

# YORK CENTRAL

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Statement of Community Involvement for The Square (RMA#3)

Table 1.1 Document control register

DATE	ISSUE	NOTES
20.06.23	Draft	Internal draft for proof
21.06.23	Draft final	For client and design team review

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Every effort has been made to acknowledge the source of photographs and illustrations; we apologise for any errors or omissions.

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# INTRODUCTION

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# 1 INTRODUCTION

## 1.1 Project overview

### Introduction

York Central is the most significant urban expansion in the ancient city of York's modern history and currently one of the largest development projects in the UK. York Central has an important role to play in delivering a significant proportion of the overall growth of the city as set out in the emerging Local Plan. The site has been designated as a UK Government 'Housing Zone' and has also been awarded 'Enterprise Zone' status. The proposals presented here relate to the ongoing process of developing York Central. The engagement events that were conducted ensured that proposals for the site respond to York's needs and aspirations around sustainability, the city's unique heritage, quality design and providing the housing and jobs the city needs.

### OPP

York Central benefits from an Outline Planning Permission (OPP) with all matters reserved for the redevelopment of York Central, Leeman Road to provide a mixed-use development of up to 379,729 m<sup>2</sup> of floorspace Gross External Area (GEA) primarily comprising up to 2,500 homes (Class C3), between 70,000 m<sup>2</sup> and 87,693 m<sup>2</sup> of office use (Class B1a), up to 11,991 m<sup>2</sup> GEA of retail and leisure uses (Classes A1-A5 or D2), hotel with up to 400 bedrooms (Class C1), up to 12,120 m<sup>2</sup> GEA of non-residential institutions (Class D1) for expansion of the National Railway Museum, multi-storey car parks and provision

of community uses all with associated works including new open space, ancillary car parking, demolition of and alterations to existing buildings and associated vehicular, rail, cycle and pedestrian access improvements.

### Reserved Matters Applications

This Statement of Community Involvement (SCI) has been prepared as a summary of the engagement activities undertaken in relation to a Reserved Matters Application for The Square (RMA#3).

RMA#3 focuses on public realm proposals to create a gateway from the City Centre to York Central. The application is described in full in section 1.3.

The engagement activities for The Square took place in parallel with the emerging proposals for a potential new office / commercial building on plot F1 in line with the consented land use parameter plan in the OPP. These events took place from November 2022 to March 2023. The context for the joint engagement events is summarised in Part A, with the engagement materials included in Part D for reference.

The outcomes for the plot F1 engagement will be summarised as part of a future RMA for this part of the site (RMA#4) and are not included in this document.

### York Central Partnership

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

### Who else is involved in the project?

Homes England and Network Rail are the majority landowners and are leading on the delivery of York Central. Proposals for The Square are being led by Homes England and Network Rail. A local landscape design practice, Barton Howe, has been commissioned to prepare the scheme.

Homes England and Network Rail has also commissioned architects, Allies and Morrison, to feed into the design process for the The Square. Allies and Morrison led the design proposals for York Central masterplan. Their role is to work alongside Atkins and Barton Howe to make sure the emerging proposals respond to the development parameters and guidance approved as part of the OPP.

### Consultation team

Allies and Morrison, working alongside Big Old House, has been responsible for leading the engagement process. The respective design teams for the two Reserved Matters Applications has been actively involved in facilitating the engagement activities alongside key representatives from Homes England, Network Rail and the wider YCP.



Fig 1 Stage 1 exhibition (November 2022)

## 1.2 Approach to Engagement

### Overarching Engagement Strategy

The planning application engagement strategy for RMA#3 has been developed in the context of the Engagement Framework for the York Central project as a whole, which was prepared as part of the original masterplan process as part of the OPP.

### Principles for Engagement

YCP developed a set of principles for the engagement of the project as a whole. These are set out below:

#### Establish trust in the process and the project:

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

Transparency as a default:

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

#### Sensitivity in building relationships and providing consistency:

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

- Consistent points of contact should be maintained through the project, fully integrated in the design team.

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

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

#### Clear communications which are accessible and appropriate:

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

#### Interesting formats to encourage people to participate:

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

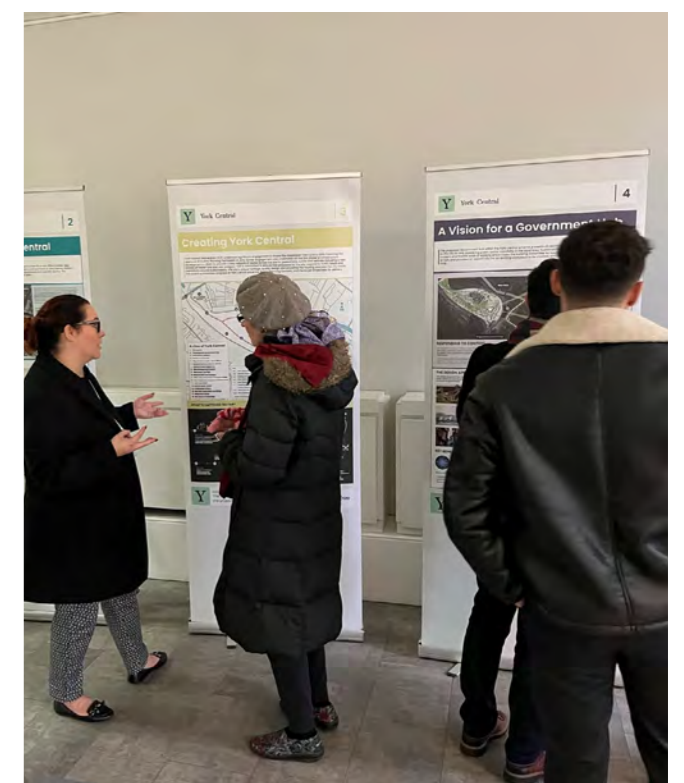


Fig 2 Stage 1 exhibition (November 2022)

## 1.3 Overview of the Scheme

### The Square

#### Proposed Development

The Square (RMA#3) relates to the reserved matters approval for layout, scale, appearance, landscaping and access for the creation of a new public realm with associated infrastructure and landscaping and alterations to the existing road network pursuant to OPP 18/01884/OUTM as amended through 20/02285/NONMAT.

#### Reserved Matters Application Description Summary

The creation of a new public realm creating a gateway from the City Centre to York Central. The Square will form part of an iconic new civic space featuring a contemporary design that is respectful of local heritage and ensuring accessibility to all.

- The proposal will include:
- Walking and cycling routes
- Hard and soft landscaping, including street furniture
- Works to the wall associated with the gate posts
- Drainage works
- Access for limited vehicles from Leeman Road East

### Type of Planning Applications

This scheme falls under three types of planning applications which include:

- Reserved Matters Application (RMA)
- Discharge of Condition Application (DoC)
- Listed Building Consent (LBC)

### Note on nomenclature

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

## 1.4 Purpose and structure of the report

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

This SCI provides full details of the community consultation and engagement process undertaken as part of the development of the Reserved Matters Application 3 for The Square.

The report explains the programme of consultation and engagement which has taken place and the results from each stage. The report also explains the impact the feedback has had on the design of the developments.

The report is structured as follows:

### Part A: Introduction

- Previous stages of engagement (chapter 2) - summary of previous stages of engagement and outcomes relating to the Phase 1 Infrastructure RMA proposals.
- Overview of the engagement (chapter 3) - This section includes an introduction to the engagement events which was split into Stage 1 and Stage 2.

### Part B: Engagement outcomes

- Summary of engagement relating to The Square. This comprises Stage 1 and 2 engagement outcomes (chapter 4) and final conclusions (chapter 5) highlighting how the engagement outcomes have influenced the final design proposals.

### Part C: Appendices

- Relevant materials including the exhibition and Q and A documents are provided for reference in the appendix.



Fig 3 Stage 2 exhibition (March 2023)

## 2 PREVIOUS STAGES OF ENGAGEMENT

### 2.1 RMA Engagement and Outline Engagement

It is important to highlight the previous stages of engagement which have helped to shape the overarching principles in the OPP which sit behind the current RMA proposals. The engagement for the Outline Planning Application included the following stages:

**2016 Seeking your views:** 1,224 consultation responses from the community sharing their views on the emerging proposals for York Central.

**2017 Access Options:** 644 people attended drop-in events and 619 people responded, sharing their views on different access options.

**2017 Stage 1 Consolidation and emerging principles:** This stage introduced the masterplanning process and brought participants up to a common level of understanding. Participants were able to feedback on issues and constraints, and the emerging engagement strategy.

**2018 Stage 2 Emerging Masterplan:** This sought to engage in more detail with key stakeholders about key masterplanning issues.

**Stage 3 Festival of York Central:** Focused on feedback from stage 2 and the emerging draft masterplan with wide opportunities for detailed dialogue on key topics.

**Stage 4 Project Update:** This stage provided an opportunity for people to understand the outcomes from stage 3, including updates to the masterplan, and further conversations about key topics in themes including design quality, governance and movement proposals.

Following the grant of OPP, engagement was undertaken on the **Phase 1 Infrastructure RMA**. The engagement on the Phase 1 Infrastructure RMA took place in February / March 2020. Four ways of providing feedback were provided as follows:

- Online: Participants could view the engagement material online
- Exhibitions: The engagement material was available to view at organised engagement events.
- Drop-ins: Members of the project team were available to answer questions about the RMA proposals at these events.
- Stakeholder workshop: Key stakeholder groups and individuals who had asked to be kept informed of York Central developments were invited to attend a workshop session during the second week of the engagement process.

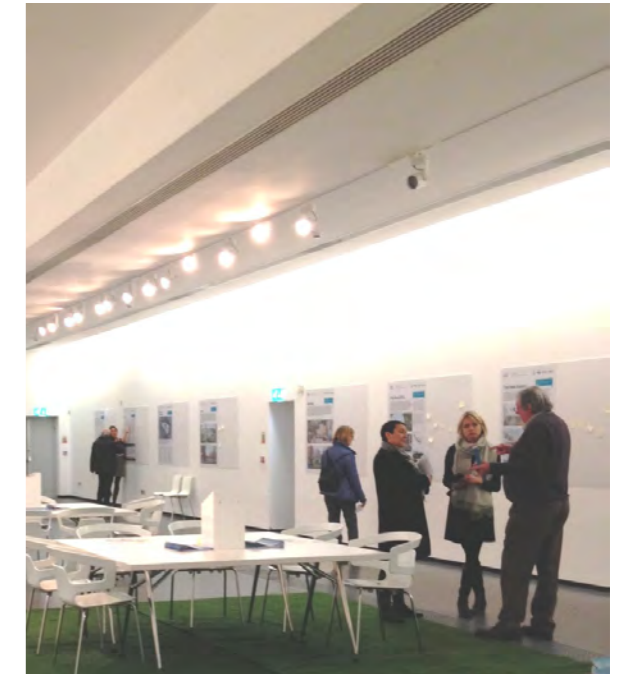


Fig 4 Photos from the Festival of York Central OPA engagement process

## 3 OVERVIEW OF ENGAGEMENT

### 3.1 Introduction to engagement events

#### Engagement activities

Extensive public engagement was conducted across two stages. Participants could provide feedback to our team through a variety of ways including:

- Online
  - Exhibitions
  - Webinar
  - Questionnaires available from the in-person events or online via the York Central website.
1. Online: Participants were invited to provide written feedback online. Participants were encouraged to fill in the online version of the questionnaire that was available on the York Central website after the engagement event. People also emailed their feedback and queries to the York Central mailbox.
  2. Exhibition events: Attendees at the exhibition events were encouraged to provide comments and feedback using one of the following methods:
    - Communicate thoughts and feedback to a member of the team who will record their feedback.
    - Write down comments in the free form section of the questionnaire.
    - Use a post-it note to make a comment on the interactive vision boards.

3. Webinar: During the online webinar participants had the opportunity to ask their questions to the panel of technical consultants who are working on the project. All questions and responses including questions that were not answered during the webinar were recorded and put into a Q and A document that was made available to the public on the York Central website. In addition to this, a recording of the webinar for those who could not attend the live event, was available to view on the York Central website. See appendix for the Q and A document with the answers given by partners.
4. Questionnaire: A questionnaire was made available at the in-person event and online for participants to answer a series of questions regarding The Square and Government Hub.

#### Stage 1

Stage 1 of the engagement was held in November 2022 which sought the views of the local community on the proposals for The Square and the proposed Government Hub.

The purpose of stage 1 was to explain the emerging principles and proposals for the proposed Government Hub, and ideas and aspirations for The Square.

The engagement lasted from 17 November 2022 to 31 December 2022.

The exhibition dates and times for stage 1 were as follows:

- Thursday 17th November St Barnabas Church, Jubilee Terrace, YO1 6GA, 10:00 - 20:00.
- Friday 18 November City of York Council West Offices, Station Rise, YO1 6GA, 09:00 to 17:00
- Saturday 19 November City of York Council West Offices, Station Rise, YO16GA, 10:00 to 14:00

An online webinar was held on 23rd of November between 7-9pm.

#### Stage 2

Stage 2 of the engagement was held in March 2022. Stage 2 explained how we used the feedback from stage 1 to influence our emerging design concepts, including our draft proposals for The Square, and an update on the designs for the proposed Government Hub.

The engagement lasted from 2 March 2023 to 22 March 2023.

