

# YORK CENTRAL

**Stage 2 of the engagement for The  
Square and the proposed  
Government Hub**

## Q&A

# Context

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

This public engagement is important to ensuring that proposals for the site will respond to York's needs and aspirations around sustainability, the city's unique heritage, quality design and providing the housing and jobs the city needs.

The event was the second of three stages of engagement for The Square and the proposed Government Hub. Three in-person staffed exhibitions were held across the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> of March.

An online webinar was held on the 8<sup>th</sup> of March between 7-9pm. The webinar was held by the York Central Partners and

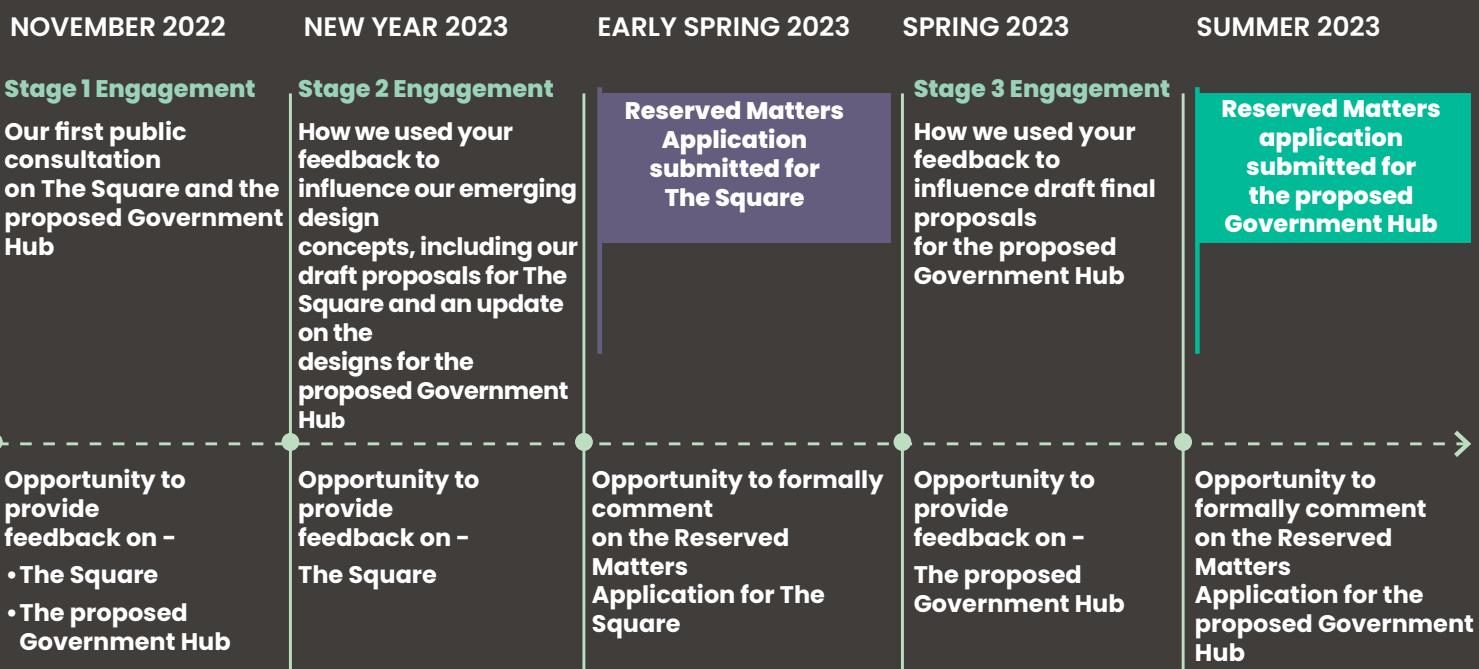
their team of technical consultants, who presented the same material that was shown during the in person event. This can be found in appendix 1.

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

This report presents all of the questions asked during the online webinar with answers provided by York Central Partners and their consultants. All questions are presented as verbatim. Some questions have been grouped together where they cover similar topics.

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

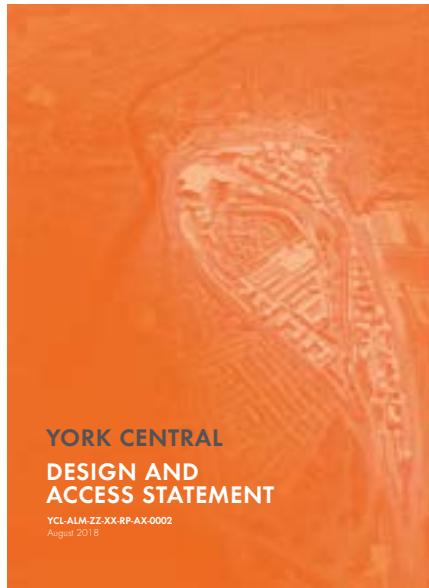
<https://www.yorkcentral.info/>



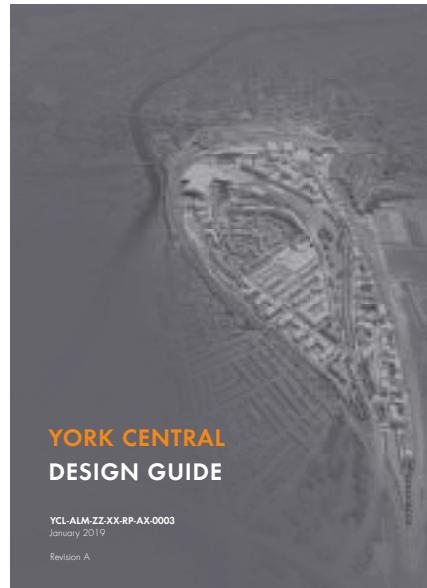
# Helpful documents

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

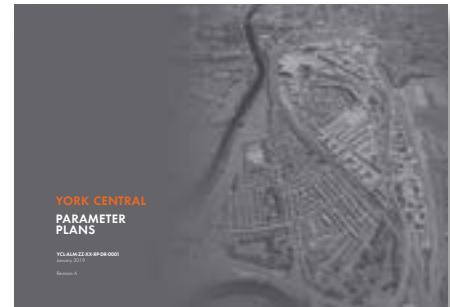
The OPA application can be found at the City of York's planning website by visiting <https://planningaccess.york.gov.uk/online-applications/> and entering the reference number 18/01884/OUTM into the search box.



