

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 2nd, 3rd and 4th of March.

An online webinar was held on the 8th of March between 7–9pm. The webinar was held by the York Central Partners and

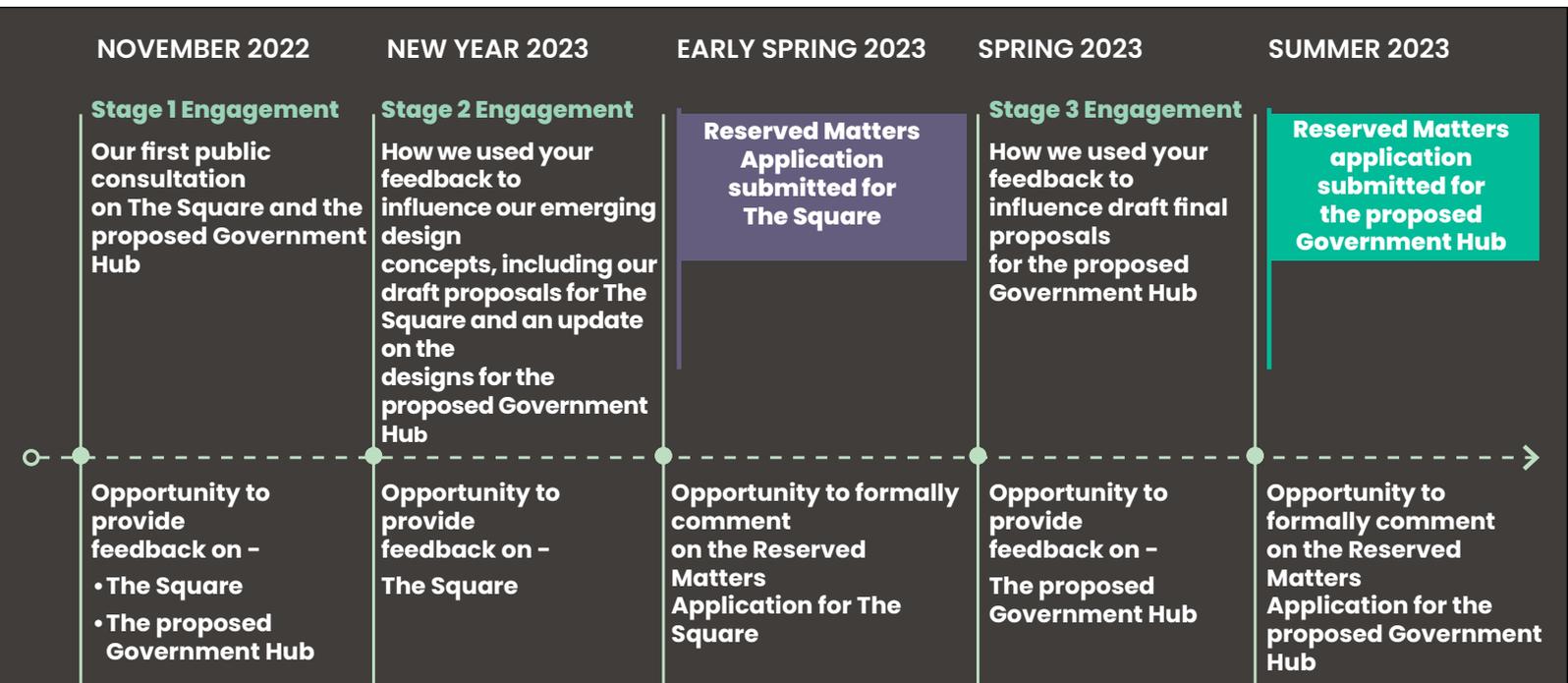
their team of technical consultants, who presented the same material that was shown during the in person event. This can be found in appendix 1.

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:

