscape ecology, biodiversity...)

Making the park best use for...

Ensuring the park is well used by local people

Entrance Square

Use for the city and local community

Link gateway to the park, station entrance & city

Activities in the square

Movement to, from and through the space

Other spaces

Other spaces you would like to see...

STAGE 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

A
Movement

Overall movement strategy

What are your thoughts on the overall movement strategy?

Do you have any comments on the emerging objectives?

An integrated and overarching sustainable movement strategy

Maximising priority for pedestrians and cyclists

Integrated public transport which is accessible and convenient

Interrogate the level of parking to achieve sustainable development

Future proof the masterplan for changing patterns of car use

Test wider traffic impacts and air pollution

Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

B
Movement

Please let us have any comments on the approach to movement...

Pedestrian strategy



Cycling strategy



Public transport



Road hierarchy



Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

C
Movement

Walking and cycling around York Central

Please give your thoughts on the following...

1 Proposed approach to pedestrian and cycle movement

2 Connections through Leeman Road tunnel / Marble Arch

3 Connections along Leeman Road

4 Connections from the south

5 Other connections

6 Encouraging walking and cycling

Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

D
Movement

Public transport

Please give your thoughts on the following...

1 Proposed approach to public transport

2 Park and Ride and local buses

3 Encouraging public transport usage

4 Interchange facilities at station

Vehicular movement

Please give your thoughts on the following...

1 Western access routes and diversion of Leeman Road

2 Proposed hierarchy of streets

3 Managing traffic - number of vehicles and speed

4 Approach to car parking and taxis

Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

A
Design, uses
& heritage

Overall landscape and environment strategy

What are your thoughts on the overall design & heritage strategy?

Do you have any comments on the emerging objectives?

Write down your thoughts...

Reflect York's townscape attributes

Allow unique character and history to inform design

Resilient, convenient, inclusive and permeable routes

High quality streets and safe accessible spaces

Flexible approach to development plots & buildings which are robust and resilient

Create rich and varied character areas

Incorporate a variety of uses to activate frontages and animate public spaces

Height, scale and mass should be responsive to heritage of site and wider city setting

Masterplan as an extension of the existing city fabric, as well as a new place

Embrace holistic approach incorporating biodiversity measures and sustainable strategies

Create flexible phased approach where the place feels complete at every stage

Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

B
Design, uses
& heritage

Please let us have any comments on the approach to heritage...



Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

C
Design, uses
& heritage

Activities and uses



Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2 York Central Masterplan

D
Design, uses
& heritage

Please give your thoughts on the following...

Heritage

Proposed approach to historic environment	Setting of designated assets
Wider historic characteristics and city setting	Integrating views

Design

Emerging masterplan layout	Approach to flexibility	Most important spaces & places
----------------------------	-------------------------	--------------------------------

Uses

Balance & location of uses	Workspace	Homes & affordable housing
Food, drink & retail offer How to complement city centre	Community uses	Other uses

Stage 2 Engagement - February 2018

York Central Partnership

STAGE 2

Promotional material summary

- Direct invitations to workshops sent to community groups and organisations
- Articles in regional media, including York Press, Minster FM, and Radio York, as well as their respective online versions
- Events publicised through the York Central website

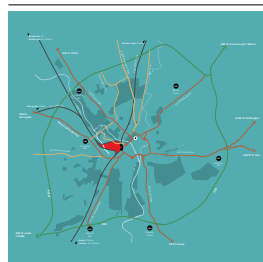
STAGE 3

Festival of York Central

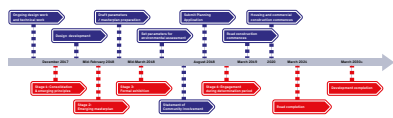
Exhibition boards

1 York Central Emerging Masterplan Exhibition

Welcome to the Festival of York Central



York Central is one of the largest brownfield regeneration sites in England with some parts of the railway-locked area restricted to rail uses for more than 150 years.



2 York Central Emerging Masterplan Exhibition

Existing site



The aerial photograph locates the existing site in the city and highlights key features, streets and landmarks for reference. The emerging masterplan focuses on land within the rail lines and key connections towards the city via Leeman Road tunnel/ Marble Arch, to Holgate in the south and to Water End via the proposed western access route. It is important to consider relationships with existing neighbourhoods around the boundaries of the site and the city centre itself.

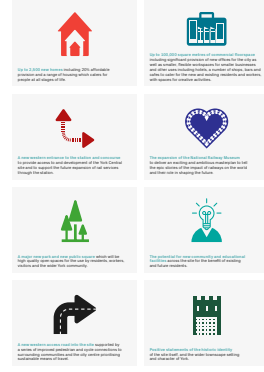
3 York Central Emerging Masterplan Exhibition

Our proposals

This board provides an overall summary of the emerging proposals for the York Central masterplan. It explains the purpose of the emerging masterplan and the aspects you can influence during this six-week period of engagement and beyond.

What is York Central?
The answering machine

The emerging masterplan proposes the following key elements:



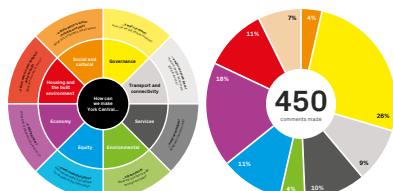
Find out more on Board 9 (vision), Boards 11 to 14 (movement and access), Boards 15 to 20 (land use, design & heritage, open space & environment, emerging masterplan)

7 York Central
Emerging Masterplan Exhibition

Feedback from stage 1

During Stage 1, we met with local groups and organisations and held three public pop-up events to hear your thoughts on the emerging principles for the York Central masterplan.

Using the BRE (Building Research Establishment) Excellence Framework shaped conversations about how we could make V Central a sustainable place. The wheel defines eight themes we are shown below. The detailed feedback from Stage 1 will be reported in full in the Statement of Community Involvement (a document which will be submitted with the planning application summarised by the themes of the BRE Excellence Framework).

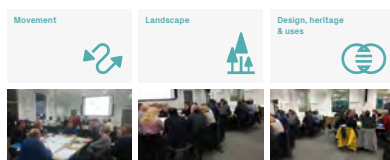


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8 York Central
Emerging Masterplan Exhibition

Feedback from stage 2

During Stage 2, we held a series of workshops with members of the community to discuss key themes for the emerging York Central masterplan. The workshops allowed us to explore issues raised in Stage 1 in greater detail which has helped us to progress key elements of the emerging masterplan. The workshop themes and the outcomes of each are set out below.



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9 York Central
Emerging Masterplan Exhibition

Emerging vision

Join the conversation
"Do you agree with the draft vs. statement? Please let us have your thoughts on the main priorities."

York Central provides a **transformational opportunity** to realise the significant ambition for economic and housing growth in York. York Central's excellent location in the heart of the city and next to York Railway Station will deliver a vibrant, diverse and sustainable neighbourhood accessible to all. Drawing on its railway heritage, it will be a place full of **life and vitality**, delivering a vibrant new part of the city, providing homes and jobs for the people of York.

The buildings and spaces at York Central will be high quality and complement the historic setting and **fantastic connections** to the city centre and railway network. Homes will be available for first time buyers, young families and for older people, suitable for all stages of life and affordable to all.

Businesses will benefit from a range of innovative and flexible workspaces for growing local companies and start-ups, as well as providing the capacity and quality of space to make York a **landmark business destination** and attract national and international businesses around York's growing industry strengths, such as in rail, insurance and digital. York Central will enable business growth and attract inward investment to create good quality jobs for the people of York.

The **National Railway Museum** will be the **cultural heart** of York Central. It has exciting and ambitious emerging masterplan, to tell the epic stories of the impact of railways on the world. The Museum will contribute to York's tourist industry with significant growth in visitor numbers discovering its world-class collection with a new Central Gallery showcasing the latest innovations from the modern railway industry. A lively public square will be at the heart of the new railway station, with a bold sense of arrival for residents, visitors and workers alike. **Extensive public spaces** and a wonderful public park for formal and informal cultural events will be available for community interaction, play and recreation.

High-quality digital and physical infrastructure will be provided from the outset, encouraging **low carbon** living and providing the flexibility needed for sustainable energy solutions fit for the 21st century.

York Central will **prioritise pedestrians and cyclists** with excellent public transport, creating convenient and safe pedestrian and cycle access through the site to the city centre, railway station and surrounding communities and linking into city-wide footpaths and cycle ways, to enjoy the wider York environment.



Marble Arch / Leeman Road tunnel

The provision of a safe, segregated pedestrian and cycle route through York Central is a priority as part of the approach to sustainable movement. The Marble Arch and Leeman Road tunnel is a pinch point which compromises the experience of cycling and walking to and from York Central and we have developed three potential solutions for consideration.

Option 1: No cycling

- Pedestrians and cyclists continue to share the Leeman Road tunnel with a segregated footway.



Option 2: Segregated cycling provision

- A dedicated cycle lane is provided through the tunnel, with a segregated footway for pedestrians.



Option 3: Two-way traffic and segregated cycle road

- An alternative arrangement is to provide two-way traffic, with a segregated cycle lane on the Leeman Road side of the tunnel.



Bus getting

It is not envisaged that a bus will be able to use the tunnel as part of the Leeman Road tunnel. The tunnel is a pinch point for the Leeman Road tunnel and the bus will be able to use the tunnel as part of the Leeman Road tunnel.



Southern connection Pedestrians & cycles

Options for southern connection (pedestrians & cycles)



There are a number of options for the connection to the south of the site:

- Option 1:** A new pedestrian and cycle route would be provided along the Leeman Road side of the site, with a segregated footway for pedestrians and a segregated cycle lane for cyclists.
- Option 2:** A new pedestrian and cycle route would be provided along the Leeman Road side of the site, with a segregated footway for pedestrians and a segregated cycle lane for cyclists.
- Option 3:** A new pedestrian and cycle route would be provided along the Leeman Road side of the site, with a segregated footway for pedestrians and a segregated cycle lane for cyclists.

Landscape & environment

Emerging landscape plan



Our landscape proposals build on the site's historic character and geographical position in the city. The emerging landscape plan provides a central park connecting the site to the city centre.

The emerging landscape plan provides a central park connecting the site to the city centre.

Sustainability and energy

- A range of measures will be implemented to reduce the site's carbon footprint, including the use of renewable energy sources and energy-efficient buildings.

Open spaces

- A range of open spaces will be provided, including a central park and smaller green spaces throughout the site.

Biodiversity

- Measures will be implemented to enhance the site's biodiversity, including the creation of new habitats and the planting of native species.

Water management

- Measures will be implemented to manage the site's water resources, including the use of sustainable drainage systems and the creation of new water features.

Homes

York Central will be a unique place to live. Well-connected by public transport and rail, within easy walking distance of parks and open spaces, community facilities, offices and workspace, it will be a mixed community which is active and vibrant all year round with a range of homes to meet the needs of a broad cross-section of people including first-time buyers, families and older people. Residents will benefit from a range of attractive views across the park and back towards the medieval city, and pleasant streets and local spaces. There is a commitment to achieving 20% affordable housing at York Central in line with the planning policy position.