The exhibition dates and times for stage 2 were as follows:

- Thursday 2nd of March, City of York Council, West Offices Booking Hall, Station Rise, York, YO1 6GD, 9am-5pm
- Friday 3rd March, St. Barnabas Church Jubilee Terrace, Leeman Road, York, YO26 4YZ, 12pm - 7pm
- Saturday 4th March, St. Barnabas Church Jubilee Terrace, Leeman Road, York, YO26 4YZ, 10am - 2pm.

An online webinar was held on 8th of March between 7-9pm for stage 2.



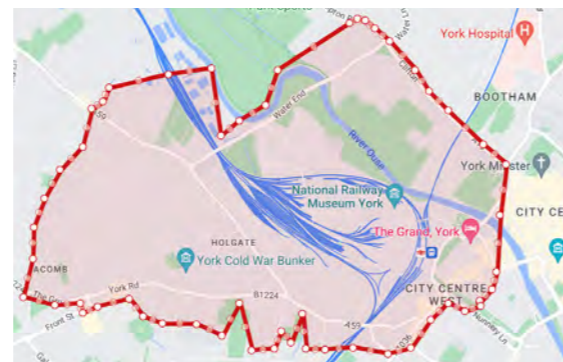
3.2 **Details of promotion**

The York Central RMA engagement events were promoted via the following methods:

- Local Press: online and in print through York Press and on air with York Mix, plus media site tours.
- Paid advert in York Press.
- York Central social media channels - Facebook and Twitter.
- Paid Facebook adverts.
- Partner emails and social channels including CYC, NRM, Network Rail and Homes England.
- Partner briefings.
- The York Central website.
- Personal invitations to ward Councillors and key Stakeholders.
- All partners and key stakeholders (including ward councillors and Make it York) were provided social assets and flyers to share in their own networks.
- Flyers handed out in York city centre and locations around Leeman road and Jubilee Terrace.
- St Barnabas promoted at congregation and community cafés.
- Newsletter sent to 10k addresses within a 1 mile radius of the centre of York Centre development site (after liaison with ward councillors).

**Note on stage 1 newsletters**

Unfortunately the stage 1 newsletters were delayed due to multiple postal strikes and second class postage being caught up in the backlog of mail. Homes England apologised for the late receipt of invitations and information. The booklets were printed on time, but the strike at the Leeman Road sorting office resulted in a significant delay to deliveries. Copies of all the consultation material were made available on the website, and the exhibition boards were put up in the foyer of the CYC offices. In addition, the deadline for consultation responses was extended until the 31st December to accommodate the error. There were no problems with the newsletter for the second stage of engagement.



**Fig 5** Image of the distribution area where the promotional booklets were sent out to.





# THE SQUARE

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## 4 SUMMARY OF ENGAGEMENT

### 4.1 Stage 1 feedback

#### Introduction

During the engagement period, people were invited to provide their feedback via questionnaires which were available online and at the in-person exhibition events. This section focuses on questions and responses relating to The Square.

The questionnaire included a range of quantitative (predominantly in the form of likert scales) and qualitative (free-form) responses.

33 questionnaires were received over a 7 week period from a mix of in-person and online questionnaires. A small number of emails were also received in response to the engagement activities.

#### Question 1. What would encourage you to visit The Square?

The majority of respondents felt that new amenities and facilities would encourage them to The Square. This included amenities such as a cafe, library, supermarket and outdoor seating/picnic spaces. Comments from respondents highlighted that they would like the space to be a place where activities for all ages could be held, bringing more locals to The Square.

Respondents also noted the benefits of The Squares in regards to the close proximity of the train station, specifying that they would like to use this space as a place to relax before travelling.

In terms of design aspects that would draw people to The Square, landscaping such as grass space, trees, flowers and plants were frequently mentioned by respondents.

#### Direct Quotes from respondents included:

##### Transport and movement:

- A nice place to stay with a cup of tea/ glass of wine whilst waiting for a train.
- Ease of access. I am 75, can walk only short distances and use my car all the time because the buses are so poor ( I live in Rawcliffe Lane). So good buses are central to this for me and many others in a similar situation.

##### Amenities:

- Cafe/ library.
- Supermarket.
- Affordable eats/ picnic spaces, seating, shade.

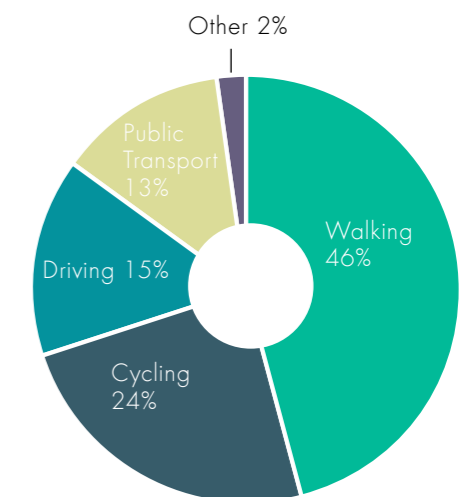
- Animal friendly
- Accessible and welcoming, and events for young people.
- Free activities for all ages.
- Food vans
- ...a nice/pleasant space to walk through or sit in - be it alone, or with friends over coffee, or to take an outdoor lunch break.
- Two or three water fountains to get free and clean water to drink would also be good.

#### Design

- Fruit trees, open garden- herb planters - family tables - bird feeders - flowers that support bee's/ butterflies.
- The area not paved over completely.
- ...Lots of grass, hedges, trees, and even allotments to encourage the presence of wild flowers, insects, birds, and other wildlife. Some water features, linked to helping with natural drainage, would be amazing too.

#### Question 2. How would you travel to The Square?

The majority of respondents (46%) said they would use walking as their means of travel to The Square. 24% of respondents said they would cycle while 15% said they would travel by car. 13% said they would use public transport and 3% said they would use other means of transport. This is a positive indication that most people will use sustainable means of travel to visit The Square, including a high proportion of active travel.



**Question 3. How would you like The Square to be used?**

Responses demonstrated a relatively even spread of preferences for the various design principles. The majority of respondents felt that The Square should be a space for the community. This could be as a place for creative arts, recreation and for meeting with friends. The design of The Square was important to respondents and they felt the design should accommodate a range of uses for all of York citizens. Respondents noted that there should be consideration in how The Square will look when its not in use and how it will be maintained throughout its life time.

**Direct quotes from respondents included:**

**Community**

- As a flexible and evolving space that supports small local enterprise and creative arts. A place that is part of the community.
- A relaxing space for locals/ the community
- Events, as a park, as a meeting place.
- As a space to encourage York’s citizens to visit

**Amenities**

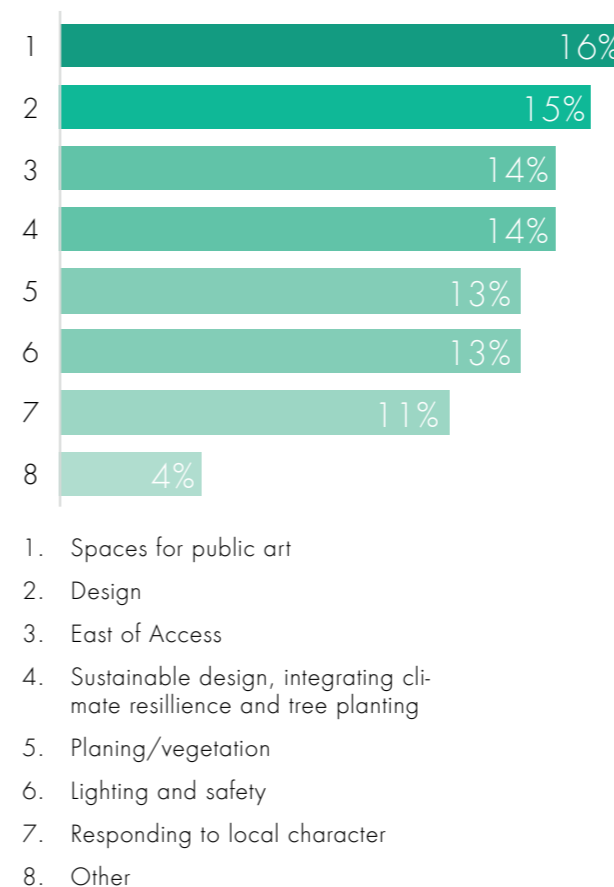
- A recreational space

**Design**

- Please don’t design ‘anti-skateboarding’ features.
- A robust design that would be able to accommodate a range of uses.
- Consider what the space will look like when not actively in use.
- Consider future maintenance requirements. Consider availability of shade as well as light
- The hub and it’s square needs to contribute to the lungs of the city by replanting trees that have been cut down all over the city. These trees provide the necessary clean air a city’s residents need!
- ...Beauty is central - please avoid coarse materials and crudeness.

**Question 4. What is most important to you in the design of The Square?**

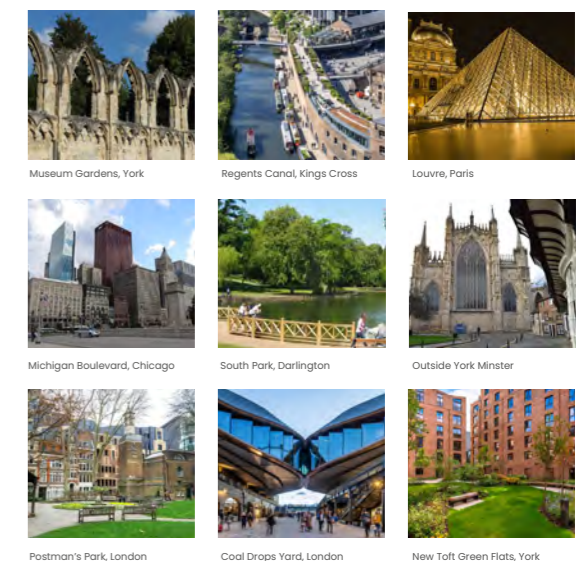
The majority of respondents felt that spaces for public art (16%) was the most important to them. The second most important aspect was the design of The Square (15%). 11% of respondents also felt that The Square needed to respond to the local character of York. Sustainable design and ease of access was ranked with equal importance (14%). Lighting and safety, and planting and vegetation were of equal importance for respondents (13%) followed by other suggestions from respondents (4%). Other responses included ensuring benches were not ‘anti-homeless’, ‘facilities for children’ and ‘open access for all’.



**Question 5. Do you have a favourite public space, where is it and what do you like about it?**

**The most frequent responses included:**

- Museum gardens, York
- Canal around the grain store at the back of the kings’ Cross fountains.
- The Louvre, Paris
- Chicago- great boulevards and community vegetable gardens with art and work.
- South park, Darlington
- Outside York Minster
- Heworth Holme
- Postman’s Park in London
- North Sea coast on the beach
- Coal Drops Yard, Kings Cross London
- Central park, New York
- New Toft Green Flats
- Piazzas in Italy



**Question 6. Please use this space to tell us your vision for The Square.**

The majority of respondents placed design at the centre for their vision for The Square. Design features that were mentioned included water features, green space, a place away from noise and traffic and an innovative, inclusive creative design. Community amenities such as recreational spaces, food markets and event space were also important to the respondents in their vision for The Square.

**Direct Quotes included:**

**Community**

- A space where people can gather.

**Amenities**

- A recreational space
- A dynamic, active space with pop up pavilions, food markets,
- Affordable family activities
- A place where events can be held such as music and exhibitions.
- A peaceful area full of nature

**Design**

- Water features for children.
- An inner city park with a mixture of grass surfaces.
- Green flowers.
- A space that is for sitting and enjoying the surroundings away from traffic and cyclists.

- Playful, innovative, inclusive, creative, natural features.
- Beautiful materials and greenery.
- No vehicle noises. Clean air. No security bollards, cctv, security guards, prohibition notices.



Fig 6 Stage 1 exhibition (November 2022)

**Question 7. Use the space below to provide any other feedback you have on The Square.**

The majority of respondents focused on the three reoccurring categories for their overall feedback on The Square which centred around design, community and transport and movement. Respondents felt having local artists and the York community involved in the design of The Square was of the utmost importance. Other respondents noted how the space should be open, not vehicle dominated and should fit into The Square’s surroundings. Ease of access in and out of the buildings fronting the square was frequently mentioned by respondents.

**Direct Quotes from respondents included:**

**Community**

- Have local artists collaborate on a design for the space.
- Have the community involved.

**Design**

- Think about the spaces usage over 24 hours not just office hours.
- Not used as a space for vehicles.
- The Square will need to fit in with its surroundings.
- An open space.
- A space that will accommodate the green needs of the 2500 houses proposed!

- We need green spaces! We need trees! We need community gardens! We need outdoor performance spaces, outdoor communal sports facilities, a swimming pond, imaginative, charming spaces for home-grown independent businesses to grow and thrive! We need new schools!

**Transport and movement**

- Allow for continuous and easy access from the station to Leeman Road housing.
- The cycle route needs to be designed to be safe for lone cyclists, especially after dark.
- CCTV and lighting is good, but not sufficient since we need to prevent incidences, not just document them..... it needs to be very safe to cross York central without the requirement to use byways, loops behind buildings etc., that would be isolated after hours.



Fig 7 Stage 1 exhibition (November 2022)

### Interactive vision for The Square

Participants who attended the in-person exhibition were able to use coloured dots to express their relative preference for different aspects of the vision for The Square. Green dots signified that they liked the precedent image, red dots signified that they didn't and amber signified that they felt neutral. Respondents were able to write their thoughts and opinions on sticky notes. A brief summary of the results is provided below.