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



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



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

# Questions and Answers

## 1 Traffic and Movement

**Q.1. The most recent flythrough videos of the site and square still shows traffic volumes which are far lower than the predictions for daytime numbers from the traffic modelling. Will this be corrected in current illustrative material??**

**Q.2. The road is a through-road and the CGI pictures that the public see should for consultation purposes reflect the amount of expected traffic.**

The purpose of the flythrough is to illustrate the landscape design proposal, and to provide a clearer understanding of the pedestrian and cycle flows in relation to the space and connecting streets. The traffic levels reflect what is expected outside of the morning and afternoon peak hours. That said, the model is not intended to illustrate or validate the vehicle flows. The approach to street order, routes and traffic impact has been assessed through the original Outline Planning Consent and designed in further detail through the Phase 1 Reserved Matters Infrastructure application.

**Q.3. What are your assessments for the displacement of traffic and how are you going to mitigate any potential problems?**

**Q.4. Where is all the extra traffic going?**

**Q.5. How do we know that there won't be a constant queue of traffic on hudson boulevard/cinder lane creating pollution into the square?**

At the outline planning application stage, the transport and environmental impacts of York Central were assessed in full. Using a range of transport modelling techniques and in conjunction with City of York Council's highways department, we analysed the impacts of traffic on the proposed and existing roads within and surrounding site as well as assessing the impact on the wider highway network around York. This analysis demonstrated that, with suitable mitigation such as the use of travel planning, limiting car parking provision and enhanced pedestrian, cyclist and public transport infrastructure, the transport impact of York Central would not cause a severe impact on the York highway network.

At the reserved matters stage, we looked at the traffic flow and traffic distribution more specifically with regards to things like crossing points and traffic light positions. The traffic assessment submitted with the reserved matters application also looked at the specific queuing resulting from the proposed single lane operation of the Leeman Road tunnel.

At the peak hours it does show an element of queuing back at the end of the commercial quarter of York Central hence why we have dedicated a bus lane

# Questions and Answers

## 1 Traffic and Movement

to that part of the road. On the other side of the station after you pass through the site there would be traffic lights to allow traffic to flow through. The modelling did not demonstrate an unacceptable level of traffic.

There has been an extensive amount of modelling on traffic to show what impacts of the scheme would be and the specifics of the road layout.

Please note that Hudson Boulevard is for pedestrian and cycle movement only, and cars will not be able to drive along this street. There will however, be vehicular access for servicing. Hudson Boulevard will include planted zones and trees through the middle, with allowance for cycling and a separate pedestrian route.

### Movement strategy in relation to the wider city

York Central is a highly sustainable location which will result in much lower levels of traffic than if the same level of development were located elsewhere in the city. Those working or living in York Central will have the opportunity to travel using the local public transport or the improved pedestrian and cycle infrastructure.

Additionally, the new road connecting York Central to Water End will assist in lowering traffic through the neighbouring residential area of Salisbury Terrace, Kingsland Terrace and Garfield Terrace. It is recognised York Central will generate some additional traffic, however, the impact of this traffic has been thoroughly assessed through both the outline and reserved matters planning applications

and suitable ways to manage this are included as part of the development. We do recognise that as York Central is delivered over the next 10 to 20 years, the approach to managing traffic in and around the city will have to evolve. The Council was clear when considering both the Outline and Reserved Matters Planning Applications that future network management decisions would be taken on a realistic citywide basis. Where aspects of the transport network need to change and adapt to accommodate the development expected in the city over the coming years, the Council would manage this as necessary.

**Q.6. As the new spine road is now going to end at the Square, creating a cul de sac, does this have the potential to cause buildups of traffic unless carefully managed, for example by limiting numbers of vehicles coming in on this road. Are there any provisions for this?**

**Q.7. Maybe I misunderstood the map, have had another glance at it: the new road does seem to exit via the**

# Questions and Answers

## 1 Traffic and Movement

**Marble Arch tunnel, so traffic can go in and out that way. Hope I have got that right now!**

**Q.8. What plans are there to improve the marble arch as a pedestrian thoroughfare?**

Vehicles will be able to travel to and from the city under the railway bridge as is currently the case. The main difference is that the Leeman Road tunnel and Marble Arch will be re-worked to create a safer approach for pedestrians and cyclists:

- Marble Arch: In the future, this route will be improved as a route for pedestrians only. Currently, cyclists and pedestrians share the space.
- Leeman Road tunnel (cycling): A segregated 2-way cycle lane will be provided through the tunnel.
- Leeman Road tunnel (vehicles): The remaining space in the tunnel will be used as a single lane for vehicles (private vehicles and buses). Traffic signals at either side of the tunnel will manage the flow of traffic in each direction.

**Q.9. It's important to note that the grey strip along the bottom is a major road. I'm not sure why that isn't labelled considering how well labelled the rest of the layout is. It's a bit aspect of the open space.**

This is correct and will be made clear in future material

**Q.10. We know there will be long tailbacks of traffic back to the government hub. Suggest roadside**

**planting should also try to screen this.**

As part of the design of the proposed Government Hub, we will be considering the approach to public realm and parking, linked to the design of The Square. This suggestion will be considered.

**Q.11. It looks as if there'll be a considerable amount of traffic travelling alongside the square. What about air pollution concerns there? What plans are in train to reduce individual car traffic both from existing York residents and new residents who will move into the site?**

As part of the outline planning application for York Central, an Environmental Impact Assessment was undertaken. This is a comprehensive assessment of all expected environmental effects of the development and how they will be managed. With regard to emissions, the main sources arising from the development are those related to vehicles and traffic.