Working

York Central will be a popular, dynamic place to work, which will provide high-quality work space, drive economic growth within the city and create quality job opportunities for its residents. The commercial quarter will provide a range of workspaces including modern offices and smaller flexible spaces ideal for innovation and incubation. Ground floors and public spaces will be lively destinations with a mix of small shops, restaurants, cafes and bars. These will complement the existing offer in the city, creating a sense of vibrancy and activity which appeals to residents, workers and visitors.



The Great Park

The Great Park will be a major asset to the city and will be well-used by existing residents and future communities. The park will play a key role in connecting the site to Millennium Green and the River Ouse Corridor to the west and the city centre to the east, as well as enabling water management and opportunities for biodiversity and leisure use.



Design & heritage

Our proposals will create a new part of the city, drawing on the railway heritage of the site and complementing the medieval walled city. As well as thinking about townscape character, the proposals will need to incorporate York's present needs in terms of housing and workspace. We also need to respond to the characteristics of the wider city so that the proposals feel authentic and integrated.

Emerging building heights



Key:

- 1. York Station
- 2. The Grand Hotel
- 3. City of York Council Offices
- 4. York City Hall
- 5. York City Museum
- 6. York City Library
- 7. National Railway Museum
- 8. York City Hall
- 9. York City Library
- 10. York City Museum
- 11. York City Council Offices
- 12. York City Hall
- 13. York City Library
- 14. York City Museum
- 15. York City Council Offices

Uses



The emerging masterplan promotes a flexible approach to land uses within the overall context of up to 2,500 new homes and up to 100,000 square metres of commercial space, including offices, hotels, retail and community uses. Proposals for the National Railway Museum will see a significant improvement in the cultural offer which could increase the length of time that people stay in the city.



Emerging masterplan



The emerging masterplan drawing provides an illustration of how the York Central site could progress. The exact approach to design of buildings & space will evolve through the outline planning application and subsequent detailed design in future Reserved Matters applications.



The New Square

The New Square will provide a new city-scale space at the threshold between the core city centre and York Central. The square will have different identities and characteristics, reflecting its multiple roles as a space for arrival, gathering and activity for the city.

Core Street



The New Square towards the new station entrance

Known for its unique space and medieval atmosphere, York also has a tradition of larger squares including Eldon Square, St. Mary's Square and Parliament Square. The New Square will be a new city-scale space at the threshold between the core city centre and York Central. The square will have different identities and characteristics, reflecting its multiple roles as a space for arrival, gathering and activity for the city.



The New Square towards the new station entrance

National Railway Museum Masterplan

The National Railway Museum will be the cultural heart of York Central, giving it a unique identity. With 750,000 visitors a year already, the museum will be a hub of activity, enhanced by the creation of a new public square and events space in front of the Museum.

Museum Masterplan



The National Railway Museum will be the cultural heart of York Central, giving it a unique identity. With 750,000 visitors a year already, the museum will be a hub of activity, enhanced by the creation of a new public square and events space in front of the Museum.

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Front of the station

To complement the rejuvenation of this part of the city centre, City of York Council - working with Network Rail and train operators - are developing a separate project to transform the area on the east side [front] of the station.



The National Railway Museum will be the cultural heart of York Central, giving it a unique identity. With 750,000 visitors a year already, the museum will be a hub of activity, enhanced by the creation of a new public square and events space in front of the Museum.

STAGE 3

Key messages taken from responses

Vision

Key messages raised in feedback	No. of mentions	Key messages raised in feedback	No. of mentions
Affordable housing needs to be genuinely affordable	13	Scepticism over real impact of consultation process	3
Focus on sustainability	12	Focus on education	3
Support for the vision	10	Desire for lots of trees/planting	3
Need for bus station / transport interchange	10	Businesses should give back to community	2
Need to improve York's traffic transport arrangement issues	9	Where is the football stadium?	2
Restrictions needed on buy to lets	9	More focus needed on those with disabilities	2
Prioritise/improve public transport	9	Not enough parking/more parking needed	2
Consultation/exhibition material not clear enough	8	Oppose high density housing	2
Lack of incorporation of local services/facilities	7	Too much emphasis given to National Railway Museum	2
Prioritise pedestrians and cycles	7	Public space should be genuinely public	2
More affordable/social housing needed	7	Make tourist attractions affordable / encourage tourism	2
York Central should not detract from city centre	7	Focus on NRM as cultural heart	2
Connectivity with wider city/surrounding neighbourhoods needed	7	Oppose/do not support vision	2
Prioritise local people	6	Query over impact on existing residents	2
Support for provision of green spaces	6	Reduce cars	2
Masterplan must integrate with city centre	5	Poor provision for vehicles and parking	1
Build/draw on York's industrial/railway heritage	5	Issues relating to safety after dark	1
Please give consideration to York Bridge Club	5	Consider tram/light railway	1
Dislike of name(s)	4	More homes needed	1
Need for high quality design	4	Vision needs to be more creative and imaginative	1
Attract high quality businesses and jobs	4	Starter homes	1
New development needs to reflect York architecture/heritage	4	Train station should be part of plan	1
Concerns regarding pollution	4	More research needed about large scale regeneration/developments	1
More family homes needed	4	Trams/light railway	1
Too much commercial space provided/not enough demand	4	Improvements/mainrtenance needed to NRM	1
Question over how MP will be implemented/afforded/controlled	4	Car access for NRM staff needs to be kept	1
Support/prioritise independent businesses and SMEs	4	Keep old railway buildings	1
King's Cross as best practice	4	Use site for railways	1
		Focus on culture	1

Key messages raised in feedback	No. of mentions
Too much focus on green space	1
Desire for fountain/water feature	1
Affordable shops/restaurants	1
Disabled parking at transport interchange/station	1
Bike parking at transport interchange/station	1
Concern regarding flood management	1
York's road infrastructure needs upgrading	1
Concern site will be overcrowded	1
Traffic calming important	1
Desire for multifunctional space	1
Desire for more mixed-use	1
Consultation not advertised effectively	1
York Central should be unique	1
Need for Information centre	1
Homes to buy, not rent	1
Better signposting needed	1
Imagery not diverse enough	1
Exploit proximity to river	1
More focus needed on teens	1
Concern relating to viability	1
Focus on quality of life	1
Too much housing	1
Leave room for station to expand	1
promotes healthy living	1
Exploit proximity to river	1

Movement & Access

Key messages raised in feedback	No. of mentions
Masterplan should encourage sustainable modes of transport	22
Issues / suggestions relating to parking	14
York needs a bus station/transport interchange	13
Concern about increase in congestion caused by proposals	12
Cycle and pedestrian access through NRM needs to be 24 hours	11
Improvements needed to public transport/ reduce price of public transport	10
Restrict access to essential vehicles (bus, taxi, emergency, trade)	9
Suggestion of light rail	6
Segregate different modes of transport	6
Proposals need to demonstrate pedestrian priority (no raised pavements)	6
Pollution / noise concerns	5
Encouragement/support for Park & Ride	5
Segregated cyclist provision	4
Masterplan needs to accommodate for all modes of transport	4
Concerns relating to Museum parking	3
Support for multi-storey car park	3
Concern that existing residents will be isolated	3
More information needed	3
Allow for future expansion of railway	2
Proposed western access insufficient - need more	2
Reduce traffic through Salisbury Terrace	2
Keep in mind those with disabilities	2
Concern/oppose diversion of Leeman Road	1
Renty 'segways'?	1
Opposed to multi-storey car parks	1
Road in front of station needs less traffic	1
Opposed to new Western Access going through Leeman Road tunnel	1
What about Martins Court improved links?	1

Key messages raised in feedback	No. of mentions
Suggestion for boat link	1
Connect York Central to Leeman Park with pedestrian tunnel	1
Support for new entrance west of station	1
Improved signposting	1
Large toilets	1
Dismay at restrictions for use of route on Poppleton Road because of temporary deal	1
Shuttle bus service around central York removing need for buses on unsuitable roads	1
Ensure housing has sufficient bicycle storage/ parking	1
Safety concerns about alternative route around NRM when closed	1
Concern about new road severing park from built environment	1
Safe routes for children to green spaces should be priority	1
Support for additional bus hub at east of station	1
Opposed to car parks at western access	1
Improve access from Kingsland Terrace	1
Concern regarding parking at Park & Ride	1
Design or multi-storey car park should reflect historic context	1
Vehicle flow around Station Road is wrong	1
Look at best practice in Germany and Netherlands	1
Get rid of/Improve Marble Arch/Leeman Road tunnel	1
Concern about impact on current residents and businesses in the Salisbury/Leeman road area	1
No bus station	1
No commercial, station and museum parking in a multi-storey car park	1
Remove vehicle access to/from Tea Room Square	1
Make new drop off at side of station circulatory - one way for cars and taxis with level access to the station.	1

Key messages raised in feedback	No. of mentions
Dislike of plans for station frontage	1
Concern about the taxi rank not being undercover	1
Easy access to pick up at Railway Station.	1
Keep Millenium Green wild	1
Support for diversion of Leeman Road	1
Increase clearance height of rail bridge at north end of Leeman Road	1
Car access from Bishopfields drive through to inner ring road east	1
Concern about use of unraised pavements	1
Support for removal of Queen Street Bridge	1

Southern Access

Key messages raised in feedback	No. of mentions
Improve/provide access for all	15
Keep and modernise existing bridge	7
Suggestion for additional/wider connection/way of successfully accommodating future major increase in use	6
Concern raised over existing congestion, and current and possible use of roads for those parking/being dropped off to access station	6
Support for improvements to pedestrian/cycle access	5
Local residents should be involved in making the decision	5
Holgate Community Garden needs to be protected	5
Route needs to be safe and well lit	5
Support for whichever option minimises disruption for residents	5
Concerns relating to vehicle access and parking for members of the York Bridge Club	4
Desire for improvements to Wilton Rise road surface	4
Desire for modes of transport to be separated for safety reasons	3
More information needed (movement data/costing)	2
Desire for Wilton Rise to be adopted by council	2
Concern raised in relation to noise caused by use of bridge	2
Desire for an aesthetically pleasing/attractive bridge	2
Too much emphasis on pedestrians/cyclists	1

Marble Arch / Leeman Road tunnel

Key messages raised in feedback	No. of mentions
Physical/environmental improvements needed to Marble Arch/ Tunnel	34
Congestion concern from Option 2 (but support for this option)	23
Option 3 very dangerous/scary for cyclists	14
Separate all modes of transport	12
Restrict access to essential vehicles (bus, taxi, emergency, trade)	11
Pedestrians only in Marble Arch and cyclists on existing path in Leeman Road Tunnel	7
Keep two-way traffic	6
Separate cyclists	6
Separate cyclists and pedestrians	6
Suggestion to build additional tunnel	6
Access should not be restricted to National Railway Museum open times	5
Widen Leeman Road tunnel/Marble Arch	5
Pollution concerns for those in tunnel	5
Public art/graffiti in tunnel	4
Opposition to bus gate	3
Support bus gate	3
Concern that option 2 would result in cyclists needing to cross traffic to access Cinder Lane	3
Cyclists solely use Marble Arch and pedestrians use footpath in Leeman Road tunnel	3
Consider impact of Scarborough Bridge improvements/link improvements to Leeman Rd Bridge	3
Provide elevated road/cycleway through tunnel for cyclists	2
Prioritise/improve public transport	2
Additional pedestrian/cycle bridge over ECML	2
Pedestrians and one-way cyclists option in Marble Arch, two-way vehicle and one-way option in Leeman Road tunnel	2
Prioritise pedestrians and cyclists	2