### Feedback

A wide cross-section of views were expressed in relation to the various precedent images. A selection of comments are recorded below for reference:

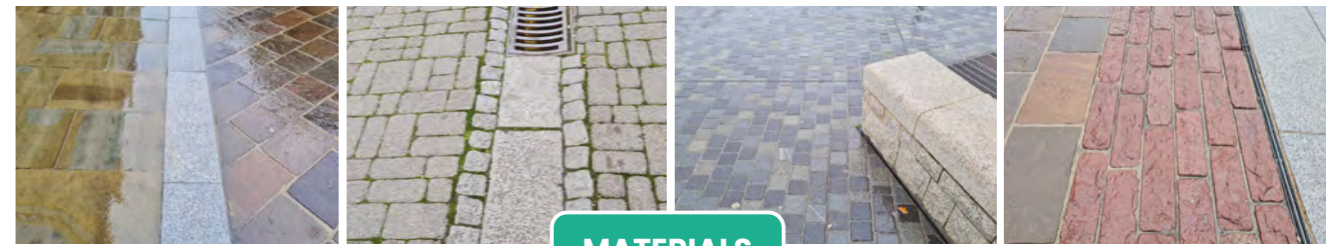
- "Simply follow Canary Wharf concepts, and you will not go too far wrong"
- "As much cycle and pedestrian spaces as possible."
- "I visited Peterborough and was impressed by their square. The flower stalls brightened the whole area."
- "Management is key"
- "Perfect [if it includes] local architecture and material"

- "Would love it if they had some link to local history."
- "Love the modern stuff"
- "Must encourage local artists"
- "Not so keen on the modern stuff!"
- "Possibility for seasonal change? Different artists each year?"
- "Public art for children."
- "Engagement activities for kids."
- "Use railway-inspired features design and materials."
- "Need things for children to clamber on- maybe a low train statue."
- "Pay as you feel/ pay it forward" cafés."
- "Outdoor spaces for teenagers/young people to be without being moved on."
- "Trees are great but need more ground space. Metal grids get damage."

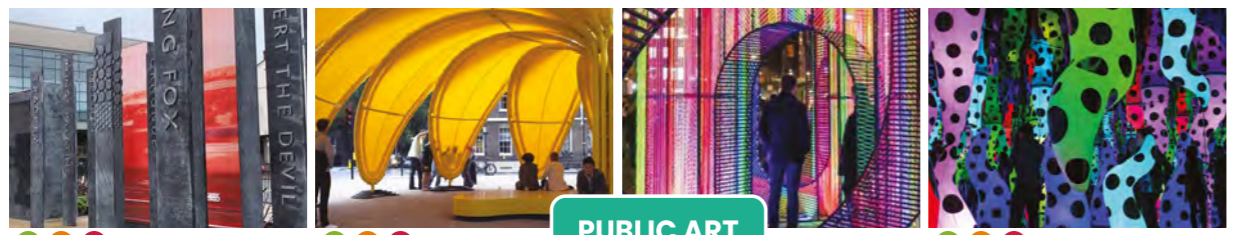
- "Lots of trees/ shrubs / green spaces please."
- "Less concrete more soft landscaping".
- "Brick pavements, ground level fountains."
- "Tree planting/ green spaces"
- "Yes to trees!"
- "There should be a way of making 'York' not an 'anywhere' place. Think of local industrial past and present."



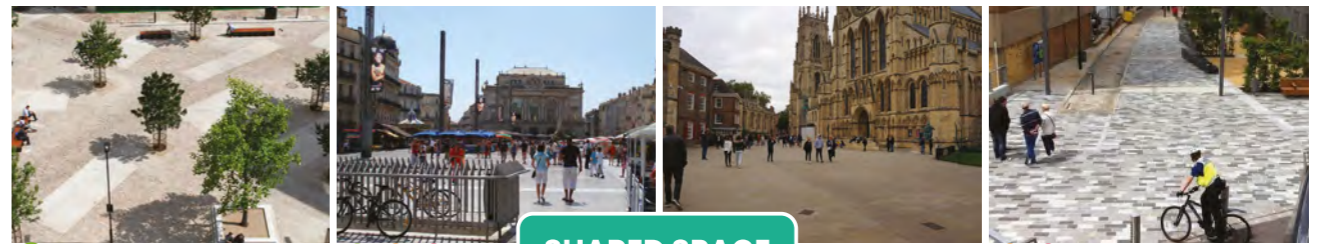
CIVIC SPACES



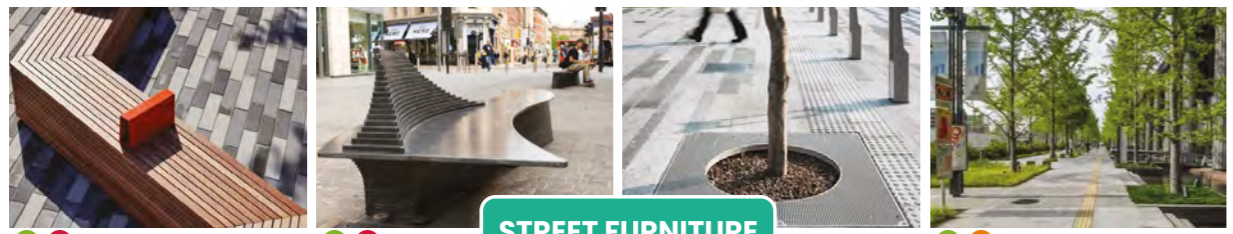
MATERIALS



PUBLIC ART



SHARED SPACE



STREET FURNITURE



EVENT SPACE

## 4.2 Stage 1 outcomes

**Summary of stage 1 feedback**

The following points summarise the feedback on The Square at stage 1:

- **Draws to The Square:** In summary, the three main draws that respondents said would bring them to The Square were amenities such as a cafe, library, supermarket and outdoor seating/picnic spaces. The Square's proximity to the train station was also noted as a reason why respondents would go to visit the space.
- **Movement:** The majority of respondents (53%) said they would use walking as their means of travel to The Square. 27% of respondents said they would cycle while 11% said they would use public transport. 8% said they would travel by car and 3% said they would use other means of transport. This is a positive indication that respondents plan to use sustainable forms of transport to visit The Square.
- **Uses:** The majority of respondents felt that The Square should be a space for the community. The design of The Square was important to respondents as they believed that the design should accommodate a range of uses for all of York citizens.
- **Design:** The majority of respondents felt that spaces for public art (16%) and the design of The Square (16%) were most important to them. Another important aspect of The Square for respondents was that it will respond to the local character of York (15%) while also taking into account the sustainability of the space (13%). Ease of access, lighting and safety were of equal importance for respondents (12%) followed

closely by planing and vegetation. This is a relatively even spread of priorities.

- **Public Spaces:** Respondents listed their favourite public spaces which they believe which they believe designers of The Square could take inspiration from. Those places included, Museum gardens York, Canal around the grain store at the back of the kings' cross fountains, The Louvre, Chicago boulevards, South park in Darlington, Outside York Minster, Heworth Holme, Postman's Park in London, North Sea coast on the beach, Coal Drops Yard, Central park and New Toft Green Flats.
- **Vision:** The majority of respondents placed design at the centre for their vision for The Square. Design features that were mentioned included water features, green space, a place away from noise and traffic and an innovative, inclusive creative design. Community amenities such as recreational spaces, food markets and event space were also important to the respondents in their vision for The Square.
- **Other feedback:** The majority of respondents again focused on the three recurrent categories for their overall feedback on The Square, design, community and transport and moment. Respondents felt having local artists and the general York community involved in the design of this new space was of the utmost importance. Other respondents noted how the space should be open, not vehicle dominated and should fit into The Square's surroundings. Ease of access in and out of the building was frequently mentioned by respondents.

**Recommendations for stage 2 design**

Building on the analysis and summary of engagement feedback above, it was recommended that the following elements were explored and carried forward into the next stage of design work as the basis of the stage 2 engagement activities:

**1. Set the proposals in context more clearly:**

It is important to explain that the design for The Square area is effectively the first phase of the overall proposals for The Square which also includes the Coal Drops.

**2. Adjacent uses and relationships:**

Proposals for The Square should highlight the relationship with the adjacent activities surrounding the space, and define how this translates into the identity of The Square as a place.

**3. Uses including meanwhile:**

Opportunities to incorporate a wide range of civic and community uses in the space should be pursued. Opportunities for potential events, pop-up activities and a curated programme of meanwhile uses (with potential community involvement) should be developed.

**4. Public realm design:** A wide range of opinions were expressed in relation to the design of The Square. It is recommended that the design team develop clear principles and draft proposals (potentially including options where appropriate) for the following elements: public art (a priority), materials, lighting, planting, use of water and street furniture. There is an expectation that the

space will be of the highest design quality, drawing inspiration from a range of cities.

**5. Relationship with Cinder Street and access:**

There is some concern about how The Square will feel in relation to Cinder Street, which will carry a reasonably significant level of traffic. The next round of design should seek to acknowledge how any negative impacts of traffic (safety, acoustics, air pollution etc) will be managed or ameliorated. In addition, it is important to continue to communicate how people will access the space from the city, the existing Leeman Road area and from within the site. The approach to safety and lighting strategies should also be communicated.

**6. Governance and management of space:**

This was a topic which came up during the webinar. It would be helpful, as far as possible, to outline the principles of the approach to the governance and management of the new space as part of the next round of engagement.

4.3 Stage 2 feedback

**Introduction**

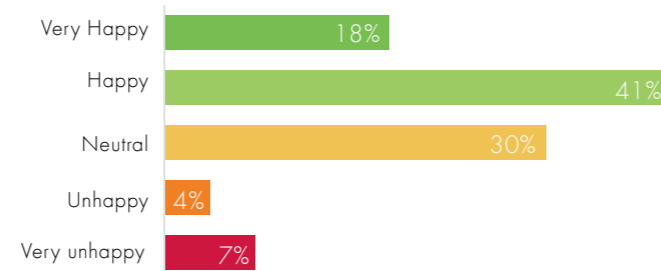
During the second stage of the engagement period, people were invited to provide their feedback via questionnaires which were available online and at the in-person exhibition events. This section of the report presents a summary of the second stage of engagement on The Square at York Central.

58 questionnaires were received over a 3 week period from a mix of in-person and online questionnaires. A small number of emails were also received in response to the engagement activities.

The questionnaire included a range of quantitative (predominantly in the form of likert scales) and qualitative (free-form) responses.

**Question 1. How do you feel about the proposed vision for The Square is progressing?**

The majority of respondents (59%) were either very happy or happy with the proposed vision for The Square. Only 11% of people said they were unhappy or very unhappy. 30% of responses were neutral. This shows a good level of support for the vision.



**Overview**

When respondents were asked how they felt about the proposed vision for The Square, 51% of responses were positive. Of the 58 responses, 35 provided further feedback with additional comments alongside their answers.

Of the positive responses, many were happy to be informed of the progression of the plan and welcome The Square. Many were also grateful for the consultation event were pleased they had the opportunity to ask questions consultant team present on the day, and found everyone to be very helpful. Of the respondents who were unhappy, some

said they would like to see more greenery or a water feature on the plan. Some were also unhappy with the access for bikes through The Square where pedestrians and cyclists cross paths. Others expressed concerns regarding water run off and one respondent highlighted that they would like to see a statement construction piece as part of the site which is 'inherently York'.

Overall this question established that respondents have a keen interest in what The Square will look like and how these plans are set to develop.

**Direct quotes from respondents included:**

**Heritage**

- Looks great, good location, like the ideas that echo heritage, will be a good public space.

**General**

- Wonderful to see a long - awaited brownfield site being brought into life offering sensitive public realm at the heart of York.
- I would love more greenery / sustainable drainage systems/ nature based solutions for water management and improving the feel of the area.
- Sitting the spine road directly adjacent to The Square (and indeed slicing through the membrane between The Square and the Coal Drops site) creates obvious safety, pollution, and noise problems that are incompatible with the safe flow of pedestrians, cyclists, and people lingering

to enjoy time in The Square (or Coal Drops site) itself. This could be mitigated somewhat by committing to making the road exclusively for cyclists and electric public transport.

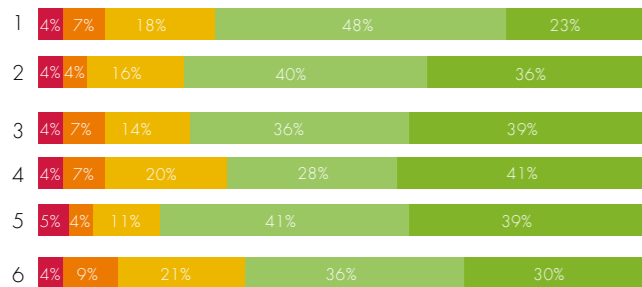
**Design**

- It's generic and empty. I worry about water run-off as there seems to be so much concrete / paving. Elements of nature and heritage are tokenistic.
- V unhappy that the road runs across The Square in front of access to museum and central site. Much better to take advantage of existing height difference and sink the road below The Square.
- Looks wonderful! Love idea of keeping sight lines to minister in 3D rendering video, zebra crossing was not raised. It should be at pavement level.
- The general design and architecture seem fine. Care needs to be taken with the pedestrian and cycle mix, as pedestrians will take the shortest desire paths and cyclists can cycle fast.