In that context, the assessment effectively considered how traffic generation and queuing might affect air quality in the local area. When cars are waiting for a period of time it does create air quality and emissions issues. This was considered acceptable subject to a condition that required an emissions mitigation statement to be submitted and approved by the Council. A statement has since been submitted and approved and provides a framework for how emissions generated by the development will be minimised in the first instance and any remaining emissions will be mitigated at each Reserved Matters Application stage.

# Questions and Answers

## 1 Traffic and Movement

For example, traffic generation will be reduced by suppressing car parking numbers and encouraging investment in pedestrian and cycling infrastructure, both within the site, and beyond through a package of financial contributions towards improvements elsewhere in the city. It might also include measures to promote good behaviour, such as signage to encourage vehicles to switch off engines while idling.

The design for The Square also incorporates a variety of trees and vegetation. Street trees, and urban vegetation in general, are known to affect dispersion and deposition in respect of particulate matter/gaseous pollutants. Where vegetation acts as a barrier e.g. street trees close to a highway, ambient concentrations immediately behind are reduced.

Vegetation can also have a small scale effect upon removing pollutants by deposition, thereby reducing concentrations and potential exposure to particulate pollutants. Leaf surfaces 'catch' tiny particles of particulate pollution. This effect is more pronounced in daytime and primarily during warmer months.

There are a number of additional benefits from trees, and vegetation in general, in urban areas. They remove carbon dioxide from the air, provide shade and reduce the ambient temperature through the cooling effect of evaporation of water from the soil and through the leaves.

In terms of our modelling for the traffic flow, at the peak times traffic queuing will rise rapidly and drop away again for the

vast majority of the day. Outside of those times it is anticipated it will be a fairly light flow similar to what you see to a degree along Leeman Road already.

**Q.12. Your illustrative cycle lane didn't appear to be very clearly segregated - a change in materials isn't easily obvious to people and is likely to create an uncomfortable environment for both pedestrians and cyclists (like the current situation outside the Minster). Are you going to consider clearer forms of segregation, in line with Government Guidelines (LTN1/20)? Ali - could you tell me how the pedestrian crossing where it meets the intersection between Hudson Boulevard and Cinder street would work?**

**Q.13. Defined cycle routes using different materials – would like to see better solution than at York Minster now.**

**Q.14. How does tactile paving with no colour contrast and no colour coding fit with the claim that it will be fully accessible?**

The movement plan ([appendix 2](#)) identifies a series of cycling and pedestrian movements in various directions on the square which are illustrated by arrows. The Square will include two pedestrian crossings; one adjacent to the existing listed gate posts (a), and the other, adjacent to the new western station entrance (b). Between the two pedestrian crossings is the future space at the Coal Drops.

# Questions and Answers

## 1 Traffic and Movement

Hudson Boulevard is approximately 20 metres wide. It will include planted zones and trees through the middle, with allowance for cycling and a separate pedestrian route.

Cyclists will be able to travel along Hudson Boulevard before reaching the Square which they can pass through and then reconnect to the segregated cycle lane. We are still designing this part of the Square so that it works for all users, including those with disabilities, but we would expect cyclists to slow down as they approach the Square and then transition through the space.

The team is fully aware and experienced at working with accessibility guidelines including LTN1/20. These will be fully integrated into the detailed design of the space and specification of materials. The designs for The Square will be fully Disability Discrimination Act (DDA) compliant.

**Q.15. My main question (raised for first time 5 years ago and through many other consultation sessions is : Park Street is the main "vehicular" arterial road - it gets people though (by car) from the NRM entrance to Water Lane. The park /main green space for the entire development is one side of this "road. The homes for people on the other side of this street. Every single report published on use of green spaces demonstrates that parks on "the other side of the road" are seen as more dangerous and less used. I feel there is a sad truth here "park street" earns its name well - not for a green space but where cars will eventually "park" themselves in a line.**

**Is there anything...anything at all.... that can be done to change this major error of planning judgement ?**

We worked closely with the City of York Council Highways Department during the original masterplan. We have agreed a design which places an emphasis on slowing traffic on the new road to a "community street" speed, which in this case is a design speed of 20 miles an hour.

This approach is evident in the masterplan drawings, and subsequent drawings which were prepared for the Reserved Matters Application which is currently being delivered on-site. We have integrated a number of measures to slow vehicles down. Those include, for example:

- Raised table crossings where the road is ramped up and a texture surface is put in.
- Planted medians, where planting in the centre of the road separates the carriageway and encourages lower speeds.
- Variations in widths along the length of the road to create sections of narrowed or tapered street to manage speeds.
- These measures will enable us to incorporate pedestrian crossings at key points, alongside tree planting and zones for wide pavements. Also, as you move along the park side of the street, the cycle lane and the footpaths begin to peel off from the road and enter the park, so there is an opportunity to feel like you are within the park.

**Q.16. How are you going to ensure that the housing created is not dominated**

# Questions and Answers

## 2 Housing

### by short-term holiday lets ?

We are looking at ways in which we can introduce restrictions, which could include covenants (a legal agreement). In addition, it's something that we will be discussing with the chosen development partner, with a view to discouraging short-term holiday lets in the area.

### Q.17. If we are discussing housing briefly, how much provision is being

## 3 Parking

**made for car parking by residents in the new development? It is fair enough to expect Hub workers to travel by public transport but people living there permanently will require parking. Or will this be dealt with separately?**

The Outline Planning Application defines the ratios of parking to be delivered on the site in response to existing demand and expected demand. The sustainable nature and location of the site means that parking requirements are lower than usual. By keeping parking relatively low it will suppress the natural assumption that people can drive and park, thus reducing demand for parking.

Ultimately the overall ratio for housing will depend on the exact mix of housing.