Key messages raised in feedback	No. of mentions
Scope for double-decker buses to go through tunnel?	1
Difficulties leaving comments on website	1
Improvements needed to Post Office parcel collection point	1
Prevent buskers from blocking tunnel/arch path	1
Retain access for residents with cars through tunnel	1
Alternative access for pedestrians from city to York Central needs to be found	1
Consider those with disabilities, including dementia	1
Opposition to closure of Leeman Road	1
Capacity concerns of tunnel with additional traffic cause by York Central	1
Reduce "rat run" on Salisbury Street	1
Give cyclists priority when using tunnel	1
Encourage cyclists to use centre of road whilst going through tunnel	1
Take out footpath in Leeman Road tunnel	1
More information needed / more work needed / discuss with city engineer	1
Avoid creation of rat run through area	1

Landscape & environment

Key messages raised in feedback	No. of mentions
Careful consideration needed to mitigate flooding/excess water	8
Support for provision of green space	7
More green space needed/maximise green space provided	6
Encourage biodiversity /wildlife and nature	6
Concerns relating to maintenance of park (cost/future)	5
Planting should occur across the site	5
Plant lots of trees	5
Make sure green spaces and paths are safe	4
Suggestion for green roofs	4
Cater for children and families first	3
Provide play space	3
Incorporate allotments in design	3
Community garden/compost	3
Provide lots of seating	2
Provide toilets	2
More family homes needed	2
Open green space provision needs to reflect needs of new housing	2
Leave Millennium Green as it is	2
Plant wildflower meadows	2
Space for local activities events / community centre	2
Outdoor sports equipment	2
Concern about busy road and railway surrounding park	2
Encourage/provide features to encourage environmental behaviour	1
Use foliage to mitigate pollution and noise	1
Opposed to permanent sport facilities on site	1
Sports facilities provided for older people	1
Sculptures / public art	1

Key messages raised in feedback	No. of mentions
Create interesting/varied routes through site	1
Provide spaces for teenagers/young adults	1
Climate change should inform design	1
Support for railway line along park	1
Less focus on railways/railway heritage	1
Concern that park will be redeveloped in future / what level of protection it will have	1
Objection to train line through park	1
Caution over creating wind tunnels and updraughts between buildings	1

The Great Park

Key messages raised in feedback	No. of mentions
Concern or dislike of steam train	16
Query relating to maintenance/management/cost	10
Support for open/green space	8
Support for focus on biodiversity	5
Dislike of name "The Great Park"	5
Incorporate water, ponds, or water features	5
Belief that park needs to be bigger	5
Safety concerns	4
Not too manicured, leave it wild	4
Needs to be easily accessible from surrounding communities	3
Suggestions for best practice (Rowntree Park, Peasholm Park and Queen Elizabeth Olympic Park)	3
Provide sports facilities / skate park / play park	3
Use trees to mitigate pollution/noise	2
Provide enough seating	2
Need to protect/enhance Millennium Green	2
Flooding concerns	2
Should be for local community	2
Concern/dislike of road going through park	2
Make sure its landscaped	1
Natural features for drainage	1
Include a botanical garden	1
Query about size of park	1
Include a botanical garden	1

The New Square

Key messages raised in feedback	No. of mentions
Desire for greenery/trees/planting	13
Needs to be unique/reflect York/concern plans are generic	9
Concern or opposition to cars through the New Square	8
Public art / sculpture / feature	7
Need for bus station	5
Oppose plans	5
Support for plans	5
Oppose / concern over water mist feature	5
Concern relating to car parking	4
New Square should be used for cultural activities / events	4
Meanwhile uses in square (market/Table tennis)	4
Inclusive design	4
Reflect York heritage	3
Feeling that proposals are not successful or will not work	3
Safety concerns	3
Seating / tables	3
Concern over detracting from city centre	3
Concern space won't be used	3
Concern about arrangements around Leeman road tunnel	3
Need to future-proof	2
Concern about noise and pollution and how this will be mitigated	2
How will you deal with stags/hens/drunk behaviour	2
Dealing with homelessness	2

Key messages raised in feedback	No. of mentions
Question over ownership/maintenance	2
Feeling designs are too bleak/cold	2
Dislike / concern over train	2
Too much emphasis on NRM / rail heritage	2
Coal drops not worth retaining / shouldn't be kept	2
Keep 24hr access through NRM	2
Needs better access in and out of station	2
Desire for water feature/fountain	2
Go very modern	2
Desire for water feature/fountain	1
Support traffic calming	1
Make square smart	1
Dislike of name	1
Toilets	1
Refer to best practice	1
Concern about privately owned public land	1
Support for wide pedestrian crossings	1
Adjacent bus facilities	1
New Square is disconnected from city	1
Should link to Great Park to New Square	1
More affordable housing	1
Signposting/wayfinding	1
Cycle hire	1
Concerns relating to contaminated land	1

Key messages raised in feedback	No. of mentions
Support for new entrance	1
Design isn't clear	1
Dislike of station entrance	1
Good access to NRM	1
Oppose use of speed bumps for traffic calming	1
Support for removal of Queen Street Bridge	1
No need for shops - many empty in city centre	1
No cycling	1

Design & heritage

Key messages raised in feedback	No. of mentions
History and heritage should be reflected in development	17
Opposition to tall buildings	10
Keep heights in proportion to York (low)	9
Development should create its own unique character within context of York	8
Concern that York's unique character won't be reflected in architecture/development	7
Materials should reflect York	7
Create high quality contemporary buildings	7
Limit building heights	6
Concern regarding impact on existing housing	5
Maximise trees and green roofs /sustainable design	4
Encourage diversity in architectural styles/ height/townscape	4
Request for masterplan proposals to be submitted to Yorkshire & Humber Region Design Review Panel and York Design Review Panel	3
Architecture should reflect York	3
Retention of some old buildings could be unnecessary	3
Support for building heights/heights could go taller	3
Opposition to diversion of Leeman Road	2
Re-use existing materials on site in landscaping	2
Avoid bland housing/architecture	2
Too much emphasis on reflecting heritage	2
Listed/historic buildings should be retained	2
Request for transport interchange and open space where commercial district situated	1
Support for demolition of Queen Street Bridge	1
Objection to use of word 'Quarter'	1

Key messages raised in feedback	No. of mentions
Build in good maintenance of all features	1
Railway heritage should be preserved	1
Flexible approach important	1
Flexibility not important	1
Suggestion for competition for young designers to become involved	1
The Great Park is too small	1
Too many offices	1
More affordable housing needed	1
Maximise proximity to green space/ infrastructure	1
Make it accessible to those with disabilities	1
Provision of covered walkways/outdoor areas	1
Request for multi-purpose secular building	1
Don't just reflect railway heritage	1
Rail access from the Museum to the National Network and steam rides at least as far as Foundry Lane must be maintained.	1
Create lots of social/activity spaces	1
Create distinctive 'meeting points' in all public areas	1
Skip garden/cafe as at King's Cross	1
Concerns regarding land contamination/ asbestos	1
Dislike of the name 'York Central'	1
Retain access into town centre for existing residents	1
York Central should integrate into city	1
Need more information	1
Feeling of risk of over-development	1
Free car parking for NRM	1

Key messages raised in feedback	No. of mentions
Allow space for NRM to grow further	1
Desire for less segregation between housing and commercial	1
Support for integrating uses	1
Concern about congestion in St Peter's quarter	1
Support for improving connections between city, NRM and station	1
Concern about overlooking of treatment of rail infrastructure and views through site	1

Land uses

Key messages raised in feedback	No. of mentions
More affordable/social housing needed	24
Prioritise affordable housing for local people	17
Range of housing types needed (family homes, elderly/self build/starter homes)	16
Control buy-to-let and AirB+B services	14
York Central should not detract from city centre / concern about existing city centre	13
Services required to support new housing	10
Range of affordable housing needed	10
More mix of uses/less zoning	9
Independent local retailers instead of chains	8
Too much commercial/retail space provided considering empty units in city centre	7
Provide spaces to attract modern businesses/ startups/creative	7
Need to encourage community spirit	6
Allotments/park/green space/ecology	6
Ensure development is inclusive for all	6
New buildings should complement traditional York style.	5
Restrict heights of buildings	5
Concern about impact on existing residents/ housing	4
York Central should incorporate performance/ conference space	4
Needs to focus more on residents/local community	4
Housing should be for local people	4
Encourage sustainable modes of transport	4
Need successful transport solution	3
High quality affordable housing needed	3

Key messages raised in feedback	No. of mentions
Usable / high quality workspaces tailored to local needs	3
Concern about maintenance / management	3
Sustainability as priority	3
Support National Railway Museum plans for expansion/extension	3
Support for 'Meanwhile' uses	2
Suggestion for permanent food market/store	2
Transport interchange/bus station needed	2
Include sports facility	2
Too high density	2
Concern about pollution	2
Keep road through NRM open 24/7	2
General support	2
Concern that visitors won't go to York Central	2
Avoid drinking culture	2
Safe play spaces	2
Concern its 'profit-making exercise'	2
Improve existing schools instead of building new ones	2
Improved entrance to railway station needed	1
Free public activities put in place	1
Needs a local community /youth centre	1
Accessible to surrounding communities	1
Encouraging tall buildings	1
Protect and enhance the Railway Institute sports facilities	1
Concern about congestion caused by diversion of Leeman Road	1
Improve infrastructure (paths and roads)	1

Key messages raised in feedback	No. of mentions
Re-use railway parts in public realm or market	1
Do not support NRM proposals	1
Concern about delivery of scheme/if proposals will be stuck to	1
Need article 4 to prevent PD rights on office to residential use.	1
New commercial office space should be provided on outskirts of York instead	1
Active frontages needed	1
Financially support improvements to MG	1
YC should be well lit	1
Buildings need to be of high architectural design quality	1
Exhibition boards not clear enough	1
Concern about proposals for museum/NRM	1
Involve local groups in permanent uses	1
Performing arts school and college considering relocating to York Central	1

STAGE 3

Promotional material summary

1



1. Advert placed off and online with the York Press
2. Letter produced for local residents and businesses distributed via the Your Local Link Magazine, a local news magazine delivered to 90,250 addresses across York and surrounding villages.
3. Press releases issued to local news outlets

2



Timetable Announced for Festival of York Central Exhibition

Press release
March 2018

The York Central Partnership is launching the 'Festival of York Central' and calling on the people of York to join the conversation around the site and help shape this part of the city for future generations.

An exhibition exploring the emerging masterplan for the development is at the centre of the festival, and will be open to the public from the 21st March to 27th April 2018, in The Gallery at the National Railway Museum.

Accompanying the exhibition, My Future York are organising a wide programme of events, under the My York Central project. This will include walking tours, workshops and speaking events, to further capture the needs and ideas of York residents and explore the challenges that York Central faces.

The full programme of events and timings will be available at www.myyorkcentral.org.

Feedback from the six week festival will help inform the evolution of the masterplan and the future planning submission, as well as shaping longer-term thinking around the site.