**Question 2. To what extent do you agree with the following design principles?**

Below is a graph illustrating a likert scale which explored to what extent respondents agreed with the design principles that influence the emerging proposals for The Square.

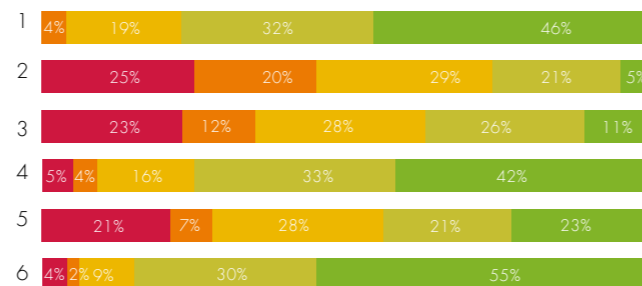


1. Contemporary design with fun elements and open spaces for events
2. Materials and features that link to the heritage of the site and city
3. Places to sit and relax with a mixture of sunny and shades location
4. Legible pedestrians and cycle routes
5. Street trees and planting to introduce 'softer' elements and biodiversity interest
6. Lighting and way finding to create a safe environment



**Question 3. How would you like walking and cycling routes to feel and function?**

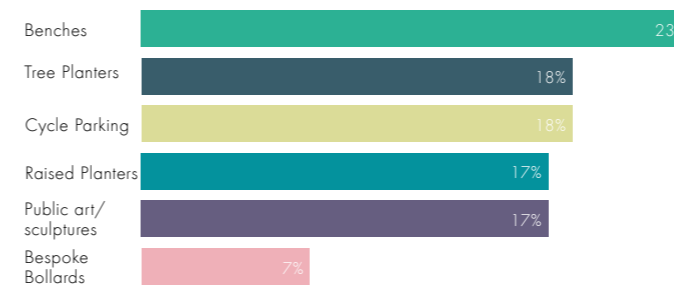
The graph above illustrates a summary of likert scale questions which explored to what extent respondents agreed with certain design ideas in regards to the walking and cycling routes. There is very strong support (78% agree or strongly agree) for clear segregation of cycle and walking routes. There is more concern about the inclusion of shared routes (45% strongly disagreed or disagreed), or a mixture of shared and segregated routes (35% strongly disagreed or disagreed). There is also very strong support for the use of different materials or paving to signify walking or cycling routes. Although 44% of responses indicated support for subtle signage, over half of responses were neutral or disagreed.



1. Clearly segregated cycle and walking routes
2. Shared cycle and walking routes
3. A mixture of both segregated and shared cycle routes
4. Different materials and paving effects separating walking and cycling routes
5. Subtle signage e.g., etching in the pavement such as that outside the minster
6. Cycle parking

**Question 4. What street furniture would you like to see in The Square?**

When asked to tick what street furniture they would like to see in The Square, 23% of respondents chose benches, 18% chose Tree planters and Cycle Parking, 17% chose Raised Planters and Public Art/ Sculptures and 7% chose Bespoke Bollards. This illustrates that respondents are highly interested in having areas to sit and congregate. It also shows that they are interested in the greenery and landscaping in The Square as well as the accessibility of cycle parking for those who choose to commute to The Square by bike.



**Question 5. Please provide any general comments you have regarding the evolving design of The Square.**

Respondents were invited to share their general comments regarding the evolving design of The Square. The most common concern was on the pedestrian and cycle route where the two routes adjacent to the pedestrian crossing at the Station entrance. Respondents are concerned about this from a safety perspective and would like the routes to be more clearly explained to the public. Respondents would like the materials used to be of a high quality while also maintaining York's heritage. They would also like to see more greenery in The Square.

Overall this question established that respondents have a keen interest in how the pedestrian and cycle routes will work in a safe and cohesive manner. They are also concerned about the signage around The Square and want to ensure it is clear and legible for all, particularly in regards to the cycle and pedestrian routes.

**Direct quotes from respondents included:**

**Materials**

- The focus on quality of materials and finish needs to be protected through the procurement and delivery of the scheme to realise the architectural vision and provide York with the required standard of public space. The Square looks great and should be a large asset to the city.

**Design**

- Image 2 on banner 4: it still shows anti-homeless barriers. There need to be removed from plans and images in my opinion- A community space for all.
- Personally I think signage needs to be bold and unsubtle for those people with visual impairments or unfamiliar with the area. The "subtle" etching used outside the Minster does not work especially for the high footfall of tourists, visitors and older people.
- As a cyclist I am interested in clearly defined safe segregated cycleways. The mixed use area around the mister has combined cycle / footpath bit it is not very well signposted which causes confusion.
- Public access is key to involving the local community as well as providing safe access routes.
- Generally pleased with evolving design so far. Concerned about the areas where cyclists we pedestrians are inevitably going to be occupying the same space.
- Please, please put segregated cycle / pedestrian spaces, with obvious, physical barriers! Speaking as a cyclist, the subtle signs are dreadful, with a high risk of collisions. Particularly with the number of pedestrians in the area, many do not realise or ignore the cycle path with some cyclists keeping onto to pedestrian footpaths to avoid pedestrians.

**Greenery**

- There are trees, and greenery, but few. There are what might have been considered enough ten years ago, but we now have higher standards about how much greenery we should be aiming for.



## Interactive vision for The Square

Participants who attended the in-person exhibition were able to use coloured dots to express their relative preference for different aspects of the vision for The Square. Green dots signified that they liked the precedent image, red dots signified that they didn't and amber signified that they felt neutral. Respondents were able to write their thoughts and opinions on sticky notes. A brief summary of the results is provided below.

## Feedback

A wide cross-section of views were expressed in relation to the various precedent images. Key findings are noted below:

### Street furniture:

- Support for the use of heritage materials;
- Desire for backs on benches;
- Strong support for cycle parking;
- Support for planters and use of corten steel grilles for trees.

### Planting:

- Very strong support for ornamental grass species
- High support for the use of colours in planting;
- High support for oak trees;
- Strong support for ground level planting.

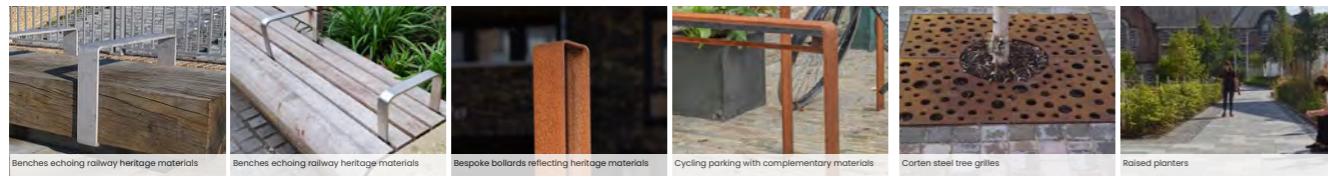
### Lighting:

- General support for ground level and tree lighting.
- Some specific reservations about lighting

which require careful design (e.g. migraine triggering).

### Materials:

- Strong support for Scoutmoor paving slabs, Yorkstone setts and tactile paving.
- Concern about use of markers in paving for cycling, especially in isolation without other measures such as barriers



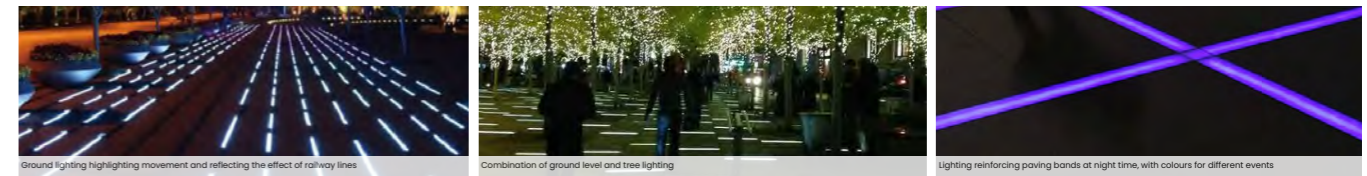
## STREET FURNITURE

5 3 0	4 1 0	1 0 2	10 1 3	6 1 3	12 0 0
<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• I like use of sleepers - needs sensible use of the not over used.</li> <li>• Looks very uncomfortable . But could be more comfortable and still follow design principles</li> <li>• Please make sure it is easily accessible for the visually impaired and accessible to wheelchair users.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Some seating needs to be high enough for elderly to use. - I agree range of heights use of backs and gaps for wheelchair user/ buggies.</li> <li>• Shaded spaces</li> <li>• Can we have backs on all seats please.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Seating barriers are very unwelcoming.</li> <li>• Seating without barriers would be good.</li> <li>• These look rusty already, perhaps they could be painted a dark green colour to blend in.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Ensure cargo bikes can fit too.</li> <li>• Need variety of types of seats for different sized people and elderly.</li> <li>• More the merrier as far as cycle racks go - I agree</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Easily accessible toilets definitely a requirement 'changing places' toilets'.</li> <li>• Easily accessible and viable public toilets. Agree and very important with doubling of walking distance.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Whose going to maintain the planters?</li> <li>• Raised planters should not have bases.</li> </ul>



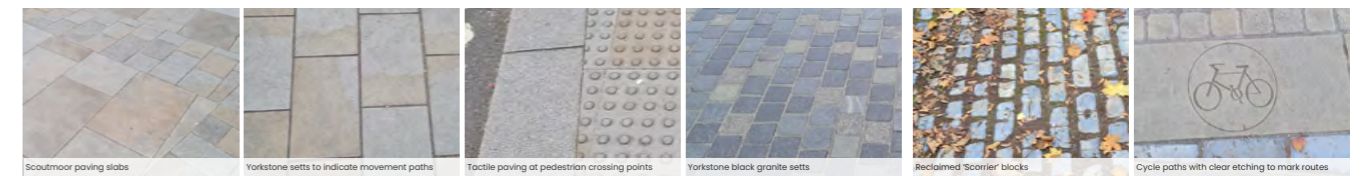
## PLANTING

15 0 0	23 0 0	20 0 0	13 0 0	11 1 0
<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• There could be edible planting as whatever height within this square setting.</li> <li>• The more of green spaces including trees planters etc. we can have within the development the better! - I agree.</li> <li>• Who will maintain and pay for upkeep? Especially lights / plants new cost to support.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Range of plants to encourage insects - bees etc. Not barren non pollinating plants.</li> <li>• I wonder if its possible to have more green areas with just scenery. The model looks like it might be a lot of stone. This could maybe help separate cycle paths without having a full physical barrier .</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• I like the oak trees framing space.</li> <li>• Too much hard landscaping. Can't some of this be grass or greenery or porous surfacing?</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• No trees please! Muggers and rapists will hide behind them. Trees make us feel unsafe!</li> <li>• Not too keen on the formal greenery. More plants definitely wanted- agree.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Trees lovely and good for air quality. And children playing.</li> <li>• What about edible planting - trees etc for the community to help themselves- if lots of flats they won't have access to land. Allotments? Should be an orchard on the night.</li> <li>• Kings cross - fountains reacting to music, nice way to interact with the space. App to connect to the music, a way to connect young people.</li> <li>• I don't feel the need for a fountain feature.</li> </ul>



## LIGHTING

13 5 6	21 4 4	12 9 8
<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Lighting- well lit but not confusing for visually impaired people</li> <li>• Can trigger migraines. Could be a sensory issue- judicious use.</li> <li>• Can be disorientating at night, reflections from glasses especially for some lens prescriptions.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Given there will be so few trees on the site, if the tree lights deter birds, they should not be had. - I agree</li> <li>• Will there also be overhead lighting as this doesn't give much visibility especially if people have no...</li> <li>• Mixed is best for the environment.</li> <li>• Light pollution can 'trigger migraines' too much lighting - it's a pollutant. Need for judicious use of lighting.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Lighting to be carbon neutral- Light pollution - can look garish.</li> <li>• Too much lighting looks cheap and is a pollutant. Can trigger migraines also!</li> </ul>



## MATERIALS

6 1 0	10 0 0	6 0 0	3 0 0	10 8 0	8 2 9
<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• A lot of hard landscaping... with consequential water run off. How about introducing bioswales and ditches and drywells similar to those proposed in revised Los Angeles water management proposals?</li> <li>• Zone near the V&amp;A science museum in London has good shared space for cars/ pedestrians which isn't over white lines.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Not coloured correctly</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Leaf slippery surface: good for pedestrians and cyclists. Good colour etc etc.</li> <li>• Porous surfaces, definitely the way to go.</li> </ul>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Those markers don't work. More obvious measures required.</li> <li>• This is awful - looks worse , less accessible, trips up everyone.</li> <li>• Use varied textures. Contrasting colours on paving.</li> <li>• Larger etchings, easier to see , different colour materials</li> </ul>

## 4.4 Stage 2 outcomes

**Summary of stage 2 feedback**

The following points summarise the feedback on The Square at stage 2:

- **Vision:** The majority of respondents (59%) were either very happy or happy with the proposed vision for The Square. Only 11% of people said they were unhappy or very unhappy. 30% of responses were neutral. This shows a reasonable level of support for the vision. When respondents were asked how they feel about the proposed vision for The Square, 35 of the 58 respondents provided further feedback by providing additional comments alongside their answers. 51% of responses were positive. The most common themes from this section that emerged were heritage and design accompanied by general feedback.
- **Design:** Overall respondents indicated that they agreed with the design principles for the emerging design of The Square. Street trees and planting received the most positive result with an 80% rate of agreement. Lighting and way finding received the least positive feedback with an agreement rate of 63%.
- **Feel and Function:** When asked how they would like the walking and cycling routes connecting Hudson Boulevard and Cinder Street to feel and function, the results illustrated that a large proportion of respondents are concerned about shared cycle and walking routes. Respondents would like clearly segregated routes as far as possible with different materials and paving effects separating the routes. The most positively received suggested feature was cycle parking which received an 85% rate of agreement.