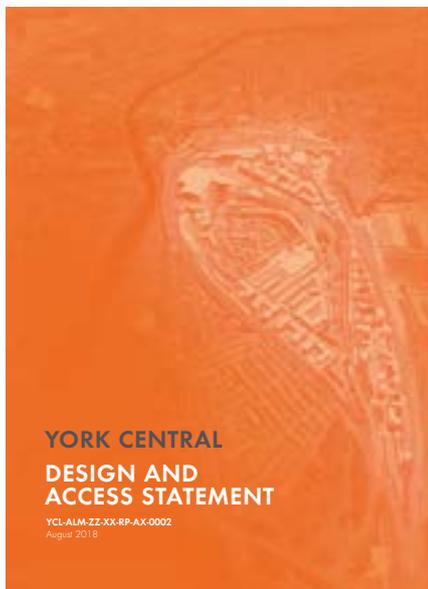
<https://www.yorkcentral.info/>



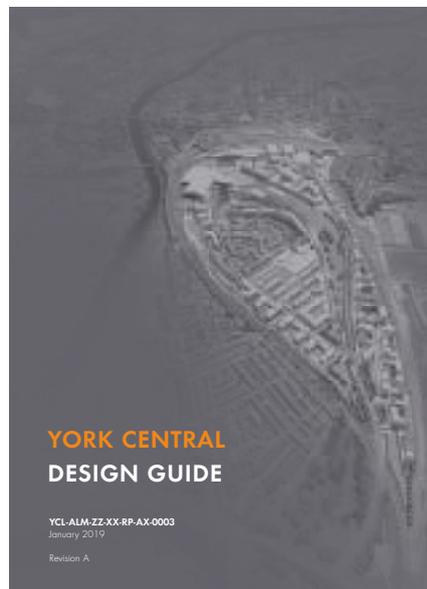
Helpful documents

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.

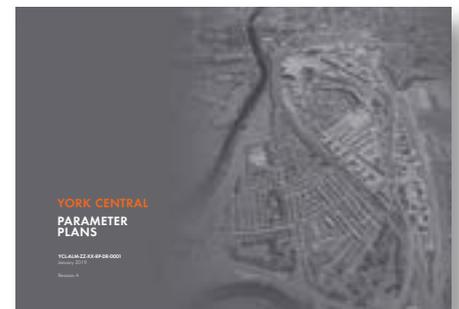
The OPA application can be found at the City of York's planning website by visiting <https://planningaccess.york.gov.uk/online-applications/> and entering the reference number 18/01884/OUTM into the search box.



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 LTNI/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.

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

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.

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**

Emerging concepts



GETTING AROUND

The Square will be carefully designed to accommodate clear walking and cycle routes which connect to the main routes on Hudson Boulevard and Cinder Street. The Square also reflects the **Walking Agreement** which guarantees walking routes to Leamson Road via the National Railway Museum during opening hours.

Stages within, and leading to, the new square will be flexible to maximise accessibility for all. The designs will be fully accessible (compliance with the Equality Act 2010). The design will incorporate clear **wayfinding** to assist movement to and through the square with seating provided. The square will be a popular and busy space, with people arriving at York Central, visiting the National Railway Museum and The Square, and moving through the square to go to other destinations including other parts of York Central via Hudson Boulevard and Cinder Street, and areas to the north via Leamson Road.

Vehicles, including buses will be able to access the central part of the city and York Central via Cinder Street. **Delivery and service access** to The Square will be limited to appropriately managed, controlled points of access. The scheme will also integrate measures to mitigate against the risk of **Heavily Vehicles** (e.g. trailers, benches, raised planters and tree planting).

HOW WILL YOUR NEW SQUARE FEEL AND FUNCTION?

MATERIALS

A range of materials, including paving, stone, brick, and timber, will be used to create a high-quality, multi-functional space. The materials will be chosen to reflect the local context and provide a durable, low-maintenance surface.

LIGHTING & WATER

The square will feature a mix of lighting, including streetlights and public art, to create a vibrant atmosphere. Water features will be integrated into the design to provide a cooling effect and enhance the overall aesthetic.

STREET FURNITURE

The square will be furnished with a range of seating, including benches and planters, to provide a comfortable and functional space for all.

PLANTING

The square will be planted with a variety of trees and shrubs, including native species, to provide shade and improve the local environment.

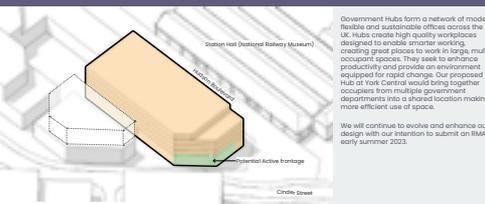
Bringing your new Square to life

LIFE IN YOUR NEW SQUARE...

The 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.



Update on the proposed Government Hub



Government Hubs form a network of modern, flexible and sustainable offices across the UK. Hubs create high quality workplaces designed to enable smarter working, create great places to work in large, multi-occupant spaces. They seek to enhance productivity and provide an environment equipped for rapid change. Our proposed Hub at York Central would bring together occupiers from multiple government departments into a shared location making more efficient use of space.