- The Festival will launch on the 19th March and the exhibition will open Wednesday 21st March until Friday 27th April
- The exhibition will be open daily from 10am – 6pm
- It will be staffed full-time by representatives from the York Central team from Wednesday 21st – Friday 23rd March
- Representatives from the partnership will also be on hand every Tuesday, Thursday and Saturday at the following times to answer any questions:
 - Tuesday 11am – 1pm
 - Thursday 2.30pm – 5.30pm
 - Saturday 11am – 3pm

Visitors will be able to leave feedback online at www.yorkcentral.info for the duration of the festival and questionnaire forms will be available at the exhibition. My York Central will also be logging post-it note based comments via Flickr so regular updates will be visible throughout the festival.

Tamsin Hart-Jones, project lead from York Central Partnership, said: "We have reached a really exciting point in the project and we want more people to join the conversation, get involved and help shape this part of the city. There are some key topics we would like to capture people's feedback on, as well as lots of areas where we would like to encourage everyone to share their ideas and aspirations for the site, as they can have a real influence on how the project develops.

"We want people to come along, see our thoughts and plans so far and tell us what they think makes a good place to live, work and socialise. There is also a much bigger opportunity to help build a long term vision for the site, which will evolve over the next 15 – 20 years, around what it is like to live and work in York Central, as well as exploring how it will fit into the wider city."

To find out more about York Central and timings for the upcoming exhibition please visit, www.yorkcentral.info. More information about the My York Central events can be found at www.myyorkcentral.org.

- Ends -

Notes to editors

York Central is being brought forward by a partnership comprising Network Rail, Homes England, City of York Council and the National Railway Museum.

For more information contact:

Aberfield on yorkcentral@aberfield.com or call 0113 880 0444.

My York Central can be reached at:

Website: www.myyorkcentral.org

Full contact details: <https://myyorkcentral.org/contact/>

Twitter: @myyorkcentral

Facebook: <https://www.facebook.com/myyorkcentral>

Two weeks left to take part in Festival of York Central Exhibition

Press release
13 April 2018

The York Central Partnership is urging residents in York to join the conversation around the future plans for the York Central development, before the masterplan exhibition closes on Friday 27th April 2018.

The six week exhibition, which was launched last month at the National Railway Museum, explores the emerging masterplan for the site and has been designed to encourage visitors to provide feedback on the plans and share their own ideas.

Feedback from the six week festival will help inform the evolution of the masterplan and the future planning submission, as well as shaping longer-term thinking around the site.

The exhibition is open to the public until Friday 27th April 2018 and is being held in The Gallery at the National Railway Museum. All of the exhibition content and site plans can also be viewed online at www.yorkcentral.info.

Representatives from the partnership will be on hand at the exhibition every Tuesday, Thursday and Saturday at the following times to answer any questions:

- o Tuesday 11am – 1pm
- o Thursday 2.30pm – 5.30pm
- o Saturday 11am – 3pm

Visitors will be able to leave feedback online at www.yorkcentral.info until midnight on Sunday 29th April and paper questionnaire forms are available at the exhibition.

Tamsin Hart-Jones, project lead from York Central Partnership, said: "We have had a really positive response from people at the exhibition so far and the ideas and comments are helping to inform and influence the emerging masterplan.

"This is such an exciting moment for the project and we want to make sure that as many people as possible join in the conversation, get involved and help shape this part of the city."

Alongside the exhibition, My York Central has been running a wide programme of community events, as part of the My York Central project, capturing the needs and ideas of York residents and exploring the long-term challenges and opportunities around York Central.

The remaining programme of events run by My York Central can be found at www.myorkcentral.org.

To find out more about York Central and the plans please visit, www.yorkcentral.info.

- Ends -

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York residents thanked for sharing views on York Central development

Press release
16 May 2018

York Central Partnership would like to thank the people of York for joining the conversation and sharing their views and thoughts on the development as part of the 'Festival of York Central'.

Over the past six weeks, more than 2,200 contributions have been received via feedback forms and My York Central has captured more than 3,700 post-it notes with visitor comments. The local engagement group also held 43 events over the six week period, including drop-in family events, workshops in local schools, walking and cycling tours, and film screenings.

The feedback is now being analysed by the Partnership and will help inform the evolution of the masterplan and the future planning submission, as well as shaping longer-term thinking around the site.

Tamsin Hart-Jones, project lead from the Partnership, said: "We would like to thank everyone who has joined the conversation and shared their views and aspirations for York Central. It has been really positive hearing the constructive feedback provided by so many people.

"Community engagement has been an important part of our process so far and will continue to play a central role as we move forwards to the next step. We are now in the process of analysing all of the comments provided throughout the festival and exploring how these can inform and influence the masterplan that we submit in the summer."

Helen Graham, from My Future York, said: "Through the many conversations and contributions, the Festival of York Central has developed a rich range of creative and innovative ideas for York Central. Our Big Ideas document summarises My York Central's emerging vision for York Central and the ways of working which will help us start to bring the ideas to life. There will be plenty of opportunities to get involved as the project moves forwards and we're looking forward to continuing our work with the Partnership and the people of York."

The Partnership is looking to submit an initial planning application in the summer. Subject to a successful outcome, the Partnership will then start looking for development partners to bring forward the first phases of the York Central development.

The deadline for providing feedback from the exhibition has now passed, but all comments are available to view on Commonplace at: www.yorkcentral.commonplace.is and the post-it notes can be seen at: www.flickr.com/photos/myorkcentral.

- Ends -

Notes to editors

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For more information contact: Aberfield on yorkcentral@aberfield.com or call 0113 880 0444.

York Central Partnership publishes feedback from masterplan consultation

Following the six week 'Festival of York Central', which sought feedback from the people of York on the masterplan for the York Central development, the Partnership has published its Continuing the Conversation report.

This report summarises the feedback arising from the stage 3 engagement exercise and provides an overview of comments received from the various My York Central events. The report also identifies the proposed responses, outcomes and recommended actions moving forwards.

The key findings from the engagement consultation are:

- **Vision** – the response was largely positive, with 58% of respondents expressing that they are happy or very happy with the current vision. 9% of respondents suggested they were unhappy or very unhappy with the vision and 33% were neutral.
- **Movement** – the response to these proposals was still positive, with 45% of those who responded expressing they were happy or very happy. However, this board did have the highest percentage of respondents expressing that they were very unhappy with the proposals (10%) and an overall percentage of 14% of those who expressed unhappiness. A significant proportion identified a neutral response (41%).
- **Southern Connection** – this board received a high approval with 64% of respondents stating that they are happy or very happy with the principle of an improved southern connection. Only 6% of respondents suggested that they were unhappy or very unhappy with the proposals.
- **Leeman Road Tunnel** – the proposals were generally well received with 59% of respondents suggested they were happy or very happy. 11% of respondents responded that they were unhappy or very unhappy with the proposals.
- **Landscape and environment** – the proposals were well received, with 61% of those who responded suggesting that they were happy or very happy with these. Only 4% of those who responded were unhappy or very unhappy with the proposals.
- **The Great Park** – proposals for The Great Park were the most well received of all the boards, with 65% of those who responded suggesting that they were happy or very happy with these proposals. 7% of those who responded suggested that they were unhappy or very unhappy with the proposals.
- **The New Square** – 48% of respondents to the proposals for The New Square said they were either happy or very happy with the proposals. 12% of respondents said they were unhappy or very unhappy with the proposals. 38% selected a neutral response which is a relatively high proportion.
- **Design and heritage** – just under half of those who responded (49%) noted they were happy or very happy with the Design & Heritage proposals. 46% of respondents were neither happy or unhappy with the proposals, the largest percentage of neutrality of all the boards. Only 5% of those who responded said they were unhappy or very unhappy with the proposals.
- **Land uses** – the response to the Homes, Workplace and Leisure board was mostly positive, with 49% of respondents expressing that they are happy or very happy with the current proposals. However, 14% of those who responded suggested they were unhappy or very

unhappy with the proposals, a higher percentage than the average overall response statistics. There was also a relatively high proportion of neutral feedback (37%).

More detailed information of the results, including the types of feedback and opinions shared, can be found in the full report, which is available to download [here](#).

The processes of preparing the masterplan and planning application for York Central are still ongoing and the report should be viewed as a stepping stone towards the preparation of the full Statement of Community Involvement, which will ultimately succeed the Continuing the Conversation report.

Tamsin Hart-Jones, project lead from the Partnership, said: "Continuing the conversation with the local community will remain a key part of our next stage of engagement. We've been really pleased with the feedback we received from the festival and are working on incorporating the comments into the planning application."

STAGE 3

Response form sample

York Central
Emerging Masterplan Exhibition

Thank you for taking the time to attend the Festival of York Central exhibition.

We'd like to hear your thoughts on the proposed approach to design, heritage, landscape, uses, movement and the emerging masterplan. We want your ideas about how streets and spaces could feel and be used, and specific thoughts around a number of movement and transport options.

The questions are detailed in this booklet, but if you'd like to take your time and give it some thought, we would encourage you to fill this in online at yorkcentral.info where you can give feedback via your smartphone, tablet, laptop or desktop computer.

If you do fill in this form, please ensure that you write clearly so that your feedback can be successfully recorded. Writing in BLOCK CAPITALS is advisable, especially if you think that your handwriting may be difficult for someone else to read.

Your response will help to inform the evolution of the masterplan and the detail of the access road as we move towards the preparation and submission of planning applications. The decisions we take will be informed by all the responses received, the outcomes of other engagement activities and the ongoing technical work of our design and technical team. We will prepare a Statement of Community Involvement (SCI) which will summarise the outcomes of the engagement process and our response. The SCI will be submitted as part of the planning application(s) and will be publicly available.

Forms should be deposited in the container at the exhibition or returned to: York Central, c/o Aberfeld Communications, 46 The Calls, Leeds, LS2 7EY.

Feedback will be open until midnight on 29th April 2018.

Please note that any information provided will only be used as part of the emerging masterplan engagement process. To find out more about what we do with your personal information go to <http://www.yorkcentral.info/privacy-policy>.

Join the conversation

Tell us a bit more about you

When the team knows a bit more about you, it helps understand your feedback in context. This information is optional and can only be seen by the project team. It won't be made public.

Email address:

What is your ethnicity?

☐ White
☐ Mixed/Multiple
☐ Asian/Asian British
☐ Black/African/Caribbean/Black British
☐ Other (please specify):

How do you normally travel to and around the area (select all that apply)?

☐ Car (as driver)
☐ Car (as passenger)
☐ Walking (with pushchair)
☐ Walking
☐ Bus
☐ Taxi
☐ Taxi/ride-sharing service
☐ Motorcycle/moped
☐ Mobility scooter/wheelchair
☐ Van
☐ Train
☐ Bicycle
☐ Other:

How would you like to use York Central in the future (select all that apply)?

☐ Live here
☐ Work here
☐ Own a business here
☐ Use the park
☐ Attend events
☐ Visit the Museum
☐ Cycle or walk through the site
☐ Travel through by vehicle - e.g. bus or car
☐ Visit restaurants and cafes
☐ Study here

What distance are you from York Central?

☐ A short walk
☐ A short cycle ride or long walk
☐ A long cycle ride or short road journey
☐ A long road journey

What is your home or business postcode?

What is your connection to York (select all that apply)?

☐ I would like to live here
☐ I do live here
☐ Work here
☐ I own a business here
☐ I study here
☐ I commute through here
☐ I'm a visitor
☐ I'd like to do business here
☐ Other (please specify):

What is your age group?