- **Street Furniture:** When asked to select what street furniture they would like to see in The Square, respondents choose benches most frequently (23%), Tree planters and Cycle Parking (18%), Raised planters and Public Art/ Sculptures (17%) and Bespoke Bollards least frequently (7%). This illustrates that respondents are highly interested in having areas to sit and congregate. It also shows that they are interested in the greenery in The Square as well as the accessibility of cycle parking for those who choose to commute to The Square by bike.
- **General Feedback:** The overall feedback on The Square was positive. There are concerns in regards to the shared cycle and pedestrian route in the current plan and many requested this to be considered by the design team. Respondents would also like to see high quality materials used in The Square that are suitable to York's heritage and design. The majority of the feedback overall was positive as many were happy with the emerging designs and supported the use of the space as a place where members of the public can gather. A concern a few respondents raised alongside the shared walking and cycling routes was safety surrounding the area. They would welcome more information on how the area would be monitored and who would have access to the area at night.

**Recommendations for the final design**

Building on the analysis and summary of engagement feedback above, it was recommended that the following elements were explored and carried forward into the final design proposals as the basis of the RMA:

1. **Cycling and walking:** It is recommended that the design team develop clear explanations of how the merging of the cycling and walking routes will work along Hudson Boulevard and Cinder Street. This needs to be articulated very clearly:
  - Illustrating the different routes
  - Explaining how signage and materials will be used to differentiate walking and cycling routes safely.
  - Articulating how this complies with regulations and guidance relating to accessibility.
  - This explanation should consider how connections will work in the early stages of the masterplan, and when the station gateway area is delivered fully.

Although much of this relates to landscape design proposals, it would be beneficial to incorporate commentary from a movement specialist as part of the RMA submission.

2. **Public realm and landscape design:** There is a desire that the landscape proposals will respond to York's heritage particularly the history of the space in relation to steam trains and the NRM. It was also indicated that they would like to see design elements such as a water feature

incorporated into the final proposals. Where possible these should be incorporated. If it is not possible to incorporate all elements, it is recommended that the RMA submission makes a clear statement to acknowledge elements which could be positively and more appropriately be integrated in the Coal Drops space as part of future proposals.

3. **Governance of space:** This topic came up several times during discussions. It would be helpful, as far as possible, to outline the principles of the approach to the governance and management of the new space, and the future process for determining this. Information about "opening hours" of the space, and ability of the public to use the space should be covered as far as possible.

3. **Greenery:** Responses highlight the importance of having diverse greenery in The Square. It is recommended that final proposals maximise a diversity of planting in The Square and provide a rationale for the approach. Further, future areas of greenery such as the main park, could be signposted in the RMA submission.

4. **Signage:** Respondents expressed concern around the potential legibility of the signage in The Square and the surrounding areas of the scheme. An appropriate level of detail should be incorporated in the RMA, making the approach and principles as clear as possible.

## 5 INFLUENCE ON THE FINAL SCHEME

### 5.1 Key aspects of the scheme

The adjacent drawing illustrates the final version of the proposals for RMA#3 which has evolved considerably since the stage 1 and stage 2 engagement events. The response to feedback is summarised in relation to the headings below.

#### A. Wayfinding, safety and accessibility

**You said:** Both stages of engagement identified significant interest in transport and movement. Participants were interested in the way that people will navigate The Square as a destination in its own right, and as a threshold between existing neighbourhoods, the city centre and new areas at York Central. People were keen to understand the detail of how walking, cycling and vehicular movement will be managed, and the specific approach to safety and accessibility.

**We did - wayfinding:** The proposals provide a clearer demarcation of cycleways to manage the safe procession of pedestrians and cyclists across the site. The extension of the cycleway from Hudson Boulevard (#9) to meet the Cycleway on Cinder Street (#2) now allows for the creation of a generous 'milling' point at the entrance to The Square (#10) with adequate space and distance from the principal pedestrian crossing from the future western exit to the station (at point #13). The positioning of bollards and trees assists in giving clear definition to the 'shared space' where pedestrians and cyclists will be able to safely negotiate the confluence of routes to, from and across The Square. Section 6 of the Design and Access Statement (DAS) for The

Square describes the approach to movement in more detail.

**We did - materials and safety:** Section 7 of The Square DAS sets out details of the detailed approach to accessibility and inclusivity. Following the second stage of engagement, more detailed work has been undertaken to identify the careful specification of materials to ensure a safe, accessible and inclusive space.

#### B. Planting

**You said:** There was significant interest in the approach to planting through both stages of engagement. Participants were generally keen to maximise the amount of planting at The Square. In response to feedback from the engagement, and discussions with the LPA and other delivery partners, a coherent strategy has now been developed.

**We did - planting strategy:** The submitted softworks plan drawing provides a clear identification of the approach to tree planting and ornamental shrub / perennial planting. Several planting areas have been defined on the plan as follows:

- Street trees: Streets trees and ground level planting now separates The Square from Cinder Street (#3). Hudson Boulevard also features clusters of trees and planting to define the route.
- Circular entrance point (#10): The form of the circular entrance point is reinforced with a partial ring of trees on the southern side of the space.



**Fig 8** General arrangement plan for The Square (see submitted drawing ref: BHA\_22\_1019\_NR\_S\_003). Where appropriate, the numbered annotations are referenced to define locations in the adjacent text.

- Seating areas: Trees are proposed to providing shade and to assist in defining the edges of the NRM cafe space (#6) and the potential cafe space at Plot F1 (#11).
- Rear of Mineral Office building: A short run of trees provides shade and a natural 'break' between The Square and the rear of the Minerals Office / cycle parking area.
- Terraced area: Terraced planting to create a dramatic stepped space to address the level change in this part of the site (#5).
- Weighbridge: A modest area of shrub wild planting to create a 'ballast' character forming an edge to this reinstated historic feature (#8).

**We did - wider planting in the rest of York Central:** It is acknowledged that The Square is intended as a harder public space, albeit with a number of softer green elements as described under point B1. It is important to note that extensive planting will form part of the new park which will be delivered as parts of future phases in the central part of the site (see the OPP DAS for illustrations).

### C. Lighting

**You said:** Participants were keen to see a clear lighting strategy as part of the detailed design proposals for The Square. A range of views were provided illustrating the look and feel of lighting columns, and the specific role of lighting in shaping the character of The Square.

**We did - lighting strategy:** A specialist lighting designer was commissioned to work alongside the landscape architects in developing the final proposals for The Square. Section 5 of The Square DAS and

the submitted lighting drawing provide details of the approach. The proposals will achieve a safe, comfortable and visually stimulating environment which combines specific lighting for amenity, accent and features.

### D. Events and activities

**You said:** There is a desire to see use of The Square for a wide range of events and activities, creating a fitting gateway to York Central which complements the city.

#### **We did - events and activities strategy:**

Section 5 of The Square DAS provides a clear description of the role and use of The Square. The primary function of the space is to form the basis of social interaction, walking and cycling, visiting the NRM and moving through the site. The space could also be used for small scale events including local specialist markets, art fairs and exhibitions. In that context, appropriate power points will be incorporated to support "pop-up" events. It is important to note that larger events could be accommodated within the Coal Drops (see point E).

### E. Coal Drops - future phase

**You said:** A number of comments noted the importance of considering the Coal Drops as part of the overall approach to public space alongside The Square at both stages of the engagement.

#### **We did - future strategy for the Coal Drops:**

The OPP DAS identifies the potential character and function of the Coal Drops space in parallel with the approach to The Square. The Coal Drops could host larger gatherings and events, complementing the role of The Square. It is also important to note that the Coal Drops could incorporate a

water feature as part of its detailed design. A number of participants at engagement activities welcomed the use of water as part of the design for The Square, but on balance it is considered that the Coal Drops would be a more suitable zone for this. The Coal Drops space will come forward in the future and will be integrated with the character and function of The Square.

### F. Public art

**You said:** Provision of public art in The Square was strongly supported at both engagement stages.

#### **We did - emerging public art strategy:**

Section 5 of The Square DAS identifies several potential locations of public art. These include the circular paved area adjacent to the stepped/terrace feature (#5) and the space adjacent to the main entrance to the NRM. In addition, a replacement cast metal 'weighbridge' will be installed as a featured at the former location to the north of the Weighbridge building.

### G. Seating

**You said:** There was support for a range of locations for seating across The Square, to provide a space to relax.

**We did - proposed seating:** Bench seating is located across The Square to maximise opportunities for viewing events and 'rest' points for visitors and places for social interaction. All bench seating will feature backrests and armrests to aid accessibility and a number are located with clear space adjacent to offer inclusivity for users. Details are provided in section of The Square DAS and submitted drawings.

### H. Heritage and design

**You said:** There were a range of views expressed about the design aesthetic of the proposals, but general support for retention and celebration of the historic buildings and features.

#### **We did - emerging public art strategy:**

Section 5 of The Square DAS highlights a positive response to this feedback, balancing a contemporary design with a positive response to historic character:

- Mineral Office building and Weighbridge building celebrated as key "features" of The Square.
- As indicated at stage 2, the overarching design concept of circular and link elements seeks to reflect the distinctive geometric aspects of steam locomotives.
- Use of hard materials, street furniture and planting which reflects the historic character of York and the site.

### I. Air quality

**You said:** Participants raised questions relating to air quality associated with passing traffic (private vehicles and public transport) via Cinder Street to the immediate south of The Square.

**We did - air quality study:** The overall approach to traffic and air quality was considered as part of the OPP. However, a further air quality study has been prepared for information alongside RMA#3.

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# APPENDICES

**Stage 1 Q&A report  
including exhibition  
boards**



# YORK CENTRAL

Initial engagement for The Square  
and the proposed Government Hub

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## Q&A

# Context

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

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

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

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

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

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

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

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

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

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

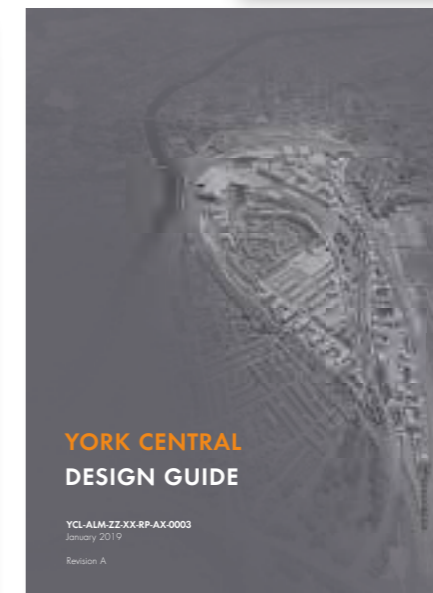
# Helpful documents

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

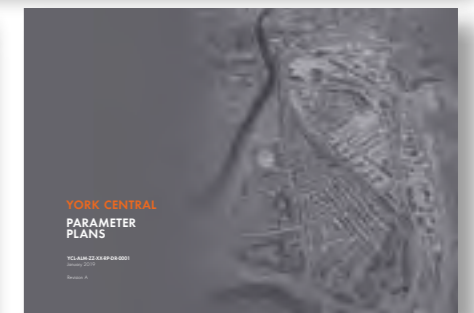
The OPA application can be found at the City of York’s planning website by visiting <https://planningaccess.york.gov.uk/online-applications/> and entering the reference number 18/01884/OUTM into the search box.



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



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



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

NOVEMBER 2022

## Stage 1 Engagement

Our first public consultation on The Square and the proposed Government Hub

Opportunity to provide feedback on -

- The Square
- The proposed Government Hub

NEW YEAR 2023

## Stage 2 Engagement

How we used your feedback to influence our emerging design concepts for The Square and draft final proposals for the proposed Government Hub

Opportunity to provide feedback on -

The Square

EARLY SPRING 2023

**Reserved Matters application submitted for the proposed Government Hub**

Opportunity to formally comment on the reserved material application for the proposed Government Hub

SPRING 2023

## Stage 3 Engagement

How we used your feedback to influence our draft final proposals for The Square

SPRING 2023

**Reserved Matters application submitted for The Square**

Opportunity to formally comment on the reserved material application for The Square

# Questions and Answers

## 1 Overview

### Q.1. Who is here from CYC please?

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

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

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

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

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

# Questions and Answers

## 2 Proposed land uses

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

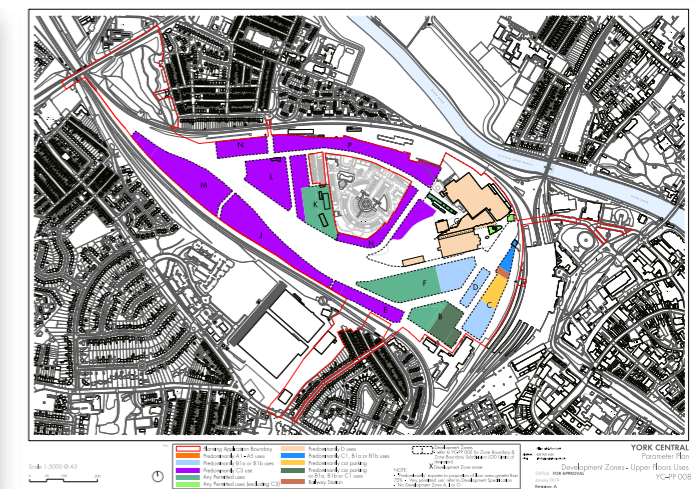
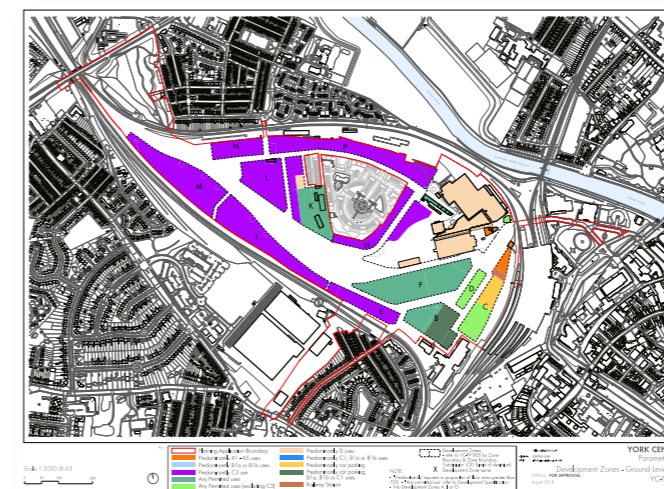
The Outline Planning Consent (2019) includes a land use parameter plan (see below and in appendix 2) which identifies the balance of land uses across the site.