However, as an estimate, it is expected that the average ratio would be one space for every two residential units. Across the site that may vary quite substantially so there might be blocks of rented accommodation for example which would have very low parking standards. For family accommodation there's likely to be requirements for at least one space for each dwelling.

# Questions and Answers

## 4 Commercial Activity

### **Q.18. Are any active commercial/retail uses planned for the Coal Drops or are they unsuitable for such a purpose?**

The Coal Drops Square is a larger, more flexible space. As you come out of the station entrance, it ramps down to a lower level so you're below the level of the road and the square by up to two metres. There is potential to have tiered seating down this side. And this is a real opportunity to host markets or other events. This area might also be suitable for a water feature, such as a fountain or steam jets for example.

The road train that services the railway museum will also stop over on this side of Cinder Street. It will come through Marble Arch and pull into a dedicated space. The space will be publicly accessible. 24 hours a day. None of it is barriered, fenced off, or gated. This is all publicly accessible space. The route through to the boulevard, which is an alternative walking route, when the museum is closed, is something that will be well lit. The key thing is that the space feels safe, it feels accessible to all and feels inclusive.

### **Q.19. Will the open space have CCTV coverage?**

We're working with the Council and Police to consider locations for CCTV cameras. There is a requirement for the newly created public spaces including along Hudson Boulevard to have full CCTV coverage in relation to security and traffic management.

### **Q.20. Apart from the government hub, have you set out preferred / prescribed commercial sectors within the development area?**

The Outline Planning Consent allows for office, retail and leisure and hotel uses. The design guide gives context as to where some of those uses may be. The intention is to have active streets and frontages, where it's feasible and possible to do so. The area is not intended to be a major retail destination and we would expect commercial uses to primarily serve the local community that live in and around York Central. The outline planning permission includes conditions that control the scale of retail to ensure this is the case.

### **Q.21. You mention commercial space, but how can you explain the fact that I have been a supporter from the first onset as I wanted to open a hospitality venue at the site and have been basically pushed out with regards promises which have never been done. In addition to this, what is happening to the Coal managers office, now that NRM owns it?**

# Questions and Answers

## 4 Commercial Activity

The team are happy to take a note of any potential occupiers of the site, and pass these through to the potential developers. We are keen to hear from anyone who has an interest in the site and encourage all requests through the yorkcentral@homesengland.gov.uk email. The NRM is reviewing parts of its empty estate to develop a strategy as to how they might be used in the future, this includes the

Coal Managers Office (known as the mineral office).

**Q.22. How is school provision, doctors' surgeries etc being built into the development, given the expected increase in residents? - What is the expected demographic of people living in York Central and do you anticipate a need for a new school, public hall and place/s of worship?**

In the initial planning stages there were

## 5 Community Uses

discussions with the council in relation to the provision of a school on the site. The Local Education Authority assessed projections of the forecasted number of children in the area and concluded that there is not a need for a new school in York Central. However, there is a requirement for a financial contribution for every residential dwelling that comes forward. That financial contribution could be pooled with other developments to feed into the expansion of existing schools or new schools. That decision will sit with the local authority.

We spoke to the Local Health authorities at the outline stage. There is a condition for the Outline Application that requires the delivery of a medical facility, such as a doctor's surgery or a medical centre, on the occupation of the 750th residential dwelling, unless by this time it is demonstrated that such a facility is not needed. We are actively speaking to the NHS and CCG at the moment on those

topics.

In terms of a place of worship, it's possible to have one within the initial application. It's not something that the planning system typically requires but it is possible to incorporate if a demand exists.

**Q.23. Are the jobs created whilst building or once the site is built**

It is anticipated that York Central will deliver up to 6,500 new jobs as part of this development. It is likely that some of these jobs will involve relocation of existing jobs to York Central. York Central gives us an opportunity to create new modern space,

# Questions and Answers

## 4 Job Creation

which will hopefully keep jobs in the city, and enable existing businesses to grow. Without this, some jobs might leave the city.

During the construction phase, John Sisk & Son are also engaging with local supply chains to maximise local employment opportunities.

**Q.24. Who will grant permissions for community activities in the Square?**

**Q.25. Given public anger with the NRM around the closure of Leeman Road to pedestrians and cyclists (except under specific conditions) how does**

## 5 The Square

**the Partnership intend to promote "community ownership" of the public space created in front of the NRM?**

The space will be publicly accessible, and we are keen to maximise the use of the space by the community. Whilst we do not know yet who will actually own that space, we will discuss this with the future successful developer. This is also something we will continue to discuss with the community to understand exactly what sort of events and activities that they would like to see, and how they can be implemented into the space. We have ensured that our design of The Square reflects the Walkway Agreement, which was agreed as part of the road closure order for part of Leeman Road and allows for a clear pedestrian walking route through the museum central hall and the square during museum opening hours.

**Square (Leeds) or City Park (Bradford)? These seem to have been successful additions up and down the country and could add to/support the events programme.**

This is an interesting idea which we will consider for The Square or the Coal Drops space.

**Q.26. Possible opportunity for large outdoor digital screen...eg Millennium**

# Questions and Answers

## 5 The Square

### **Q.27. What percentage of tree cover will there be in these spaces?**

The illustrative drawings give a sense of the volume of planting which is anticipated. This will be finalised as our designs progress. There will be a higher volume of tree planting in the new park in the central part of the site.

### **Q.28. Firstly, it is not a square, more a triangle. Will this space connect with the other public space between the rail station and the hotel and what form of access between the two?**

It is not uncommon for public spaces to be referred to as a “square” regardless of the exact shape of the space. The square here will fulfil a whole series of roles in terms of it being a bright and airy space. It has the heritage buildings and it has the Railway Museum. There will be times when there are people queuing outside the museum just before it opens. There will be spaces to sit down and dwell. We see this very much as a lively space. There are opportunities to run small events. They could be, for example, a little pop-up food market. There could be street performers and that sort of thing and they could be in a variety of pockets of space around the square.

### **Q.29. Will kite-flying be allowed in the Square?**

This will be discussed with the future development partner for the site, and considered as part of the governance and management strategy for the space.

