

# York Central

Seeking your views  
to guide development

January 2016





Aerial View of York Central





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# Foreword

The redevelopment of York Central represents a once in a lifetime opportunity to deliver major growth in York, enabling us to attract high value jobs, deliver new sustainable homes and create world-class public spaces which will help define the future for our city.

City of York Council, Network Rail, the National Railway Museum and the Homes and Communities Agency are committed to work together in partnership to bring forward development at York Central.

We believe that by collaborating we can make the right decisions and develop solutions to overcome any challenges.

Located on one of the largest brownfield sites in the UK, our vision includes opportunities for a new office quarter, a new residential community, an expanded and enhanced National Railway Museum, improvements to the railway station and a network of vibrant public squares with routes linking to

surrounding neighbourhoods and the City Centre. We want to establish a framework which will guide how York Central evolves and will establish broad criteria for future development proposals. To help us create this Planning Framework, we want to hear your views and ideas.

In this document we identify some of the key principles that will need to be addressed in the formal Planning Framework. We have put forward some options for you to consider and comment on, and we would be grateful for your response to the Questionnaire.

Your feedback is important and will be used to help define the future for York Central.

Cllr Steward and Cllr Aspden  
City of York Council



Cllr Steward



Cllr Aspden





York Railway Station



# Vision

York Central will deliver a high-quality and sustainable new urban district, where city life meets beautiful landscape. The scale and quality of new development will enhance the city as a contemporary employment, residential, cultural and leisure destination. Close to the historic city centre, this former rail yard will build on the city's existing assets to become a vibrant and exciting new urban quarter for York residents.

Do you support this vision for York Central (see Question 2 in Questionnaire)



Illuminating York Festival at York Museum Gardens



Bradford City Park



Granary Square King Cross, London



Queen Elizabeth Olympic Park, London







# Introduction



**The purpose of this document is to seek your views and ideas to help guide future development proposals for the York Central site. We want to hear from residents, businesses, interest groups and other stakeholders.**

**This is the first of a series of consultations that will take place as proposals for the site develop. The ideas presented in this document are neither exhaustive nor definitive – if you have alternative ideas then please use the questionnaire to let us know.**

Located immediately adjacent to York railway station, York Central extends across 72 hectares of brownfield land, much of which was formerly used for railway operations. The size of this site, combined with fantastic transport connections and proximity to the attractions of York city centre, offers the opportunity to create a regionally significant, high quality mixed use development in a highly sustainable location.

Opportunities also exist to enhance the area around the station and create a more welcoming and pedestrian friendly gateway. The National Railway Museum (NRM) could also be expanded and better connected to the city centre. The boundary of the York Central site has been defined to encompass these opportunities.

The emerging Local Plan for York establishes a trajectory for the growth of the city and identifies the need for new homes and more high quality commercial accommodation to support new and expanding businesses. The draft Local Plan identifies York Central as a key opportunity site which could deliver some of these new homes and jobs. Redevelopment

of York Central will help sustain the continued growth and success of the city.

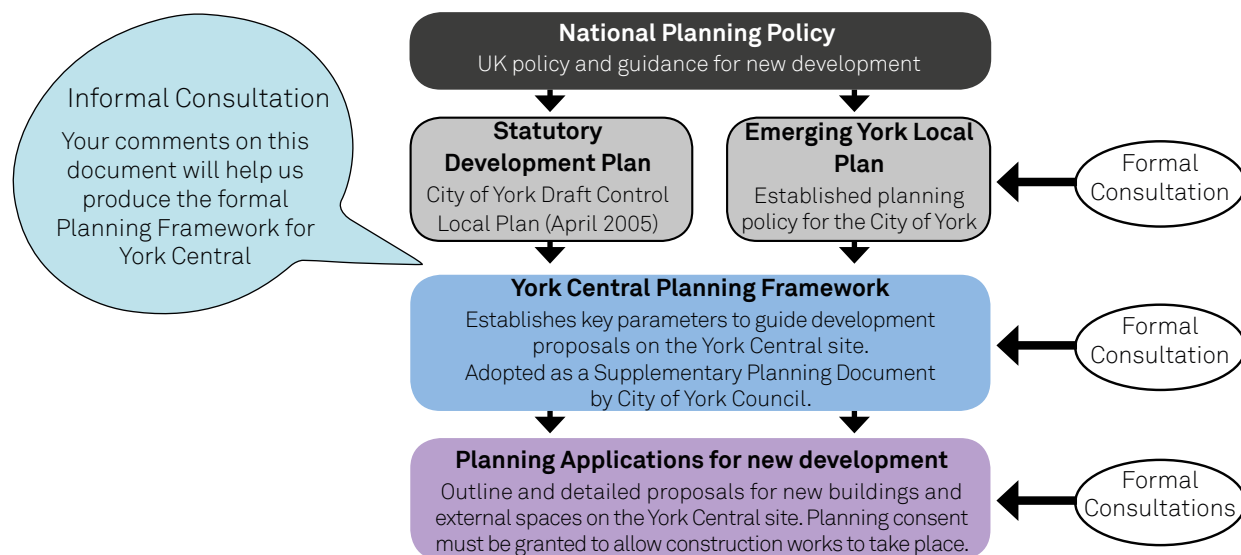
City of York Council, Network Rail, the National Railway Museum and the Homes & Communities Agency are working jointly in partnership to realise the important development opportunities at York Central