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

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

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

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



Land use parameter plan identifying the development zones for both the ground level uses and upper floor uses.

# Questions and Answers

## 2 Proposed Land uses

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

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

## 3 The Square

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

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

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

# Questions and Answers

## 3 The Square

**(Q.7 continued)**

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

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

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



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

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

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

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



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

# Questions and Answers

## 3 The Square

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

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

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

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

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

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

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

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

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

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

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

# Questions and Answers

## 4 Public Space and Governance

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

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

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

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

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

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

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

# Questions and Answers

## 5 The proposed Government Hub

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

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

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

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

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

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

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

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

# Questions and Answers

## 5 The proposed Government Hub

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

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

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

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

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

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

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

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

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

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

# Questions and Answers

## 5 The proposed Government Hub

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

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

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

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

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

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

# Questions and Answers

## 6 Access and Movement

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

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

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

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

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

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

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

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

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

# Questions and Answers

## 6 Access and Movement

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

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

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

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

**Q.28. Where is the Leeman Road footbridge?**

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



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

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

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

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

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

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

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



# Questions and Answers

## 7 Sustainability

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

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

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

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

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

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

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

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

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

# Questions and Answers

## 8 Naming Conventions

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

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

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

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

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

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

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

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

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



# Questions and Answers

## 9 Engagement and Communications

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

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

The York Central Engagement events were also promoted via:

- Local Press – online and in print through York Press and on air with York Mix, plus media site tours
- Paid advert in York Press
- York Central social media channels – Facebook and Twitter
- Paid Facebook ads
- Partner emails and social channels including CYC, NRM, Network Rail and Homes England
- Partner briefings
- The York Central website
- Personal invitations to ward Councillors and key stakeholders
- All partners and key stakeholders (including ward councillors and Make it York) were provided social assets and flyers to share in their own networks
- Flyers handed out in York city centre and locations around Leeman road and Jubilee Terrace
- St Barnabas promoted at congregation and community cafés
- Newsletter sent to 10K addresses within a 1 mile radius of the centre of the York Centre development site (after liaison with ward councillors) – However these were delayed due to multiple postal strikes and second class postage being caught up in the backlog of mail.

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

The in-person events were held as follows:

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

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

## APPENDICES

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

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

## York Central | 1

### Welcome...

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

York Central has an important role to play in the city's future. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**Why are we consulting now?**

Extensive public engagement is central to York's future and future residents and businesses. This means work that proposes for the site will need to respond to York's needs and aspirations. We want to hear your views about the proposals for the new building and the new square. This will help us to shape the final design of both elements which will be submitted as Reserved Matters Applications in 2023.

**UNDERSTANDING THE PLANNING PROCESS...**

What is an Outline Planning Application? Who is York Central Partnership? The York Central Partnership (YCP) is a joint venture between York City Council and the National Railway Museum. It is responsible for the development of York Central. The YCP is a partnership between York City Council and the National Railway Museum. It is responsible for the development of York Central. The YCP is a partnership between York City Council and the National Railway Museum. It is responsible for the development of York Central.

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

1. The Square
2. The Vision for York Central
3. Creating York Central
- 4 and 5. A Vision for a Government Hub
- 6 and 7. Shaping your new Square
8. What happens next?

Initial Engagement for The Square and the proposed Government Hub

## York Central | 2

### The Vision for York Central

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

York Central provides a major opportunity to reshape the city's future. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**WHAT WILL YORK CENTRAL BRING?**

**The York Central Masterplan**  
York Central is one of the UK's largest city centre regeneration sites. The masterplan will create a new office quarter, new residential neighbourhoods, an expanded and enhanced National Railway Museum, improvements to York Railway Station, and a network of vibrant public Squares with routes linking to surrounding neighbourhoods and York City Centre.

**National Railway Museum Vision 2025**  
The development will see a major transformation of the National Railway Museum. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**New Homes**  
When completed, the site will provide up to 1,000 new homes. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**New Jobs**  
York Central will deliver over 6,000 high value jobs. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**New Public Spaces**  
It will also provide improved connectivity and access to the city centre, York Railway Station and The Square. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**Excellent Connections**  
York Central will provide pedestrian and cycle routes with excellent public transport, creating connections to the city centre, York Railway Station and The Square. It will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

Initial Engagement for The Square and the proposed Government Hub

## York Central | 5

### Design Principles

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

**DESIGN PRINCIPLES**

- Flexibility: Adaptable spaces for different uses.
- Efficient: High quality materials and construction.
- Sustainable: Low carbon footprint and energy efficiency.
- Resilient: Robust construction and design.
- Connected: Excellent public transport and pedestrian/cycle routes.
- Contextual: Respectful of the surrounding environment.
- Human-Centred: Spaces that promote well-being and productivity.

**WHAT COULD THE EMERGING SCHEME LOOK LIKE?**

**Active Frontages**  
The building will have active frontages that engage with the street and provide a high quality public realm.

**Access**  
The building will be accessible to all and provide excellent public transport and pedestrian/cycle routes.

**Scale and Massing**  
The building will be a mix of heights and masses that create a high quality public realm.

Initial Engagement for The Square and the proposed Government Hub

## York Central | 6

### York's new Square

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

The Square will be a place where people will live, work, play and socialise. It will be a place where the city's history and heritage are celebrated and where the city's future is shaped. It will be a place where the city's unique character is preserved and where the city's future is bright.

**DESIGN CONSIDERATIONS**

- Level Access: The Square will be accessible to all.
- Public Realm: The Square will have a high quality public realm.
- Accessibility and Transport: The Square will be accessible to all and provide excellent public transport and pedestrian/cycle routes.
- Form and Features: The Square will have a mix of heights and masses that create a high quality public realm.
- Future Events: The Square will be a place where people will live, work, play and socialise.
- Materials: The Square will be made of high quality materials.
- Street Furniture: The Square will have high quality street furniture.
- Shared Spaces: The Square will be a place where people will live, work, play and socialise.

**THE VISION**

1. A PLACE FOR ARRIVAL AND GATHERING
2. A SPACE FOR ACTIVITY AND SOCIALISING
3. A PLACE FOR WELL-BEING AND PRODUCTIVITY
4. A PLACE FOR HISTORY AND HERITAGE
5. A PLACE FOR THE FUTURE
6. A PLACE FOR THE CITY
7. A PLACE FOR THE PEOPLE
8. A PLACE FOR THE SQUARE

Initial Engagement for The Square and the proposed Government Hub

## York Central | 3

### Creating York Central

York Central Partnership (YCP) undertook significant engagement to shape the masterplan from 2016 to 2018. Following the approval of Outline Planning Permission in 2018, further engagement was undertaken on the first phase of infrastructure development in 2020 (to provide a new network of routes across the site for pedestrians, cyclists and vehicles including new access to Water End and new bridges). YCP is committed to ensure that proposals for the site respond to York's needs and aspirations around sustainability, the city's unique heritage, quality design and providing the housing and jobs the city needs. This board summarises progress at York Central since the Outline Planning Consent and the target timescales for delivery.

**A view of York Central**

1. The Square
2. The proposed Government Hub
3. York Railway Station
4. New Public Spaces
5. New Residential Neighbourhoods
6. New Public Spaces
7. New Residential Neighbourhoods
8. New Public Spaces
9. New Residential Neighbourhoods
10. New Public Spaces
11. New Residential Neighbourhoods
12. New Public Spaces
13. New Residential Neighbourhoods
14. New Public Spaces
15. New Residential Neighbourhoods
16. New Public Spaces
17. New Residential Neighbourhoods
18. New Public Spaces
19. New Residential Neighbourhoods
20. New Public Spaces

**WHAT'S HAPPENED SO FAR?**

Timeline of key milestones from 2016 to 2023, including Outline Planning Permission, Infrastructure Development, and the proposed Government Hub.

Initial Engagement for The Square and the proposed Government Hub

## York Central | 4

### A Vision for a Government Hub

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

**RESPONDING TO CONTEXT**

The design approach has been informed by the surrounding context, including the National Railway Museum, York Railway Station, and the surrounding public realm.

**THE DESIGN APPROACH**

The design approach has been informed by the surrounding context, including the National Railway Museum, York Railway Station, and the surrounding public realm.

**KEY BENEFITS OF A GOVERNMENT HUB**

- Open & Efficient: High quality materials and construction.
- Contextual: Respectful of the surrounding environment.
- Collaborative: Spaces that promote well-being and productivity.
- Flexible: Adaptable spaces for different uses.
- Smarter Working: High quality materials and construction.
- Technology: High quality materials and construction.
- Inclusive: Spaces that promote well-being and productivity.
- Modern Design: High quality materials and construction.

Initial Engagement for The Square and the proposed Government Hub

## York Central | 7

### Shaping your new Square

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

**HOW COULD YOUR NEW SQUARE FEEL AND FUNCTION?**

**CIVIC SPACES**  
Public art, street furniture, materials, shared spaces, event spaces.

**PUBLIC ART**  
Public art, street furniture, materials, shared spaces, event spaces.

**STREET FURNITURE**  
Public art, street furniture, materials, shared spaces, event spaces.

**MATERIALS**  
Public art, street furniture, materials, shared spaces, event spaces.

**SHARED SPACES**  
Public art, street furniture, materials, shared spaces, event spaces.

**EVENT SPACES**  
Public art, street furniture, materials, shared spaces, event spaces.

Initial Engagement for The Square and the proposed Government Hub

## York Central | 8

### What happens next?

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

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

Timeline of key milestones from 2016 to 2023, including Outline Planning Permission, Infrastructure Development, and the proposed Government Hub.

**KEY MILESTONES IN CREATING YORK CENTRAL**

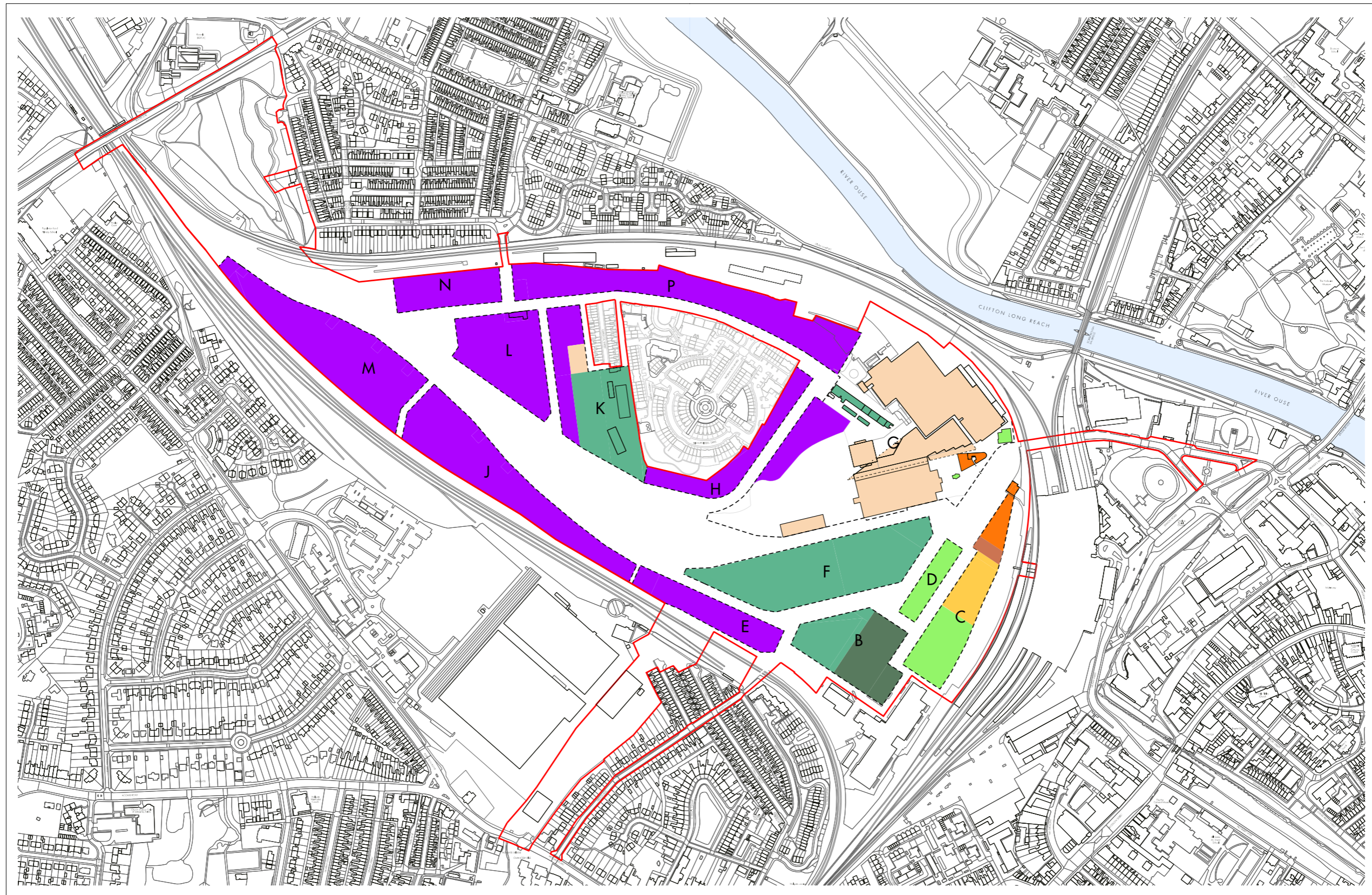
Timeline of key milestones from 2016 to 2023, including Outline Planning Permission, Infrastructure Development, and the proposed Government Hub.