☐ Under 15 ☐ 16-24 ☐ 25-34
☐ 35-44 ☐ 45-54 ☐ 55-64
☐ 65-74 ☐ 75-84 ☐ Over 85

What is your gender?

☐ Male
☐ Female
☐ Other
☐ I'd prefer not to say

Vision

Please refer to Board 9 to read the vision statement in full.

1. Do you agree with the emerging vision statement for York Central?
(Please circle one of the following)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

2. Which elements of the emerging vision statement are priorities?
(Choose as many or as few as you like)

<input type="checkbox"/> Economic growth	<input type="checkbox"/> Flexible workspace	<input type="checkbox"/> Lively public square
<input type="checkbox"/> Housing growth	<input type="checkbox"/> Local services	<input type="checkbox"/> Public park for events and recreation
<input type="checkbox"/> Well-connected and sustainable neighbourhoods	<input type="checkbox"/> Range of homes	<input type="checkbox"/> Affordable homes
<input type="checkbox"/> Draw on the railway heritage	<input type="checkbox"/> National Railway Museum as the cultural heart	<input type="checkbox"/> Sustainable and low carbon living
<input type="checkbox"/> High-quality buildings that respond to setting		<input type="checkbox"/> Promote walking and cycling
		<input type="checkbox"/> Improved connections to city

3. Do you have any other comments about or priorities for the emerging vision?

York Central Emerging Masterplan Exhibition Feedback form

Homes, workspaces & leisure

1. Does the emerging masterplan have the right balance and flexibility between housing, new workspaces, other commercial uses and shared community spaces?
(Please circle one of the following)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

2. Which of the following elements are your priorities for neighbourhoods?
(Choose as many or as few as you like)

<input type="checkbox"/> Meeting local housing needs	<input type="checkbox"/> Range of community spaces	<input type="checkbox"/> New and improved parks and play spaces
<input type="checkbox"/> Range of housing types	<input type="checkbox"/> New primary school	
<input type="checkbox"/> Affordable housing	<input type="checkbox"/> Local shops and services	

3. Which of the following elements are your priorities for workspaces?
(Choose as many or as few as you like)

<input type="checkbox"/> New jobs and businesses	<input type="checkbox"/> Attract high-value sectors	<input type="checkbox"/> Smaller workspace facilities
<input type="checkbox"/> High-quality commercial quarter	<input type="checkbox"/> Encourage potential linkages with educational uses, science, engineering and businesses	<input type="checkbox"/> Space for creative industries
<input type="checkbox"/> Entrance to the railway station		<input type="checkbox"/> Shops and cafes to support workforce

4. Which of the following elements are your priorities for leisure?
(Choose as many or as few as you like)

<input type="checkbox"/> Food, drink and retail uses to bring ground floor and public spaces to life	<input type="checkbox"/> Proposals for the National Railway Museum to transform the station experience	<input type="checkbox"/> Focus public spaces as opportunities for culture and civic events
<input type="checkbox"/> Complementary offer to the city centre	<input type="checkbox"/> Transformation of the arrival experience into York Central	<input type="checkbox"/> Create an early sense of buzz and activity through a programme of temporary uses
<input type="checkbox"/> Hotel and other tourist-related uses		<input type="checkbox"/> Increase local provision in temporary use of buildings and spaces

5. Do you have any other comments about homes, workspaces & leisure?

York Central Partnership comprises: (Brewer English), (Network Rail), City of York Council & National Railway Museum

Movement & access

1. Do you think the emerging movement strategy is the right approach for making the site accessible and usable?
(Please circle one of the following)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

2. Which elements of the emerging movement strategy are priorities for pedestrians?
(Choose as many or as few as you like)

<input type="checkbox"/> Pavements on all local streets	<input type="checkbox"/> Clear pedestrian crossings	<input type="checkbox"/> Improved links to St. Peter's Quarter
<input type="checkbox"/> Footpaths through the Park	<input type="checkbox"/> Wheelchair accessible pavements	<input type="checkbox"/> Pedestrian access through the Museum
<input type="checkbox"/> Local play streets for children where possible		

3. Which elements of the emerging movement strategy are priorities for cyclists?
(Choose as many or as few as you like)

<input type="checkbox"/> Two-way segregated cycle route along the length of new western access route	<input type="checkbox"/> On-street cycle ways	<input type="checkbox"/> Cycle parking provision throughout the site
--	---	--

4. Which elements of the emerging movement strategy are priorities for public transport?
(Choose as many or as few as you like)

<input type="checkbox"/> Potential for tram and tram services to run through the site	<input type="checkbox"/> Bus hub and taxi/mini cab drop-off at the west side of the station	<input type="checkbox"/> Local bus services running through the area with regular stops
---	---	---

5. Which elements of the emerging movement strategy are priorities for vehicles?
(Choose as many or as few as you like)

<input type="checkbox"/> New western access from Water End to the city through Leeman Road Tunnel	<input type="checkbox"/> Approach to parking that helps to minimise car use	<input type="checkbox"/> Disabled parking provision
		<input type="checkbox"/> Commercial, station and museum car parking in efficient multi-storey car park

6. Do you have any other comments about the emerging movement strategy?

York Central Emerging Masterplan Exhibition Feedback form

Access 1: Southern connection



1. Do you agree that access for pedestrians and cyclists needs to be improved to the south?
(Please circle one of the following)



2. Please select options which you would support for the southern connection (please note that these options are subject to further discussion with the Friends of Holgate Community Garden)
(Choose as many or as few as you like)

- ☐ **Option 1** – upgrades to the existing pedestrian and cycle footpath from Corder Lane to Wilton Rise with access from Holgate Road via Wilton Rise.
- ☐ **Option 2** – retain the main access route along Wilton Rise but connect to the site with a new bridge at the western end of Community Garden (accessed via Upper St Paul's Terrace).
- ☐ **Option 3** – creation of a new pedestrian and cycle connection on alignment with Chancery Rise.
- ☐ **Option 4** – make use of the existing routes along Railway Terrace with the upgrades to the Wilton Rise bridge envisaged under Option 1.
- ☐ **Option 5** – retain the existing routes and infrastructure.

3. Do you have any other comments about the southern connection?

York Central Partnership comprises: Housing England, Network Rail, City of York Council & National Railway Museum

Access 2: Leeman Road tunnel/Marble Arch

1. Do you agree that Leeman Road tunnel and Marble Arch need to be improved as a connection between York Central and the city centre?
(Please circle one of the following)



2. We have set out three possible options for Marble Arch and the Leeman Road tunnel. Technical work is ongoing to consider the best approach to providing access to the York Central site at this important location and we would like to know your views to feed into this work.



Which of the following priorities do you agree with for Marble Arch and the Leeman Road Tunnel?
(Please select more than one option if you wish)

- ☐ **Option 1**
No options
Keep the existing arrangements – shared foot and pedestrian access in Marble Arch with two-way traffic in Leeman Road tunnel.
- ☐ **Option 2**
Segregated cycle provision
Greater priority for both pedestrians and cyclists – two cycle lanes in Leeman Road tunnel, segregated from vehicles with a single lane of vehicles through the tunnel controlled by signals.
- ☐ **Option 3**
Two-way traffic with cycle access
ADDITIONAL
Greater priority for pedestrians only – pedestrians only in Marble Arch and cycle sharing the two-way road with vehicles in the Leeman Road tunnel.

3. Do you have any other comments about the Leeman Road tunnel/Marble Arch?

York Central

Emerging Masterplan Exhibition: Profile & view

Landscape & environment

1. Do you agree with the emerging landscape strategy?
(Please circle one of the following)



2. Which elements of the landscape strategy are priorities?
(Choose as many or as few as you like)

- ☐ Make connections to the City via Millennium Green.
- ☐ Reflection of the railway heritage through the design of the park.
- ☐ Improvements to Millennium Green.
- ☐ Provision for biodiversity.
- ☐ Provision for storage of water, following high rainfall.
- ☐ Small and informal pocket open spaces in parks and recreational areas.
- ☐ The urban square and the boulevard.
- ☐ Equipped play space for children.
- ☐ Some sports facilities in the parks and local green spaces.
- ☐ Open space in the commercial area.
- ☐ Improved access to existing play and sports grounds.

3. Do you have any other comments about the emerging landscape strategy?

Design & heritage

1. Do you agree with the emerging approach to design & heritage?
(Please circle one of the following)



2. Please select which of the following design & heritage principles you agree with. (Choose as many or as few as you like)

- ☐ Reflect York's townscape character.
- ☐ Tell the railway story.
- ☐ Convenient, inclusive and permeable routes through the site.
- ☐ High quality streets and safe, accessible spaces.
- ☐ Historic approach to the emerging masterplan is robust and resilient.
- ☐ Rich and varied character areas.
- ☐ Active ground floors and animated public spaces.
- ☐ Building heights should respond to the heritage of the site and the wider city.
- ☐ York Central should feel like an extension of the existing city.
- ☐ York Central should have a unique identity.

3. Do you have any other comments about the emerging approach to design & heritage?

York Central Partnership comprises: Housing England, Network Rail, City of York Council & National Railway Museum

Open spaces: The Great Park

1. Do you agree with the emerging approach to The Great Park?
(Please circle one of the following)



2. Please select which of the following are priorities for The Great Park.
(Choose as many or as few as you like)

- ☐ A new park for residents, workers and visitors.
- ☐ Improved connections and safe routes across the site.
- ☐ Integration of a steam ride from the Museum in the park.
- ☐ Woodland and wetland features to support biodiversity and drainage.
- ☐ Integration of the western access road at the edge of the park using tree planting and dedicated walking and cycling routes.

3. Do you have any other comments about The Great Park?

Open spaces: The New Square

1. Do you agree with the emerging approach to The New Square?
(Please circle one of the following)



2. Please select which of the following are priorities for The New Square.
(Choose as many or as few as you like)

- ☐ A space for arrival and relaxation in the city.
- ☐ A gateway to the Museum.
- ☐ An arrival space to and from the new western entrance to the station.
- ☐ Flexible spaces for a range of activities, performances and events.
- ☐ Water mist feature to reflect the steam train heritage.
- ☐ Generous pedestrian crossings and tactile paving.
- ☐ Potential presence of future trains next to the square.

3. Do you have any other comments about The New Square?

York Central

Emerging Masterplan Exhibition: Profile & view

STAGE 4

Movement presentation

York Central Masterplan

Engagement - stage 4 Movement workshop

18 July 2018

Where are we in the process?