To guide future development proposals, it is proposed that a formal Planning Framework is produced. This framework will establish key principles relating to access and movement, landscape and public realm. This will create the layout of individual development plots and establish parameters for acceptable uses, building heights and densities. The Planning Framework will ultimately be adopted by City of York Council as a Supplementary Planning Document, forming material guidance in the determination

of future planning applications for the site. The relationship of the York Central Planning Framework to other planning documents is set out in the figure below.

**To help us produce the Planning Framework, we wish to hear your views. In the following pages we outline some of the key principles that will need to be addressed and identify some options to address specific issues. We welcome your reaction to these principles and your comments on options presented.**

Throughout the document we have identified some specific questions. We would be grateful if you could respond to these questions and provide any other comments you have by completing the questionnaire. See page 37 to find out how you can give us your feedback.







Boundary for the York Central Planning Framework



# Development History

## Context

The York Central site started to be developed from the early 1800's when York grew as a railway and manufacturing centre. Within the site were located goods yards, locomotive works and other related infrastructure.

Rail activity on the site has been in decline. Operational use of the rail sidings for train stabling and other rail uses will be removed as Network Rail is working with operators to ensure that sufficient facilities are located elsewhere in York. Network Rail's maintenance operations will be relocated to the Holgate Works site off Holgate Road. The signalling building (IECC building) to the west of the station will become redundant once current signalling modernisation programmes have been completed. Therefore, a phased series of changes and relocations of the remaining railway operations, will enable the land to be released for development.

## Learning from past schemes

Over the years, there have been a number of attempts to bring development forward at York Central. Some of these schemes sought to maximise development and introduce retail uses to exploit the site's location. However, the high traffic flows generated and increased infrastructure required to unlock the site meant that this approach was not affordable or desirable. The site is also not easy to develop due to access constraints and ongoing rail use; significant reconfiguration of road and rail infrastructure is required to unlock development.

From these past schemes, the following lessons are drawn which will help guide how proposals should be brought forward at this time:

- The Council, land owners, stakeholders and the local community should all be involved in establishing a common vision for the future of York Central. Common principles should be agreed to guide future development. This will help to define parameters for development and will encourage investment and inspire people and companies to relocate to York Central.
- Landowners and the Council should work together to bring forward the delivery of the common infrastructure (e.g. new access) required to unlock the site. This will help to de-risk future development and support the creation of the new business district.
- Improvements to the station and immediate surrounding area should be brought forward in parallel with new development in order to integrate York Central with the rest of the city and to create a successful place from the start.
- Development proposals must be commercially viable. Infrastructure costs will need to be controlled and planning contributions balanced, otherwise there is a risk that development will not happen.
- The total quantum of development and the mix of uses on the site will be designed to respond to the capacity of any new highway link and the surrounding highway network.
- **Redevelopment of York Central will take time. A flexible approach is required to allow development to respond to changing market conditions. Developing incrementally in phases allows an early start to build momentum, yet helps to spread risk and allow proposals to respond to change.**





**Image of the Existing Site, Looking North Towards the NRM**



# Objectives

We believe the redevelopment of York Central should be focussed on achieving the following objectives.

## HERITAGE AS AN ASSET



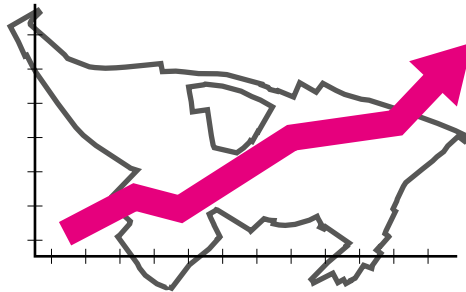
Draw on the existing history and heritage of the site to create a distinctive new place that complements and enhances the existing historic fabric of York.

## GREEN INFRASTRUCTURE



Create a green network which maximises linkages to surrounding communities, landscapes and public spaces.

## CATALYST FOR ECONOMIC DEVELOPMENT



Encourage investment in new accommodation to support new and growing businesses which will drive economic development and bring benefit to the whole city.