### **Q.30. Who owns the new public square? Who has control over what can happen in that square? Why is the NRM allowed to use the square for commercial purposes? Can other people apply to use the square for commercial purposes?**

The new Square will be publicly accessible. The future ownership of the space is to be agreed in discussion with a potential future development partner. The immediate space outside the National Railway Museum is considered suitable for an outdoor cafe area for the museum. The process for wider use of The Square will be considered as the project moves forward including opportunities for community involvement.

# Questions and Answers

## 5 The Square

**Q.31. I would like to see a huge amount more greenery in the square. Ten times more, with fruit trees and tiny-forests. Is there any scope for that, or for adding trees later on by keeping the underground zone suitable. I understand it has other parameters outlined it is catering to, such as safety etc... One parameter it's not feeling at the moment though is appealing, and I'm sure it could. I'm not sure in what contexts residents would spend time there. There doesn't feel like any good gathering spaces.**

York Central is a real opportunity to plant big in York. We've got a significant new park. We do imagine there will be many hundreds of trees within York Central that are newly planted.

It's important that when designing new streets and new spaces that we look at the ways in which trees can be used to help with providing enclosure to the space, providing shade on hot days to providing mitigation in terms of wind patterns on windy days. It is important when choosing the type of trees to consider biodiversity requirements. The trees we are trying to provide are more architectural trees with canopies. We are considering boxed horn beams where they're clipped to a box shape within the Square. The trees would have a high canopy so you can walk underneath them.

For the greener park area we could have fruit trees. There could be community orchards and then biodiversity would have increased in those areas through native planting trees.

## 5 The proposed Government Hub

**Q.32. the social value of the government hub. How is it thought that the government building will contribute to levelling up? What is the theory of change being applied? We're especially interested in whether any modelling has been done in terms of economic impact and especially impact on York's housing market?**

The proposed Government Hub presents an exciting opportunity for the Government to invest in infrastructure, innovation and people through large-scale infrastructure and capital

investments in cities other than London. The proposed hub would seek to deliver on the Government's priority of providing a smaller, better and greener public estate. The ambition is that the proposed hub would be a strategic asset and would form part of a network of Government hubs across the country, acting as enablers of wider Civil Service transformation. We continue to respond to the wider Government objectives of ensuring value for money investments are made across the country, strengthening the UK's economic recovery from COVID-19.

By bringing construction to the local York economy, the project would act as a catalyst for growth and social value. The proposed Government Hub would be a strategic enabler for the commercial, hospitality and leisure development, adjacent to York Station, and would be a key component in unlocking the rest of the development.

The proposed hub would support The Government's priority to level up economic opportunity by creating jobs outside of London. The Places for Growth (PfG) agenda seeks to move 22,000 roles out of London by 2030. It is thought that there will be a mixture of roles within the proposed hub in York, both a mixture of consolidating existing roles within the York area and new roles, created by PfG. It's thought that the vast majority of roles will be taken up by people who already live locally. As such, we do not expect the proposed Government Hub to have a disproportionate effect on the housing market in York.

### **Q.33. Is this Government Hub for existing civil servants in the York area or is the Gov moving other Depts to York?**

Both. We are seeking to consolidate existing roles in the York area into the proposed hub. We also expect there to be the opportunity for the proposed Hub to accommodate new roles, supporting the Government's drive to increase job opportunities in the cities and regions across the UK, creating permanent sustainable employment for local people. The current proposed hub design accommodates circa 2600 Full Time Equivalent jobs.

### **Q.34. What parking provision is being made for the 2600 people who will be working at the new Hub? This will create a big demand for parking unless we are anticipating that they will come by train or other public transport.**

The proposed hub at York Central would form part of the Government Hubs network across the UK. The Government Hubs programme delivers the Government's priorities to provide a smaller, better and greener public estate and supports the government's ambition to reach net zero carbon emissions by 2050 with resultant savings in running costs.

Hubs create high quality workplaces designed to enable smarter working and creating great places to work in large, multi-occupant spaces, positioned close to major transport links. Sustainability is at the heart of the design, promoting modern and flexible ways of working which make the building adaptable for future generations. The building is being designed to accommodate 2600 Full-Time Equivalent (FTE) jobs, however it is highly unlikely that 2600 people will be working from the hub at any one time. 2600 FTE will encompass a full range of roles and working patterns, including hybrid working, which enables people to work in a blended way, with time split between office and home locations. The proposed Government Hub at Plot F1 is within close proximity to public transport and our building would actively encourage the use of public transport and cycling, through the provision of cycle and changing facilities.

# Questions and Answers

## 5 The proposed Government Hub

Hubs prioritise providing cycle storage and post commute and workout facilities, seeking to promote daily physical activity through the provision of onsite support for active commuting.

Parking provision on site will be kept to an absolute minimum and will be for those with accessibility needs. Employees who choose to or have to travel by private car will have access to the multi-storey car parks approved as part of the York Central development. The car parks will be conveniently located within the Station Quarter of York Central and will provide parking for rail commuters, visitors to the NRM, hotel users and office workers.

**Q.35. The Government Hub building provides an exciting opportunity to link the economic power of the public sector with knowledge/learning networks. It could be thought of as a way of enacting and enlivening democracy beyond Westminster. This would be enabled by building a collaborative brief between a range of project partners. Is there a willingness to facilitate this and to build in time to do this?**

The Declaration on Government Reform 2021, sets out specific actions The Government will take, seeking to make government work better in service of citizens. Implementation plans to move 22,000 roles out of London by 2030, including 50% of Senior Civil Servant roles formed part of the publication.

The ambition is that the new roles attracted to the proposed hub in York will be wide ranging, attracting a diverse range of people, working across a wide range of policy areas and professions. The Hub would maximise opportunities to work with local authorities on place-based solutions. By bringing more Senior Civil Servant roles to York, provides an opportunity for better policy making, acting as an enabler to close the distance between national and local decision-makers.