Context

- Seeking Your Views, 2016
- Access Options, Autumn 2017
- Stage 1, December 2017 / January 2018
- Stage 2, February 2018
- Stage 3, March to April 2018
- Stage 4, June to July 2018
- Application submission, summer 2018
- Future Reserved Matters Applications

Purpose of stage 4

- Stepping stone between formal exhibition (stage 3) and the submission of the planning application
- Largely for information with the next opportunity to comment formally in response to the application
- Conversations will continue and feed into the ongoing design and delivery process
- Approach to specific Millennium Green / Western Access engagement is currently being considered

Stage 4 events

York Central Redwiring

- Movement workshop - Wednesday 18th July, 6pm - 8:30pm, National Railway Museum
- Masterplan Workshop - Thursday 19th July, 6pm-8pm, National Railway Museum
- Drop-in day - 26th July, 10:00am - 4:00pm, City of York Council offices entrance foyer. Bookable 1-2-1 slots

National Railway Museum

- Drop in exhibition, Main Entrance, National Railway Museum
 - Open to open on Wednesday 25 July
 - 10:30am to 12 noon on Thursday 26 July 2018.
- Come along and talk to colleagues, find out more about the museum's proposals, and share your thoughts and ideas

Summary of previous consultation comments

Summary of responses - movement



My York Central - movement

Vision

1. Homes for living, not investment
2. Exploit the benefits of high density
3. Reach or low running costs through high standards
4. People, not cars
5. Shared parking
6. A community made through connectivity
7. Build that caters to more diversity and innovation
8. Public spaces that enable people to be collectively creative

Key principles

1. Ongoing community engagement
2. Identify needs and co-design solutions
3. Shaped by future aspirations not current norms
4. York Central as a lever for city-wide change
5. Social contract for York Central

How has the masterplan progressed



OUTLINE APPLICATION

All matters reserved

Up to 2,500 homes
Up to 8,693 sqm B1(a) office
Hotels up to 400 bedrooms
Retail floorspace up to 11,991 sqm
Other uses including NRM, community, car parking and station concourse

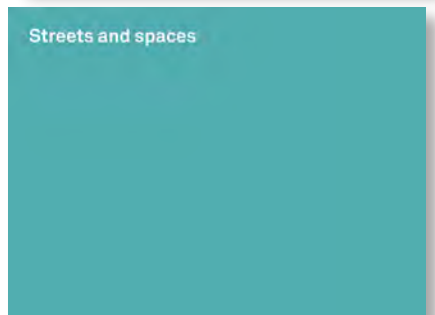
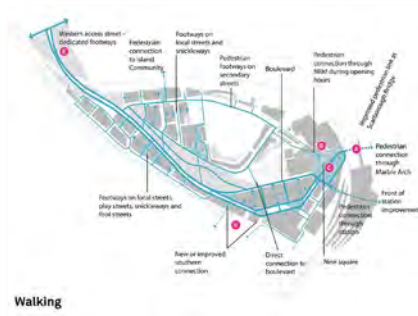
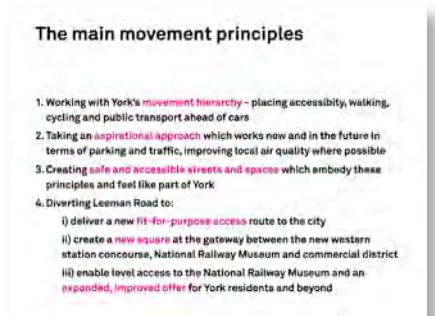
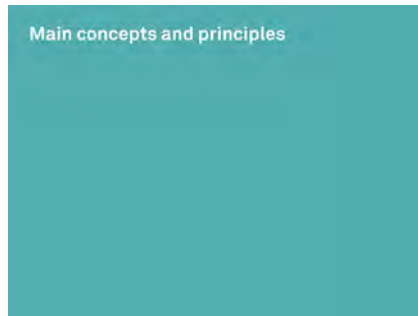
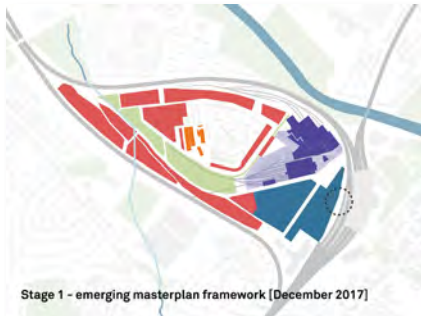
Proposals

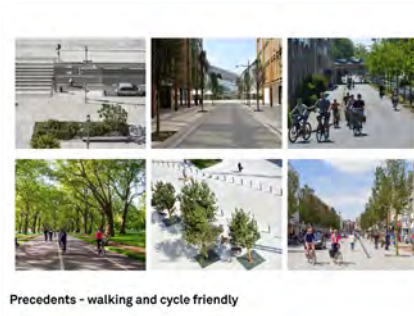
DETAILED APPLICATION

Western access road

Boundary and scope under development.

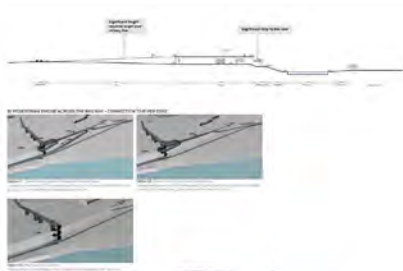








E. Western access and Millennium Green



Other potential future connections beyond the application

Car parking

Car parking strategy

Principles

- Part of the broader strategy to promote sustainable forms of travel
- Less dependence on the car
- Minimise wider impacts on the highway network
- Achieve the right balance for the development

Aspirational aims/assumptions

- Needs to work now and in 20 years
- Filling ownership, potential growth of autonomous vehicles
- Minimise level of parking for NRM and station / Network Rail
- Flexibility to reduce level of "public" car parking in the future
- Draw inspiration from good practice (e.g. Vauxhall) - low parking and people-focused

Amount of car parking

Outline planning application defines maximum car parking ratios for each use:

Residential	Apartments – 0.45 spaces per dwellings Houses – 1 space per dwellings
Offices	1 space per 175m ² GEA
Hotel	Up to 400 beds – 1 space per 10 bedrooms
Retail	10 spaces
Station – Public Car Parking	Long Stay, 482 spaces Short Stay, 20 spaces
Network Rail Operational	131 spaces
British Transport Police	3 spaces
National Railway Museum	200 spaces for visitors, staff and disabled

	Existing	Redeveloped Moorpark	NRM RESIDENTIAL (dwellings)	NET COMMERCIAL (retail)
Residential Parking		1099	1125	977
Office / Commercial Parking		428	350	569
Transportation / Network Rail / NRM Parking		861	861	861
Total	2066	2388	2336	2407

Indicative parking numbers

STAGE 4

Masterplan and governance presentation

York Central Masterplan

Engagement - stage 4

Masterplan and governance workshop

19 July 2018

Workshop format

Part 1: Masterplan

Part 2: Governance – delivery and design

PART A MASTERPLAN

Where are we in the process?

Context

- Seeking Your Views, 2016
- Access Options, Autumn 2017
- Stage 1, December 2017 / January 2018
- Stage 2, February 2018
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Stage 4 events

York Central Partnership

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National Railway Museum

- Drop in exhibition, Main Entrance, National Railway Museum
- 9pm to 6pm on Wednesday 25 July
 - 10.30am to 12 noon on Saturday 28 July 2018.

Come along and talk to colleagues, find out more about the museum's proposals and share your thoughts and ideas

Summary of previous consultation comments

Summary of responses



My York Central

Vision

1. Homes for living, not investment
2. Exploit the benefits of high density
3. Build in low running costs through high standards
4. People, not cars
5. Beyond zoning
6. A community made through exchange
7. A hub that catalyses York's creativity and innovation
8. Public spaces that enable people to be collectively creative

Key principles

1. Ongoing community engagement
2. Identify issues and co-design solutions
3. Shaped by future aspirations not current norms
4. York Central as a lever for city-wide change
5. Social contract for York Central

How has the masterplan progressed



Site boundary

OUTLINE APPLICATION

All matters reserved

Up to 2,500 homes

Up to 87,693 sqm B1(a) office

Hotels up to 400 bedrooms

Retail floorspace up to 11,991 sqm

Other uses including NRM, community, car parking and station concourse

DETAILED APPLICATION

Western access road

Boundary and scope under development.

Proposals



Main concepts and principles

Masterplanning approach

1. Creating places for people
2. Exploring the character and texture of streets and spaces
3. Defining "Yorkness" and what it means for York Central
4. Integrating the site with the city and the landscape
5. Responding to heritage assets
6. Making York Central sustainable
7. Embedding design quality

Creating places for people

1

There is greater emphasis on creating more vibrant neighbourhoods and working environments through the right mix of uses, and fostering varied types of public and private spaces, both outside and within buildings. We are also thinking about how surrounding neighbourhoods are integrated and connected.

Exploring the character and texture of streets and spaces

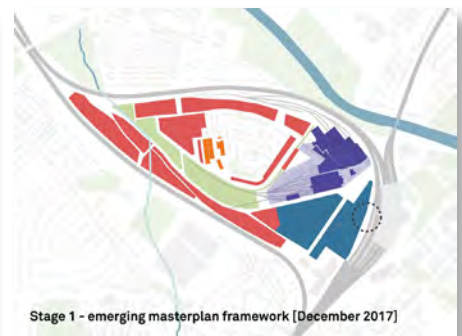
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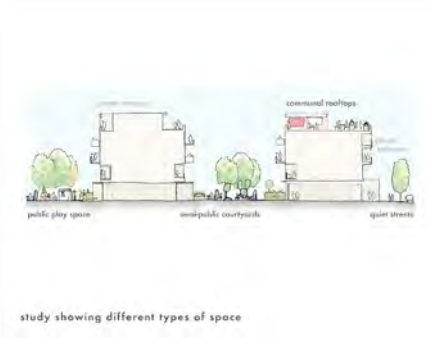
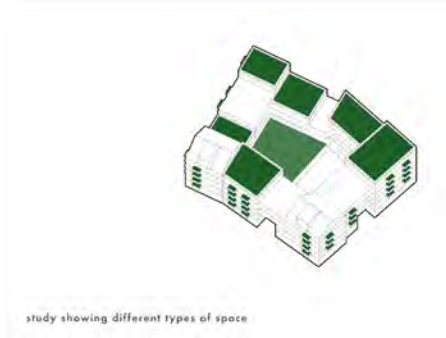
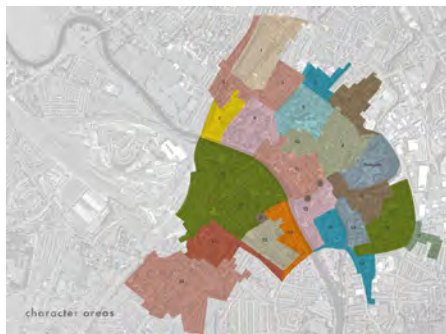
The identity of streets and spaces is becoming more defined across the masterplan. The team is starting to breakdown the feeling of larger "zones", moving towards a clearer sense of place at a local scale.

Defining "Yorkness" and what it means for York Central

3

Picking up on messages from stage 3 and ongoing discussions with Historic England and CYC officers, we are exploring the essential townscape characteristics of the city and thinking about how these elements could shape the proposals.







communal rooftops



Indicative study - ways of creating a rich ground floor use Cinder Yards and Station Quarter



Emerging public realm study west of station

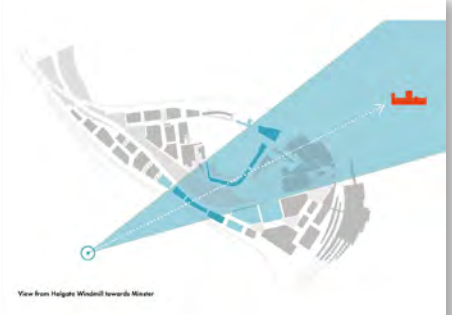
Integrating the site with the city and the landscape

4

We are considering how the proposed development relates to the setting of the historic city which rises from and dominates the low-lying Vale of York, and the setting of the wider landscape itself. This will influence a more nuanced approach to the height, scale and massing of buildings.