**WE WANT TO HEAR FROM YOU!**

Thank you for attending! More information: [yorkcentral@homesandland.gov.uk](http://yorkcentral@homesandland.gov.uk). Share your feedback! Please do this by completing a short survey. This can be found by scanning the QR code, visiting the York Central website or requesting a paper form from one of the team at the event.

Initial Engagement for The Square and the proposed Government Hub

# Appendix 2.1 Parameter Plan of Land use - Ground level uses.



Scale 1:5000 @ A3  
 0 50 100 200

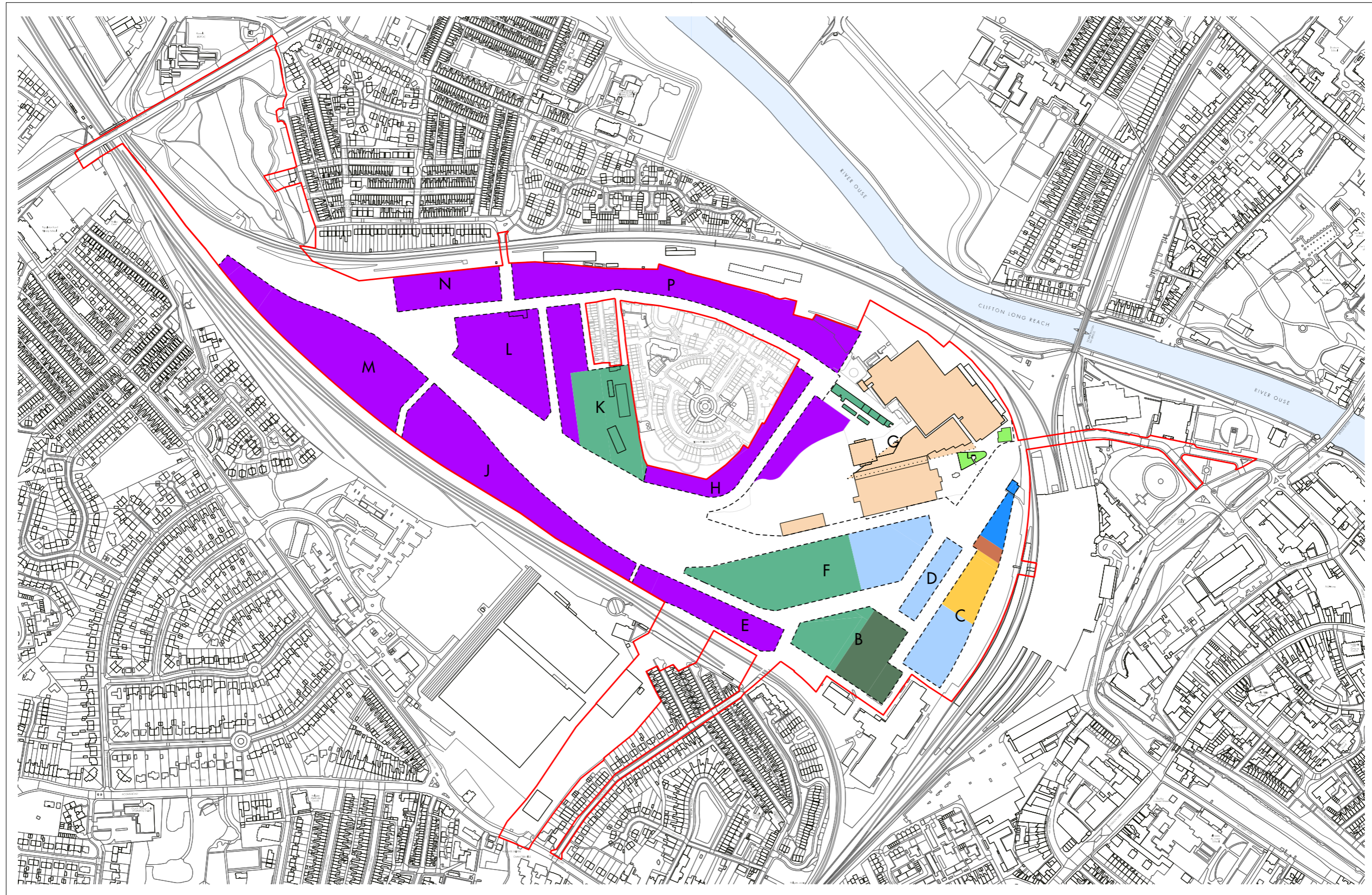
**Key:**

Planning Application Boundary	Predominantly D uses	Development Zones refer to YC-PP 005 for Zone Boundary & Zone Boundary Subdivision LOD (limits of deviation)
Predominantly A1 - A5 uses	Predominantly C1, B1a or B1b uses	Development Zone name
Predominantly B1a or B1b uses	Predominantly car parking	
Predominantly C3 use	Predominantly car parking, B1a, B1b or C1 uses	<b>NOTE:</b>
Any Permitted uses	Railway Station	- 'Predominantly' equates to proportion of floor area greater than 75% - 'Any permitted use' refer to Development Specification
Any Permitted uses (excluding C3)		- No Development Zones A, I or O

Allies and Morrison  
 telephone 020 7921 0100  
 email info@alliesandmorrison.com

**YORK CENTRAL**  
 Parameter Plan  
 Development Zones - Ground Level Uses  
 STATUS: **FOR APPROVAL**  
 August 2018  
 YC-PP 007

# Appendix 2.2 Parameter Plan of Land use - Upper floor uses.



Scale 1:5000 @ A3  
 0 50 100 200



Key:

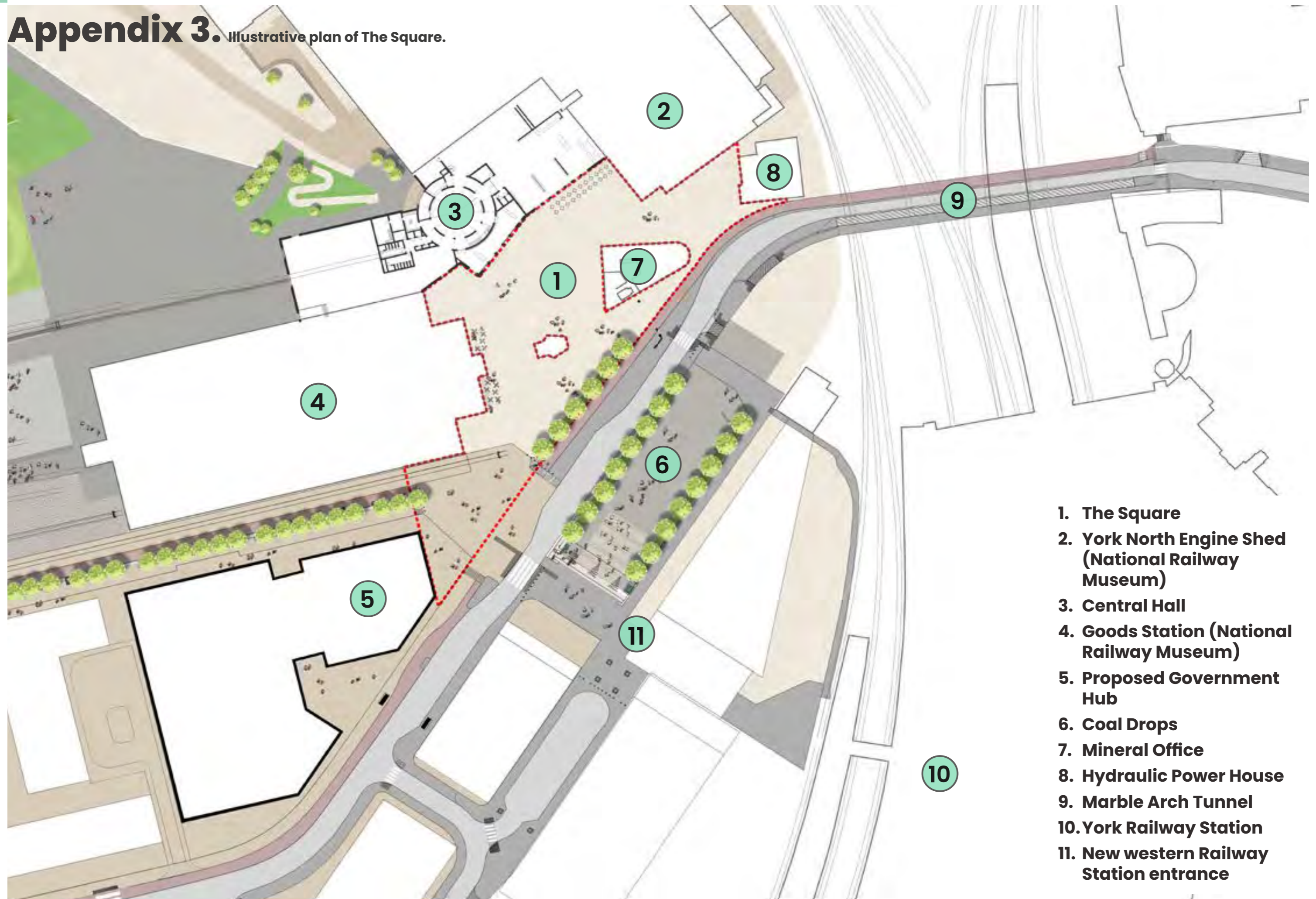
Planning Application Boundary	Predominantly D uses	Development Zones
Predominantly A1 - A5 uses	Predominantly C1, B1a or B1b uses	- refer to YC-PP 005 for Zone Boundary & Zone Boundary Subdivision LOD (limits of deviation)
Predominantly B1a or B1b uses	Predominantly car parking	X Development Zone name
Predominantly C3 use	Predominantly car parking or B1a, B1b or C1 uses	
Any Permitted uses	Railway Station	
Any Permitted uses (excluding C3)		

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

Allies and Morrison  
 telephone 020 7921 0100  
 email info@alliesandmorrison.com

**YORK CENTRAL**  
 Parameter Plan  
 Development Zones - Upper Floors Uses  
 STATUS: **FOR APPROVAL**  
 January 2019  
 Revision: A  
 YC-PP 008

# Appendix 3. Illustrative plan of The Square.



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

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



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





**Stage 2 Q&A report  
including exhibition  
boards**

# YORK CENTRAL

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

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## 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