# Questions and Answers

## 6 Engagement and Communications

### **Q.36. Are the Helpful Documents available to the public in local libraries please?**

On the York Central webpage, we have created a library of electronic documents that people have found useful to examine. Key documents were available in libraries at the Planning Application stage, and we are currently looking into whether this would be possible in the future.

# **APPENDICES**

- 1. Exhibition boards presented at the engagement event**
- 2. Movement Plan for The Square**

# Appendix 1. Exhibition boards presented at the engagement event.

**Y York Central**

**Welcome...**

York Central is the most significant urban expansion in York's modern history and is currently one of the largest city centre brownfield sites in the UK. Building on extensive engagement that has taken place for the original York Central Outline Planning Application and reserved matters, and following the engagement we undertook in November and December 2022, this exhibition will provide you with an update on the progress of the proposed Government Hub, which could be the first office building at York Central. We want to hear your views about our proposals for the new space. This will help us to shape the final design which will be submitted as a Reserved Matters Application in 2023.



**Why are we consulting now?**

This round of engagement follows a series of engagement activities which took place in November and December 2022. These events provided information about the proposed Government Hub, and helped the team to shape the early thinking around the design of the Square.

We have been reviewing this feedback and progressing the design for the Square and the proposed Government Hub. The team will be continuing to engage with it to share the emerging design for the Square. Please let us know your thoughts, and help us to refine the design before we submit a Reserved Matters Application later this year.

**UNDERSTANDING THE PLANNING PROCESS**

The team are here to help with any questions and queries you might have about the process for York Central. If you would like additional information including a summary of the planning process, please speak to either at our in-person events or alternatively online, on the York Central website.

[OVERVIEW IN LAYMAN'S TERMS \(PDF\)](#)    [RESERVED MATTERS APPLICATION \(RMA\) \(PDF\)](#)

- An RPA was approved for York Central in December 2019
- It set the position of key uses and infrastructure
- It defined the uses, levels of minimum development, height, layout of development plots and key points of access into the site
- It made links through the site

An RMA is the next stage after an RPA has been granted

- It provides more detail than what was set out in the RPA
- It will include details about:
  - Appearance
  - Access
  - Landscape
  - Means of access

**HELPFUL DOCUMENTS**



**SHARE YOUR FEEDBACK**

Get online to share your feedback or download the feedback form.

**Your feedback on the first stage of Engagement**

The summary of design engagement is available to download from the website with responses from local residents, businesses and organisations making their general comments.

**TODAY WE WILL BE LOOKING AT....**

- Hello and Welcome...
- Understanding the site
- Your feedback on The Square
- How will The Square feel and function?
7. Your feedback on the proposed Government Hub
8. The next steps

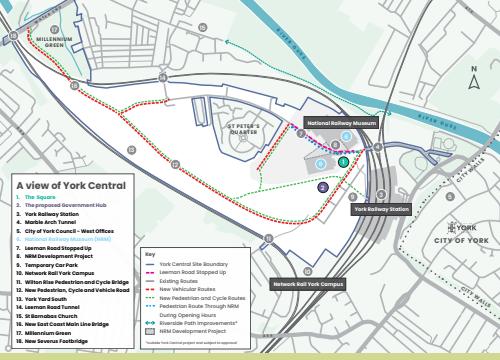
**Y Stage 2 Engagement for The Square and the proposed Government Hub**



**Y York Central**

**Understanding the Site**

Located on one of the largest city centre brownfield sites in the UK, York Central includes opportunities for a new office quarter, Station, and a network of vibrant public squares with routes linking to surrounding neighbourhoods and York City Centre. The vision is to create a vibrant, sustainable and inclusive place for work, leisure and social life. The proposed Government Hub and new Square mark a major step in building this vision. The diagram below illustrates the location of the Square (see number 1) and the proposed Government Hub (number 2). It also highlights other elements which are currently being progressed, and other key local landmarks.



**A view of York Central**

1. The Square
2. York Central proposed Government Hub
3. York Railway Station
4. Marble Arch Tunnel
5. City of York Council - West Offices
6. Leamore Road Shopping & Residential Project
7. New pedestrian, cycle and vehicle road
8. York Central Outline Planning Application
9. New pedestrian, cycle and vehicle road
10. Leamore Road
11. New pedestrian, cycle and vehicle road
12. New East Coast Main Line Bridge
13. Millennium Green
14. New Street Furniture

**Key**

- York Central Use Boundary
- Proposed York Central
- Existing Roads
- New Vehicular Routes
- New Pedestrian and Cycle Routes
- Pedestrian Path Improvements\*
- Riverside Path Improvements\*
- NHS Development Project

**UNDERSTANDING THE DIFFERENT APPLICATIONS**

An application for reserved matters (RMA) for the next stage after outline planning permission has been granted. The RMA will provide more detail than what was shown in the outline application, and it will include details about the appearance, layout, landscaping and means of access. Permission has already been granted for the first phase of infrastructure (RMA 1) and the National Railways Museum's Central Hall (RMA 2). York Central Partnership is now preparing Reserved Matters Applications for the Square (RMA 3) and the proposed Government Hub (RMA 4).

**APPROVED**

**RESERVED MATTERS APPLICATION 1: PHASE 1 INFRASTRUCTURE**

This application for reserved matters relating to the road network which is currently being delivered by the team.

**APPROVED WINTER 2020**

**RESERVED MATTERS APPLICATION 2: NATIONAL RAILWAY MUSEUM, INCLUDING CENTRAL HALL**

This application for reserved matters relating to the National Railway Museum site, the gateway to the city, and the proposed Government Hub. The application will be submitted in summer 2022.

**TO BE SUBMITTED**

**RESERVED MATTERS APPLICATION 3: THE SQUARE**

This application for reserved matters relating to the Square, designed to reflect the heritage of the site and the broader context. The application will be submitted in spring 2023.