View of York Minster from Southwark Drive



View from Helgate Wood towards Minster



View from City Walls

Thinking in greater detail about heritage assets

5

The team is working with officers and Historic England to consider how heritage assets, including archaeology are integrated in the masterplan.



Significance

Making York Central sustainable

6

The masterplan will be accompanied by an Energy Statement and Sustainability Statement. These will set the bar high for subsequent Reserved Matters applications, establishing the context for a sustainable approach at every scale - contributing to sustainability of the wider city, the site, streets and individual buildings.

- **Climate change** - resilient design
- **Energy and carbon** - emissions, certification, energy conservation, efficiency, good building design
- **Health and well-being** - healthy environment, indoor/outdoor environment, air quality, biophilia, standards and evaluation.
- **Materials and waste** - designing out waste, construction / operational waste, responsible sourcing, environmental impact
- **Landscape and ecology** - habitat creation, water management, varied spaces and connections



Sustainability strategies

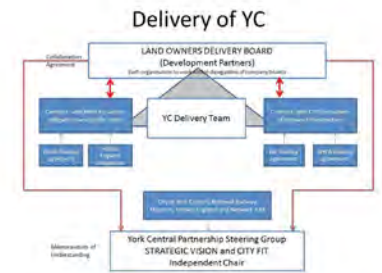
Embedding design quality

7

As part of the application, we will submit a Design Guide which will set rules and guidance for a range of topics. This will be a vital tool for CYC officers and VCP to set the bar high throughout the phases of development.

PART B GOVERNANCE - DELIVERY AND DESIGN

Delivery structure

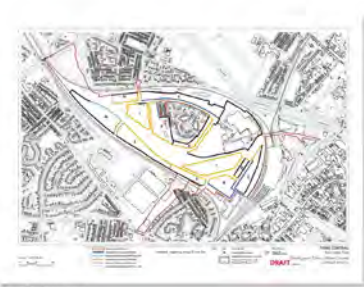


Design governance Structure of the planning application

Application material



Control documents



Testing and assessment



Describing the proposals



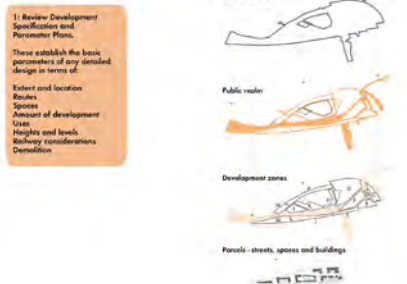
Control of design



Control of design



Detailed design process



3: Further consultation and engagement

Principles of transparent, ongoing engagement already established by YCP

Could include:

- (a) Topic based engagement to help shape the brief for community and meanwhile uses, management of public realm and specific design issues
- (b) Targeted engagement on specific parts of the site
- (c) Engagement as part of Reserved Matters applications as part of the planning process
- (d) Practical information and conversations about the construction process



4: Design Quality

Potential tools to support the design process

Could include:

- Design Champion?
- Design Review Panel?

"Do you have any thoughts on how we maintain a high standard of design?"



Next steps

Next steps

- NRM drop-in events on 25 July (3pm to 6pm) and 28th July (10.30am to 12 noon)
- Outline planning application in August
- Detailed application for Western access road in September
- Ongoing events by MYC which will feed into the broader project

STAGE 4

Worksheets

Movement

Movement Proposals Movement Principles


STAGE 4 York Cental Masterplan

1

Please provide any thoughts or feedback on the following topics:

Overall approach to movement and transport

Other

 Let us know if you have further questions?

Movement Proposals Streets hierarchy and modes

STAGE 4 York Cental Masterplan

2

Please provide any thoughts or feedback on the following topics:


Different modes of transport...

Walking

Cycling

Vehicles

Public transport

 Let us know if you have further questions?

Movement Proposals Key interventions

STAGE 4 York Cental Masterplan


3

Please provide any thoughts or feedback on the following topics:

Connections around the NRM

Leeman Road tunnel
and Marble Arch

Southern connection

 Let us know if you have further questions?

Movement Proposals Car parking and transport assessment


STAGE 4 York Cental Masterplan

4

Please provide any thoughts or feedback on the following topics:

Approach to car parking

Traffic modelling

 Let us know if you have further questions?


Movement Proposals National Railway Museum

STAGE 4 York Cental Masterplan

5

Please provide any thoughts or feedback on the following topics:

Connections through and around the National Railway Museum

 Let us know if you have further questions?

Masterplan and governance

Masterplan Proposals


General points

STAGE 4 York Central Masterplan

Please provide any thoughts or feedback on the overall masterplan:

1

Masterplanning approach

 Let us know if you have further questions?

Masterplan Proposals

Key principles

STAGE 4 York Central Masterplan

Please provide any thoughts or feedback on the following topics:


2

1. Creating places for people

2. Exploring the character and texture of streets and spaces

3. Defining "Yorkness" and what it means for York Central

4. Integrating the site with the city and the landscape

 Let us know if you have further questions?

Masterplan Proposals

Key principles

STAGE 4 York Central Masterplan

Please provide any thoughts or feedback on the following topics:


3

5. Thinking in greater detail about heritage assets

6. Making York Central sustainable

7. Embedding design quality

Other

 Let us know if you have further questions?

Masterplan Proposals


Delivery

STAGE 4 York Central Masterplan

Please provide any thoughts or feedback on the following topics:

4

Delivery structure

 Let us know if you have further questions?

Masterplan Proposals

Planning application and design governance

STAGE 4 York Central Masterplan

Please provide any thoughts or feedback on the following topics:

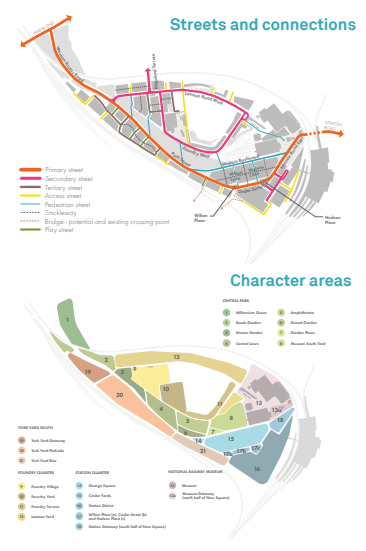
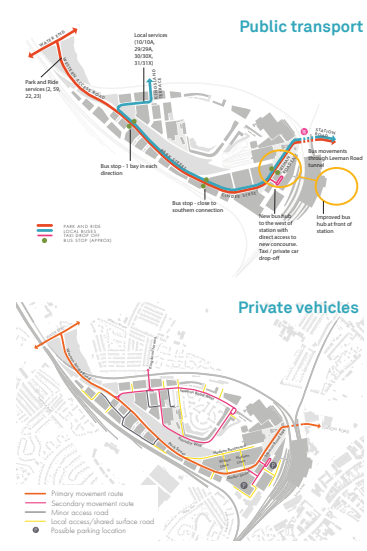
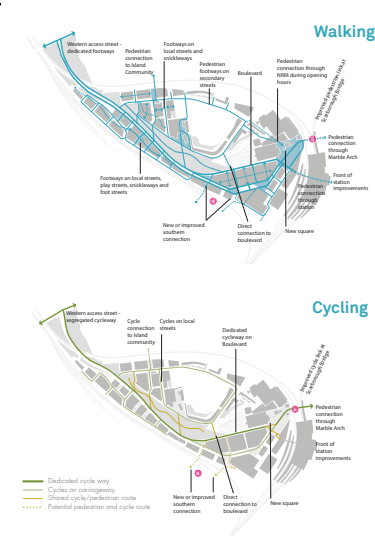
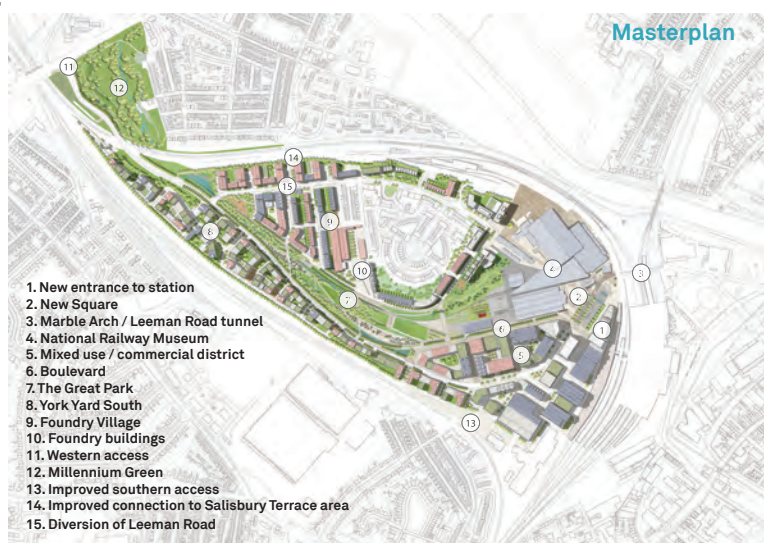
5

Planning application

Design quality and process

 Let us know if you have further questions?

Boards displayed at the drop-in day



STAGE 4

National Railway Museum Pop-up boards

The cultural heart of York Central

Use this board to share your thoughts on the options.



1

We aspire to deliver a complete transformation that would see us become the cultural heart of York Central, giving it a unique identity. We are a major local employer with over 200 employees and 275 volunteers. 15% of our visitors are from the immediate York area and we want to grow this number, along with the number of local school visits. We are committed to a future museum that works and brings significant benefits for both locals and tourists – our plans would boost the local economy by £10 million per year.

Central Gallery – remaining relevant into the future

Diverting Leaman Road and the creation of new pedestrian and cycle routes would provide the opportunity to link the museum site for the first time, providing level access throughout. The new Central Gallery created in this space would provide a better welcome and facilities for all our visitors, including local people. It would enable the museum to remain relevant into the future, engaging the skills gap and predicted shortfall in engineering graduates.

The exciting new space would facilitate the display of the latest technology and innovation from the modern rail industry. The Central Gallery is part of our wider Masterplan ambitions to deliver improvements across our site.

£50 million vision for transformation

The Central Gallery is one part of our broader £50 million vision to transform the museum, providing a significant boost to the local economy. The Masterplan comprises the following projects:

- 1. Great Hall** – Complete renovation of the Victorian-era Great Hall to tell the epic stories of how the railways changed the world.
- 2. Wonderlab** – New interactive gallery to inspire the engineers of the future through hands-on building, testing and learning.



- 3. Central Gallery** – New welcome space creating level access, improved visitor facilities and showcasing the latest technology and innovations from the modern rail industry.
- 4. South Yard** – enhancing the outdoor area to provide more green space.
- 5. Museum Square** – Creation of a vibrant new public space for York, featuring the historic coal drops at its heart.
- 6. Diverting Leaman Road** – enables the creation of level access to the museum site and improved welcome and visitor facilities.



The cultural heart of York Central



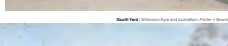
2

Diverting Leaman Road

The York Central Partnership has chosen the option to divert Leaman Road and create a new access road for York Central. The diversion of Leaman Road has been an ambition since 2014 and was highlighted in the Seeking Your Views consultation in 2016. This was selected as the best option to help effective movement through the site and to improve access for existing residents into the planned new developments.