We will continue to evolve and enhance our design with our intention to submit an IMA in early summer 2023.

RESPONDING TO YOUR FEEDBACK ON OUR EMERGING PROPOSALS

We have listened to feedback from the initial public consultation process about the Government Hub which we propose to create at York Central.

It was clear that social value and preserving heritage are both important factors for the local community.

We continue to respond to the wider Government objectives of ensuring value for money investments are made across the country, ones which reflect the changes to working patterns in the aftermath of the Covid pandemic. As such, we continue to evolve our design, to ensure that we are designing a building which maximises efficiency.

Our focus is on ensuring that the design is as economically viable as possible, provides resilience in the face of evolving demand, maximises the usable areas and resources efficiently.

We remain committed to creating a resilient, sustainable and adaptable building, designed for change and legacy uses.

BENEFITS TO THE ECONOMY

The proposed Government Hub building is likely to create a floor space of up to 15,000 square metres (Net), subject to ongoing design requirements.

As part of the government estate strategy, we are seeking to consolidate existing roles in the York area into the hub. We expect there to be the opportunity for the 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 hub design accommodates circa 1,000 jobs (https://www.gov.uk/government/news/1000-new-jobs-in-york-central-hub).

SUSTAINABILITY

Sustainability is at the heart of the design, ensuring modern and flexible ways of working which make the building adaptable for future generations.

A **Future Fit** and **Passive Design** approach is being adopted, keeping sustainability at the core of the design process. The hub would be modern and **low-carbon**, and would target net zero CO2e through innovative design features and carbon reduction measures.

We are seeking to enhance the **resilience** of the scheme by looking at several strategies such as brown roofs, amenity planting and adequate landscaping.

GOVERNMENT INVESTMENT IN YORK

The proposed Government Hub presents an exciting opportunity for the Government to invest in people through large-scale infrastructure and capital investments in other areas than through.

By bringing contribution to the local area as a catalyst for growth and social value.

PUBLIC REALM ACTIVATION

The need to activate the public realm is being considered as a key element of the hub. The hub would act as an 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.

Following up on feedback from the consultation, we are currently exploring innovative ways to activate the public realm, including the use of the street edge as ground floor as fully as possible.

HERITAGE

The current design demonstrates a commitment to preserving a 2000-year York heritage, seeking to create a contextual and contemporary building, which respects and integrates the historical significance of the site into a modern and contemporary way.

A simple material palette is intended to be used, that both reflects York's complex mix (brick, stone and metal) and adds a new layer in the history of York.

The current design ensures access to the site of the National Railway Museum, Clifford's Tower and the Yorkshire Dales.

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

NOVEMBER 2022	NEW YEAR 2023	EARLY SPRING 2023	SPRING 2023	SUMMER 2023
Stage 1 Engagement Application submitted for the proposed Government Hub	Stage 2 Engagement Application submitted for The Square	Reserved Matters Application submitted for The Square	Stage 3 Engagement Application submitted for the proposed Government Hub	Reserved Matters Application submitted for the proposed Government Hub
Opportunity to provide feedback on the proposed Government Hub	Opportunity to provide feedback on The Square	Opportunity to formally comment on Reserved Matters Application for the Square	Opportunity to provide feedback on the proposed Government Hub	Opportunity to formally comment on Reserved Matters Application for the proposed Government Hub

KEY MILESTONES IN CREATING YORK CENTRAL

We are here!

2016:2018: Outline planning submitted

2018:2019: Planning permission granted

2019:2020: Infrastructure planning approved

2020:2021: Infrastructure works started

2021:2022: Infrastructure works completed

2022:2023: Infrastructure works completed

2023:2024: Infrastructure works completed

2024:2025: Infrastructure works completed

2025:2026: Infrastructure works completed

2026:2027: Infrastructure works completed

2027:2028: Infrastructure works completed

2028:2029: Infrastructure works completed

2029:2030: Infrastructure works completed

2030:2031: Infrastructure works completed

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2044:2045: Infrastructure works completed

2045:2046: Infrastructure works completed

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2047:2048: Infrastructure works completed

2048:2049: Infrastructure works completed

2049:2050: Infrastructure works completed

WE WANT TO HEAR FROM YOU!

Thank you for attending! More Information Share your feedback!

Thank you for coming to our engagement exhibition. Your feedback is really 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.

Please do this by completing a short survey. This can be found by scanning this QR code and visiting the York Central website or request a paper form from one of the team at the event.

Appendix 2. Proposed movement plan for The Square