**TO BE SUBMITTED SPRING 2023**

**RESERVED MATTERS APPLICATION 4: PLOT 1 (PROPOSED GOVERNMENT HUB)**

This application for reserved matters relating to the proposed Government Hub. The application will be submitted in summer 2023.

**TO BE SUBMITTED SUMMER 2023**

**Y Stage 2 Engagement for The Square and the proposed Government Hub**



**Y York Central**

**Your feedback on The Square**

During the first stage of engagement, we sought your views on a series of design ideas for The Square. In the feedback gathered, there was a clear message that The Square should feature a contemporary design whilst respecting the heritage of the site and the city as a whole. These thoughts have been carried through to the initial design proposals, which are illustrated on the following boards.

**RANGE OF USES**

We told you we wanted to provide a range of opportunities for the site and the wider community. We have developed a wide range of options in the space, from quiet areas and pop-up events to more active uses such as markets and fairs.

**ENGAGEMENT**

We asked you to provide your views on proposed green spaces, safety and diversity.

**MANAGEMENT**

We asked you to provide your views on proposed management of public space.

**MOVEMENT**

We asked you to provide your views on proposed movement of traffic, including safety, accessibility and cycling.

**PUBLIC REALM**

We asked you to provide your views on proposed public realm and the use of water features.

**HERITAGE**

We asked you to provide your views on the heritage of the site and the broader context.

**CONTEXT**

We asked you to provide your views on the context of the site and its surroundings.

**SUSTAINABILITY**

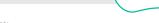
We asked you to provide your views on proposed sustainability measures.

**HOW HAS YOUR FEEDBACK BEEN INCORPORATED INTO THE DESIGN OF YORK CENTRAL?**

A number of topics were considered when developing the masterplan, including:

- Where are the residential plots?
- Where are the main residential entrances?
- Where are the local amenities?
- Where are the local schools?
- Where are the local parks?
- Where are the local green spaces?
- Where are the local sports facilities?
- Where are the local retail units?
- Where are the local restaurants?
- Where are the local bars?
- Where are the local cafes?
- Where are the local green spaces?
- Where are the local sports facilities?
- Where are the local retail units?
- Where are the local restaurants?
- Where are the local bars?
- Where are the local cafes?

**Y Stage 2 Engagement for The Square and the proposed Government Hub**



**Y York Central**

**York's new Square**

The Square will form a key public space within York Central, creating a gateway to and from the city centre. The Square will comprise two parts as detailed below: to the north of Cinder Street, the Coal Drops. The focus of this engagement is The Square which will be submitted as a Reserved Matters Application (RMA 3) later this year. The Coal Drops will be submitted as a Reserved Matters Application (RMA 4) in summer 2023. The overall space will work in combination. The Square will form part of an iconic new civic space featuring a contemporary design that is respectful of local heritage with flexibility to accommodate both public art and a range of events accessible to all. Boards 4, 5 and 6 illustrate the emerging preferred approach to the design.

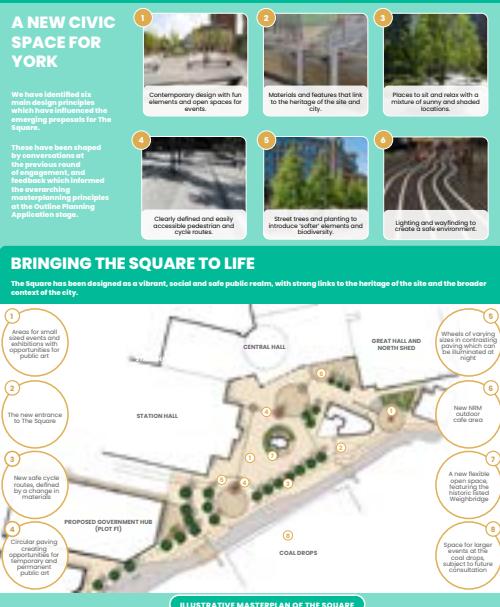
**A NEW CIVIC SPACE FOR YORK**

We have identified six main design principles which will inform the emerging proposals for The Square.

These have been shaped by conversations at the early stages of engagement, and feedback has informed the overarching masterplanning principles at the outline planning application stage.

**BRINGING THE SQUARE TO LIFE**

The Square has been designed as a vibrant, social and safe public realm, with strong links to the heritage of the site and the broader context of the city.



**ILLUSTRATIVE MASTERPLAN OF THE SQUARE**

**Y Stage 2 Engagement for The Square and the proposed Government Hub**



YORK CENTRAL Q&A – March 2023

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York Central

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# Emerging concepts

An architectural-style map titled 'ILLUSTRATIVE PLAN OF THE SQUARE'. It shows a large green area representing the new square. A network of blue arrows indicates proposed walking and cycling routes. One route starts from the bottom left, goes up a ramp, then turns right along the edge of the square. Another route starts from the top left, goes down a ramp, then turns right along the edge. There are also several diagonal routes connecting different parts of the square. The map includes labels for 'Proposed walking and cycling routes' and 'Proposed cycle routes'. In the background, there are faint outlines of buildings and infrastructure, including what appears to be a railway line.

ILLUSTRATIVE PLAN OF THE SQUARE

## HOW WILL YOUR NEW SQUARE FEEL AND FUNCTION?

### MATERIALS

A range of materials including paving stones, concrete, steel, timber, glass, and stone will be used to define the space. The materials will be chosen to reflect the surrounding environment and be durable enough to withstand the expected traffic levels. The design will include a mix of materials, such as smooth paving stones, textured paving stones, and light-colored materials, which will make the space feel more dynamic and interesting.

A row of six small photographs showing various materials and textures. From left to right: 1. A close-up of a light-colored, possibly stone or concrete, surface. 2. A dark, textured surface, possibly a paved area. 3. A smooth, light-colored surface, possibly a polished stone. 4. A textured surface with vertical patterns, possibly a wall or screen. 5. A dark, smooth surface, possibly a polished stone. 6. A light-colored surface with a subtle grid pattern, possibly a paved area.