Creating a pedestrian friendly gateway

We have a unique opportunity to improve access in and around the museum as part of the wider York Central redevelopment and aspirations for York Station, including creating a pedestrian and cycle friendly gateway to the city. The current experience for pedestrians and cyclists around Leaman Road and Marble Arch is poor. We would like the museum and new environment around it to be a place where people will want to visit, live in and travel through, including those with limited mobility and pushchairs.



Outdoor pedestrian and cycle route



3

The museum and other York Central Partners are committed to providing safe and well-lit access routes for pedestrians and cyclists and have been working closely with North Yorkshire Police.

We have explored several options for pedestrian and cycle access outside of museum hours. The following presents set out these options. We are inviting you to share your views on these and any other ideas and suggestions you may have.

Please write your comments on post-it notes and share on the options table on panel 7. The first three options include doing nothing and not creating a Central Gallery building a canopy to link the site or providing 24-hour staffed entry through the site.



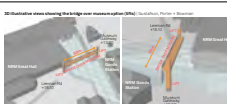
Bridge over museum



4

Lifts

Pedestrians and cyclists would follow the existing route of Leaman Road to the edge of the new Central Gallery. They would then use lifts to take them up to a bridge over the roof of the new Central Gallery below, before using a second lift to return to ground level.



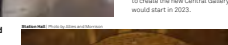
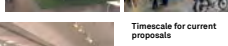
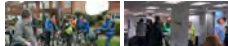
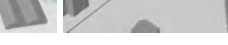
Tunnel through museum



5

Lifts

Pedestrians and cyclists coming from the city would take a lift at the edge of the Central Gallery to enable them to access an elevated walkway through the Central Gallery space to Leaman Road at the West side. This could be similar to the type of walkways commonly found in airports.



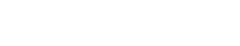
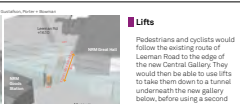
Tunnel under museum



6

Lifts

Pedestrians and cyclists would follow the existing route of Leaman Road to the edge of the new Central Gallery. They would then be able to use lifts to take them down to a tunnel underneath the new gallery below, before using a second lift at the other end to return to ground level.



Options considered

Fill in a post-it note and place on the board to share your thoughts on the options.



7

The table below highlights the options we have explored so far to provide pedestrian and cycle access. We invite you to share your thoughts and views on these options, or your alternative suggestions, by adding post-it notes below with your comments. You can also chat to a member of the museum team to discuss your ideas.

Tell us what you think

What do you think the experience would be like for pedestrians and cyclists in these options?

What do you think the experience would be like for visitors to the museum in these options?

Do you have any ideas for other options or any other comments?

Option	Cost to build (approx. £m)	Estimated annual operating costs (approx. £m)	Estimated annual maintenance costs (approx. £m)	Estimated annual revenue (approx. £m)	Estimated annual net cost (approx. £m)	Estimated annual net benefit (approx. £m)
Option 1: Bridge over museum						
Initial investment	10.0	0.000000	0.000000	0.000000	10.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 2: Tunnel through museum						
Initial investment	15.0	0.000000	0.000000	0.000000	15.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 3: Tunnel under museum						
Initial investment	20.0	0.000000	0.000000	0.000000	20.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 4: Ramps						
Initial investment	5.0	0.000000	0.000000	0.000000	5.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 5: Lifts						
Initial investment	2.0	0.000000	0.000000	0.000000	2.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 6: Canopy						
Initial investment	1.0	0.000000	0.000000	0.000000	1.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 7: 24-hour staffed entry						
Initial investment	0.0	0.000000	0.000000	0.000000	0.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 8: New Central Gallery						
Initial investment	10.0	0.000000	0.000000	0.000000	10.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 9: New Central Gallery with canopy						
Initial investment	15.0	0.000000	0.000000	0.000000	15.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 10: New Central Gallery with 24-hour staffed entry						
Initial investment	20.0	0.000000	0.000000	0.000000	20.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 11: New Central Gallery with canopy and 24-hour staffed entry						
Initial investment	25.0	0.000000	0.000000	0.000000	25.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 12: New Central Gallery with canopy, 24-hour staffed entry and new Central Gallery building						
Initial investment	30.0	0.000000	0.000000	0.000000	30.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 13: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building and new Central Gallery building						
Initial investment	35.0	0.000000	0.000000	0.000000	35.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 14: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	40.0	0.000000	0.000000	0.000000	40.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 15: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	45.0	0.000000	0.000000	0.000000	45.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 16: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	50.0	0.000000	0.000000	0.000000	50.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 17: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	55.0	0.000000	0.000000	0.000000	55.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 18: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	60.0	0.000000	0.000000	0.000000	60.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 19: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	65.0	0.000000	0.000000	0.000000	65.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 20: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	70.0	0.000000	0.000000	0.000000	70.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 21: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	75.0	0.000000	0.000000	0.000000	75.000000	0.000000
Annual operating costs	0.000000	0.500000	0.000000	0.000000	0.500000	0.000000
Annual maintenance costs	0.000000	0.000000	0.500000	0.000000	0.500000	0.000000
Annual revenue	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Annual net cost	0.000000	0.500000	0.500000	0.000000	1.000000	0.000000
Annual net benefit	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Option 22: New Central Gallery with canopy, 24-hour staffed entry, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building, new Central Gallery building and new Central Gallery building						
Initial investment	80.0	0.000000	0.000000	0.000000	80.000000	0.000000

STAGE 4

Promotional material summary

- Weekly media briefings for York Press.
- Promotion of key information and events through all social media channels belonging to YCP, MYC, CYC and NRM.
- A series of press releases/ news announcements on the key topics distributed to all regional media and hosted on YCP and Commonplace news pages.
- Direct email invitations to key community groups, organisations and influencers re workshops, drop-in days and 121 sessions.

Press releases distributed to all regional media and hosted on YCP and Commonplace news pages.

Further engagement announced as York Central approaches planning application

**Press release
July 2018**

The York Central Partnership is inviting residents to learn more about how their feedback has helped to shape and evolve plans for York Central as it continues to engage on proposals for the development.

Two further public workshops focused on movement and the emerging masterplan, organised in collaboration with My York Central, are planned alongside a drop-in day as the partners continue conversations around emerging plans.

The announcement of the latest engagement events follows the Festival of York Central, which saw nearly 6,000 comments and contributions left both online and at 43 events held over a six week period.

The upcoming events include:

- **Movement workshop**
Wednesday 18th July, 6pm -8:30pm, National Railway Museum
This will focus on the emerging plans for Leeman Road, Marble Arch, the Western access route and the improved Southern pedestrian/ cycle route as well as movement and traffic impact.
- **Masterplan Workshop**
Thursday 19th July, 6pm-8pm, National Railway Museum
This will focus on the emerging wider masterplan including design, landscape, housing, uses and governance.
- **Drop-in day**
26th July, 10:00am – 4:00pm, City of York Council offices entrance foyer
This will be an opportunity to view some of the revised masterplan information and visuals, and ask any questions of the York Central Partnership team. For those with specific questions, a limited number of 1-2-1 slots with a member of the York Central team will be available to book in advance.

The York Central Partnership is committed to transparent and open engagement and, alongside the events, additional information and reports into areas including movement and traffic and air quality impacts will be made available as they are completed.

Tamsin Hart-Jones, project lead from York Central Partnership, said: "The response we had to the Festival of York Central was fantastic and we have incorporated many elements of the feedback into the masterplan principles and designs. The plans are evolving as we approach a planning application and we wanted to continue the conversation around the emerging designs with York residents."

To find out more about the upcoming workshops and to book a place please visit:

<https://www.eventbrite.com/e/york-central-open-workshop-no1-movement-principles-and-proposals-tickets-47765958267>

<https://www.eventbrite.com/e/york-central-open-workshop-no2-masterplan-and-governance-tickets-47766936192>

Or, keep an eye on social media.

Twitter @YRKcentral @MyYorkCentral

To book time with the Partnership as part of the drop-in day please email:

yorkcentral@aberfield.com

- Ends -

Notes to editors

York Central is being brought forward by a partnership comprising Network Rail, Homes England, City of York Council and the National Railway Museum.

For more information contact:

Aberfield on yorkcentral@aberfield.com or call 0113 880 0444.

Residents ideas shaping the York Central plans

Press release
July 2018

Playful streets with courtyards, allotments and picnic areas, communal rooftop gardens, an amphitheatre and a village green are some of the ideas that could be taken forward as part of the York Central development.

These are just some of the concepts that emerged from the thousands of post-its and feedback forms contributed by residents during the six-week 'Festival of York Central'.

After careful analysis and consideration, York Central Partnership are now exploring ways to incorporate a number of themes and ideas into the outline masterplan for the 45 hectare site to be submitted this summer.

The masterplan will evolve to include a number of key themes and areas. These include creating places for people, developing the distinct character and designs of the streets and spaces, better ways to integrate the site with the wider city and the landscape and also embedding design quality in to the plans.

Some of the key areas and ideas that are being considered include:

- Landscape
 - Creating a number of different areas such as a reed garden, a stream garden, a park, a village green and an amphitheatre into the great park
- Streets
 - Creating a mixture of streets public spaces, semi public courtyards and quiet streets with a number of different elements to encourage playful and social aspects to the communities. These could include courtyards, quiet areas, picnic spaces, allotments and teen trails or skateparks
 - The design of the streets and how they can be integrated more seamlessly into the spaces to manage traffic speeds and improve pedestrians and cycle routes in and around the whole space

- Movement
 - Developing the design of the main road through the scheme and how it integrates with the park and York Yard South. Different designs for the main bridge from Water End are also being progressed.
- Spaces
 - Creating clear identities of street, neighbourhoods and spaces to establish a sense of character and place in each area such as the Foundry village, the Station Quarter and Museum quarter
 - Different arrangements of spaces, building types, pitched and green roofs, communal rooftops, materials and heights across the whole scheme to create distinct identities and characters for each neighbourhood.

There is also more work being undertaken to develop a greater mix of uses with an emphasis on public spaces and workspaces but also how these can be more integrated with living spaces, as well as a key focus on the design commitments and quality that will be brought forward. This will include an emphasis on character and quality, heights, views and sustainability.

Tamsin Hart-Jones, project lead from York Central Partnership, said: "The response we had has been inspiring and it's clear that there is a significant appetite for York Central to be a ground-breaking scheme for the city, but also to be held up as an example nationally of high-quality design. This is about creating places for people and making vibrant neighbourhoods and working environments, through a mix of uses and different types of public and private spaces, both inside and outside buildings that bring this area of the city to life.

"The ideas and feedback we received have really helped us to move the plans on and we are looking forward to sharing them and continuing the conversation around the emerging designs with York residents over the coming weeks."

Feedback is also helping to amend the overall vision of the site with additional focus placed on the developments sustainability, as well as looking at ways that York Central could be a hub for sharing, creativity and innovation.

- Ends -

Notes to editors

York Central is being brought forward by a partnership comprising Network Rail, Homes England, City of York Council and the National Railway Museum.

For more information contact:

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Residents can learn more about how the plans for York Central are evolving over the coming weeks in a series of events

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