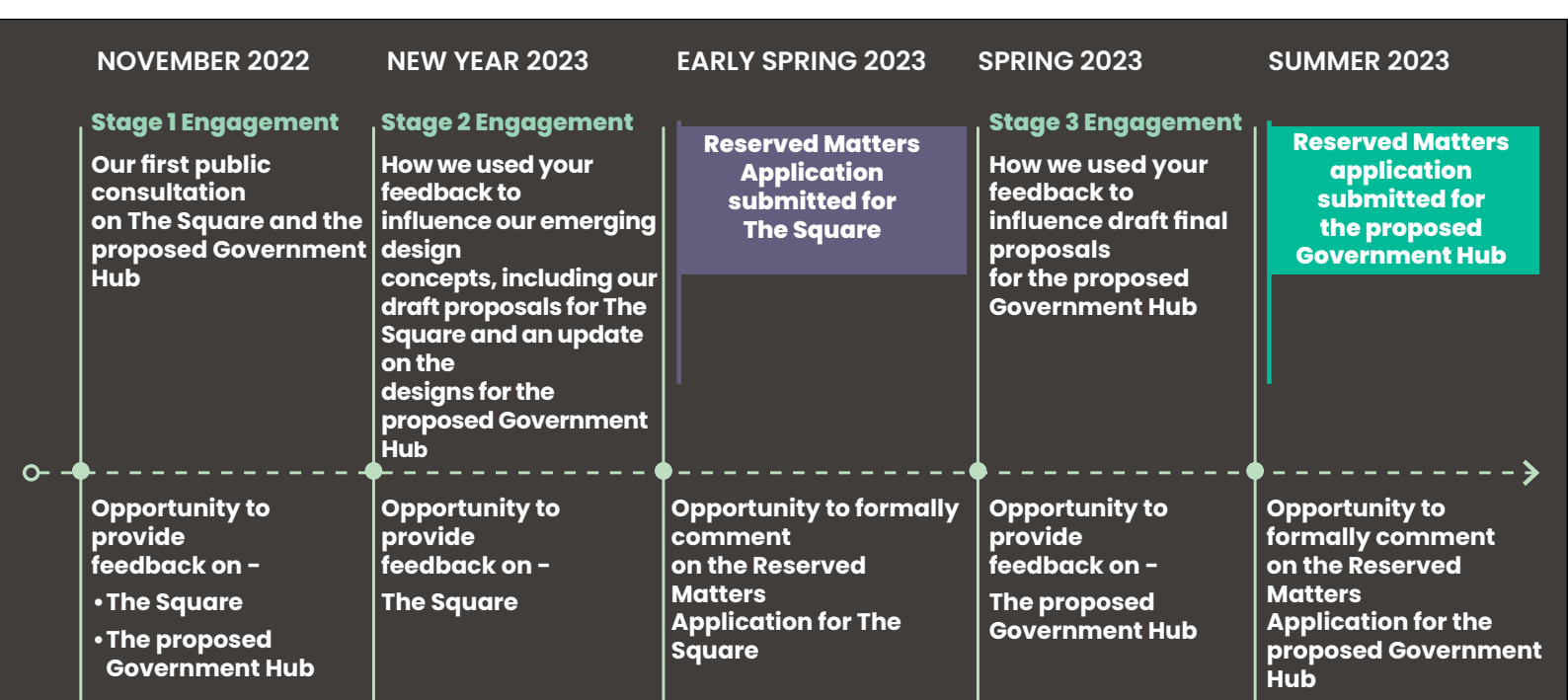
their team of technical consultants, who presented the same material that was shown during the in person event. This can be found in appendix 1.

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:

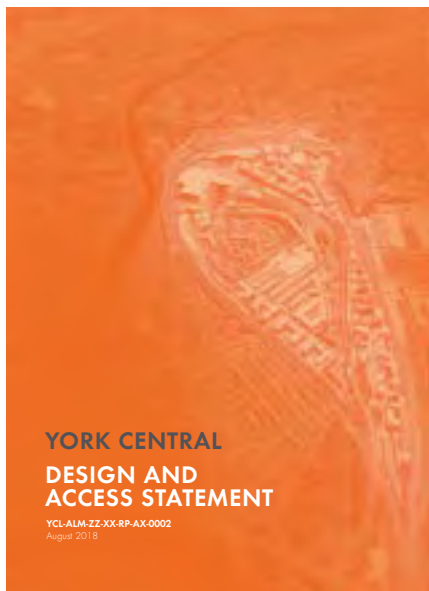
<https://www.yorkcentral.info/>



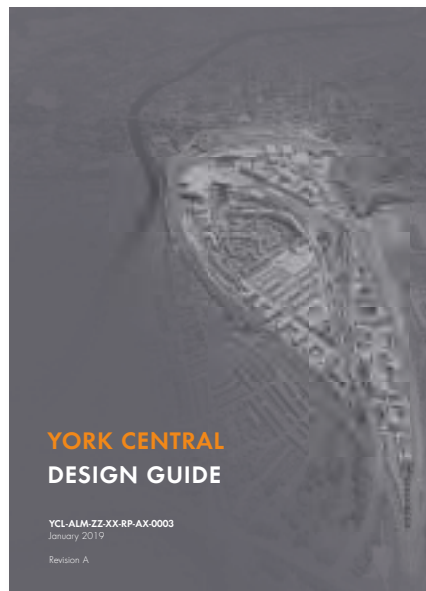
# Helpful documents

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.

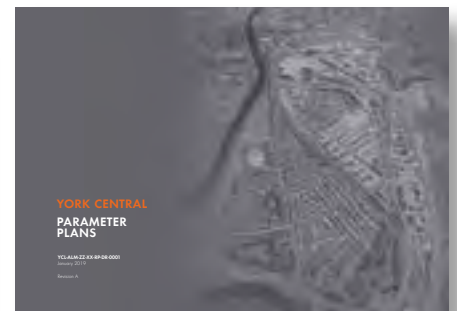
The OPA application can be found at the City of York's planning website by visiting <https://planningaccess.york.gov.uk/online-applications/> and entering the reference number 18/01884/OUTM into the search box.



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 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](mailto: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**

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

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York Central
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## 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 upon 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 focuses on the emerging design of The Square, a new public space adjacent to the National Railway Museum. This engagement will also provide an update on the next steps for 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 explained the early thinking around the design of The Square.

We have been reviewing this feedback and progressing with our designs for The Square and the proposed Government Hub. The main focus of this engagement is to share the emerging designs 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 proposal for York Central. If you would like additional information including a summary of feedback on the first stage of engagement, the following documents are available either at our in-person events or alternatively online on the York Central website.

OUTLINE PLANNING APPLICATION (OPA)	RESERVED MATTERS APPLICATION (RMA)
<ul style="list-style-type: none"> <li>An OPA was approved for York Central in December 2019</li> <li>It set the position of key uses and infrastructure</li> <li>It defined the 'scale' - max &amp; min amount of development</li> <li>It defined heights</li> <li>It defined development paths</li> <li>Key points of access into the site</li> <li>Main routes through the site</li> </ul>	<ul style="list-style-type: none"> <li>An RMA is the next stage after an OPA has been granted</li> <li>It provides more detail than that was shown in the OPA</li> <li>It will include details about:                             <ul style="list-style-type: none"> <li>appearance</li> <li>layout</li> <li>landscaping</li> <li>means of access</li> </ul> </li> </ul>

### HELPFUL DOCUMENTS

**Outline Planning Application (OPA)**  
 Approved in December 2019. It sets the position of key uses and infrastructure, defines the scale, height, and development paths, and identifies key points of access and main routes through the site.

**Reserved Matters Application (RMA)**  
 Approved in December 2022. It provides more detail than that was shown in the OPA, including appearance, layout, landscaping, and means of access.

**York Central Website**  
 Provides a comprehensive overview of the project, including planning documents, news, and contact information.

**York Central Website**  
 Provides a comprehensive overview of the project, including planning documents, news, and contact information.

### TODAY WE WILL BE LOOKING AT...

1. Hello and Welcome...
2. Understanding the site
3. Your feedback on The Square
4. The Vision for The Square
5. How will The Square feel and function?
6. Emerging proposals for The Square
7. Your feedback on the proposed Government Hub
8. The next steps

### SHARE YOUR FEEDBACK

Go online to share your feedback on the proposed Government Hub. Your feedback on the first stage of engagement.

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## 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, new residential neighbourhoods, an expanded and enhanced National Railway Museum, improvements to York Railway Station, and a network of vibrant public squares with routes linking to surrounding neighbourhoods and York City Centre. The whole site received Outline Planning Permission in 2019, and the first phase of infrastructure is now underway. 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. The proposed Government Hub
3. York Railway Station
4. North Arch Tunnel
5. City of York Council - West Offices
6. Leeman Road Stopped Up
7. NRM Development Project
8. Temporary Rail Yard
9. New York Railway Station
10. New Pedestrian, Cycle and Vehicle Bridge
11. New Street South
12. Leeman Road Tunnel
13. Leeman Road Overpass
14. New East Coast Main Line Bridge
15. Millennium Green
16. New General Heritage

### UNDERSTANDING THE DIFFERENT APPLICATIONS

An application for reserved matters (RMA) is the next stage after an 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 Railway 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).

RESERVED MATTERS APPLICATION 1 (RMA 1) PHASE 1 INFRASTRUCTURE	RESERVED MATTERS APPLICATION 1 (RMA 1) NATIONAL RAILWAY MUSEUM DEVELOPMENT CENTRE HALL	RESERVED MATTERS APPLICATION 3 (RMA 3) THE SQUARE	RESERVED MATTERS APPLICATION 4 (RMA 4) PROPOSED GOVERNMENT HUB
Approved Winter 2022	Approved Summer 2022	To be submitted Spring 2023	To be submitted Summer 2023

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Stage 2 Engagement for The Square and the proposed Government Hub

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Stage 2 Engagement for The Square and the proposed Government Hub

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York Central
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## 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 which respects 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

You have given us a range of opportunities to incorporate a mix of uses and activities into the Square. These include community uses, events and pop-up activities, which we have also included in our design for The Square.

#### ENGAGEMENT

You have taken a lead in our engagement activities. As part of this further stage of engagement, we are launching our programme of outreach with local authorities and organisations, and we are also launching a programme for meaningful dialogue.

#### MANAGEMENT

Our design for The Square has incorporated spaces for events and pop-up activities, and we are also launching a programme for meaningful dialogue.

#### MOVEMENT

Some of the ideas we considered about how The Square will feel in relation to the safety of Cinder Street.

#### PUBLIC REALM

A wide range of options were expressed in relation to the design of The Square.

#### HERITAGE

You felt responding to local character and the heritage of the site was important in the design of The Square.

#### CONTEXT

There was a widely shared expectation that The Square should be of the highest design quality, drawing inspiration from a range of cities.

#### SUSTAINABILITY

You felt sustainability was a priority in the design of The Square.

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

A number of topics were raised in relation to the design of The Square. We are actively seeking opportunities to incorporate these suggestions into future phases, where appropriate.

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York Central
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## 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 illustrated below: to the north of Cinder Street, The Square, and, to the south 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 area will come forward at a later date, and is shown here for context to give a sense of how 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 key design principles which have informed the emerging preferred approach to the Square.

1. Contemporary design with fun elements and open spaces for events.
2. Materials and features that link to the heritage of the site and the city.
3. Places to sit and relax with a mixture of open and shaded locations.
4. Clearly defined and easily accessible pedestrian and cycle routes.
5. Street trees and planting to introduce 'softer' elements and biodiversity.
6. Lighting and landscaping to create a safe environment.

### 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

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

# 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 **Wayfinding 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 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 get 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 Square will also integrate measures to mitigate against the risk of **Heavily Vehicles** (e.g. bollards, 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, durable, and accessible environment. The materials will be chosen to complement the surrounding architecture and to provide a sense of place.

**LIGHTING & WATER**

The square will be lit with modern, energy-efficient lighting. Water features, including fountains and water walls, will be used to create a sense of movement and to provide a cooling effect.

**STREET FURNITURE**

The square will be furnished with modern, durable, and accessible street furniture, including benches, planters, and bollards. The furniture will be chosen to complement the surrounding architecture and to provide a sense of place.

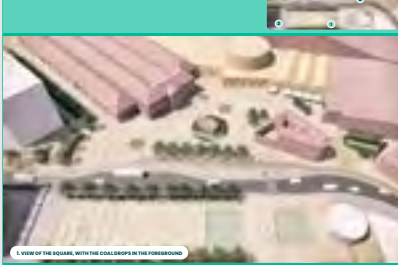
**PLANTING**

The square will be planted with a variety of trees and shrubs, including native species. The planting will be chosen to provide shade, improve air quality, and create a sense of place.

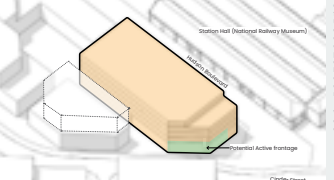
# Bringing your new Square to life

**LIFE IN YOUR NEW SQUARE...**

The following images show 2D 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 floorpace 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-to-be-created-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 First and Passive Design approach is being adopted, keeping sustainability at the core of the design process. The hub would be modern and energy efficient 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 roof, 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 a catalyst for growth and social value.

**PUBLIC REALM ACTIVATION**

The need to activate the public realm goes with the rest of the York Central development, of paramount importance to the team.

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 potential for the hub to be a catalyst for the development of the street, leading to activation of the street edge at 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 celebrates the historical significance of the site in 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 Square	Stage 2 Engagement Application submitted for The Square	Reserved Matters Application submitted for The Square	Stage 3 Engagement Application submitted for The Square	Reserved Matters Application submitted for The Square
Opportunity to provide feedback on the proposed Government Hub	Opportunity to provide feedback on the proposed Government Hub	Opportunity to provide feedback on the proposed Government Hub	Opportunity to provide feedback on the proposed Government Hub	Opportunity to provide feedback on the proposed Government Hub

**KEY MILESTONES IN CREATING YORK CENTRAL**

We are here!

2018: Outline planning submitted

2019: Planning permission granted

2020: Construction of the Government Hub begins

2021: Construction of the Government Hub continues

2022: Construction of the Government Hub completes

2023: Construction of the Government Hub completes

2024: Construction of the Government Hub completes

2025: Construction of the Government Hub completes

2026: Construction of the Government Hub completes

2027: Construction of the Government Hub completes

2028: Construction of the Government Hub completes

2029: Construction of the Government Hub completes

2030: Construction of the Government Hub completes

2031: Construction of the Government Hub completes

2032: Construction of the Government Hub completes

2033: Construction of the Government Hub completes

2034: Construction of the Government Hub completes

2035: Construction of the Government Hub completes

2036: Construction of the Government Hub completes

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2050: Construction of the Government Hub completes

**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