### STREET FURNITURE

Furniture including bins, tables, and chairs will be provided to support the new square. The furniture will be designed to be durable and functional, with a focus on accessibility. It will be located in key locations throughout the square, such as on Charles Street and at the entrance to the square. The furniture will be integrated into the overall design and will provide a comfortable place for people to sit and relax.

A row of five small photographs showing different types of street furniture. From left to right: 1. A black bin. 2. A low, rectangular table. 3. A tall, thin trash can. 4. A low, rectangular bench. 5. A tall, rectangular trash can.

### LIGHTING & WATER

Several event lighting could be used when the square is open for events. The lighting will be designed to be energy efficient and safe. The lighting will be controlled by sensors to ensure it only turns on when needed. The lighting will be used to highlight specific features of the square, such as the fountain and the entrance to the square. The lighting will be used to create a warm and inviting atmosphere.

A row of four small photographs showing different types of lighting and water features. From left to right: 1. A close-up of a light fixture. 2. A view of a fountain with water jets. 3. A view of a fountain with water jets. 4. A view of a fountain with water jets.

### PLANTING

A range of plant species including trees, shrubs, and flowers will be used to create a lush and vibrant environment. The planting will be designed to be drought-tolerant and low-maintenance. The planting will be located in key locations throughout the square, such as along the edges and in the center of the square. The planting will be integrated into the overall design and will provide a sense of privacy and shade.

A row of four small photographs showing different types of planting and trees. From left to right: 1. A close-up of a small plant. 2. A view of a tree with green leaves. 3. A view of a tree with green leaves. 4. A view of a tree with green leaves.

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Stage 2 Engagement for  
The Square and  
the proposed Government Hub

National  
House  
of  
Commons

National  
Railway  
Museum

YORK

Y York Central

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## Bringing your new Square to life

### LIFE IN YOUR NEW SQUARE...

This following images show 3D visualisations of how the Square could look.

The designs will continue to evolve in response to this engagement exercise, stakeholder engagement and further technical work.

1. VIEW OF THE SQUARE, WITH THE COAL DROPS IN THE FOREGROUND

2. VIEW TOWARDS THE LISTED WAREHOUSES WITH THE STATION HALL (RIGHT) AND PROPOSED GOVERNMENT HALL (LEFT) IN THE BACKGROUND

3. VIEW TOWARDS THE NATIONAL RAILWAY MUSEUM STATION HALL (LEFT) WITH CENTRAL HALL (RIGHT)

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Stage 2 Engagement for

The Square and

the proposed Government Hub

Ask

Answers

National

Railway

Museum

of

New

York

York Central

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# What happens next?

We will review feedback on the emerging designs for The Square. This will be used to shape our final proposals which will be submitted as a Reserved Matters Application (RMA 3) later in 2023. In parallel, we are in the process of updating proposals for the proposed Government Hub (RMA 4). The consultation will be open from Thursday 2 March until Wednesday 22 March 2023.

The diagrams below illustrate our current timeline for The Square and the proposed Government Hub, and the wider programme of delivery for York Central.

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

A horizontal timeline from November 2022 to Summer 2023. Five boxes represent different stages of engagement:

- NOVEMBER 2022**: Stage 1 Engagement. Our first public consultation on the emerging designs for the proposed Government Hub. Opportunity to provide feedback on:
  - The Square
  - The proposed Government Hub
- NEW YEAR 2023**: Stage 2 Engagement. Our second public consultation on the emerging designs for The Square. Opportunity to provide feedback on:
  - The Square
- EARLY SPRING 2023**: Reserved Matters Application submitted for The Square. Opportunity to formally comment on the Reserved Matters Application for The Square.
- SPRING 2023**: Stage 3 Engagement. Our third public consultation on the proposed Government Hub. Opportunity to provide feedback on:
  - The proposed Government Hub
- SUMMER 2023**: Reserved Matters Application submitted for the proposed Government Hub. Opportunity to formally comment on the Reserved Matters Application for the proposed Government Hub.

## KEY MILESTONES IN CREATING YORK CENTRAL

A horizontal timeline from 2016 to 2023. Milestones include:

- 2016-2018: Executive Engagement and preparation for York Central prior to outline planning submission
- Winter 2019: Outline planning submission for York Central
- Autumn 2019: Target completion of the MM Hub
- Winter 2020: Strategic Options Consultation
- Winter 2020: Reserved Matters for the Infrastructure awarded
- Spring 2021: Infrastructure funding secured
- Summer 2021: Site clearance commences
- Summer 2021: York Central Partner announced
- Autumn 2021: Target opening of The Square
- Autumn 2022: Construction of the Square and proposed Government Hub
- Winter 2022: Target completion of the proposed Government Hub
- Spring 2023: Reserved Matters Applications submitted for the proposed Government Hub
- Summer 2023: Central Hall opened
- Autumn 2023: Target completion of the proposed Government Hub
- Winter 2023: Reserved Matters Applications submitted for The Square

**We are here!** indicates the current point in the timeline.

## WE WANT TO HEAR FROM YOU!

### Thank you for attending!

Thank you for coming to our engagement exhibition. Your feedback is very important to us and we want to give you the chance to share your views.

To find out more about the proposals for York Central, come and speak to a member of the team, follow us on social media or visit the website.

### More Information

[yorkcentral.homesengland.gov.uk](http://yorkcentral.homesengland.gov.uk)

[www.yorkcentral.info](http://www.yorkcentral.info)

[facebook.com/YorkCentral](http://facebook.com/YorkCentral)

[twitter.com/YorkCentral](http://twitter.com/YorkCentral)

[linkedin.com/company/york-central](http://linkedin.com/company/york-central)

### Share your feedback!

We would love to hear your feedback on the information we have shared with you today.

Please do this by completing our short survey. This can be found by searching this QR code or visiting the York Central website where you'll find a paper form from one of the team at the event.

# Appendix 2. Proposed movement plan for The Square



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