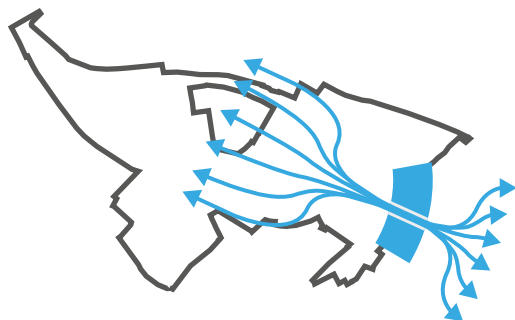
## A VIBRANT NEW COMMUNITY



Deliver a diverse range of new buildings and public spaces which support a vibrant mix of employment, residential, social, leisure and amenity uses.



## MOVEMENT AND ACCESS



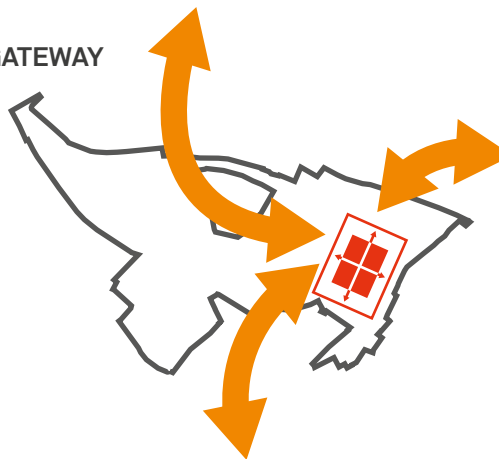
Provide a highly accessible and permeable development which encourages walking, cycling and use of public transport.

## CREATING AND CONNECTING COMMUNITIES



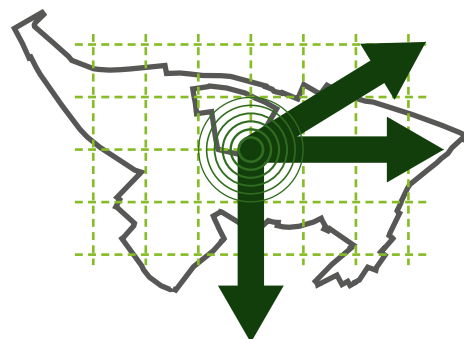
Permit greater connectivity across the site to link neighbouring residential areas, the city centre and the River Ouse. Create well designed places for people to live and connect existing and new communities.

## A GATEWAY

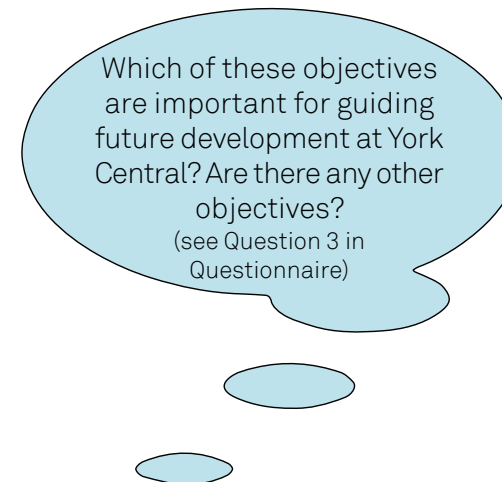


Develop York Station as a Gateway location to provide an integrated and welcoming entrance and a high quality link between the city centre, York Central and the National Railway Museum.

## NATIONAL RAILWAY MUSEUM AS CULTURAL EPICENTRE



Celebrate the National Railway Museum at the cultural heart of the new development and improve its connectivity with the city centre and the station.



## SUSTAINABLE DEVELOPMENT



We believe that the principle of sustainable development lies at the heart of the York Central redevelopment.



# Heritage

## Heritage can add value and shape the development of York Central.

The character of York Central is defined by its history as a major rail yard of national importance with a distinctive footprint. Building on this heritage will help to make York Central a more distinctive and more memorable place.

### Buildings

The historic settings of the buildings should inform the future urban grain and layout of the development where possible.

Where practicable, existing buildings of value should be retained, refurbished and incorporated in to the new development. However, it may not be possible to retain all of the existing buildings.

There are a number of listed buildings. These should be retained and new buildings adjacent to them should be designed sympathetically to enhance the setting of these listed buildings. The Heritage Plan overleaf shows listed buildings across the site.

### Landscape

The railway heritage offers opportunities to reflect the rich industrial heritage of the site.

The design of the landscape could respond to the layout of the existing sidings and rail lines could be incorporated into the surface finishes. There may also be opportunity to display some of the railway engines from the NRM as centrepieces within the public realm areas.

Public art installations and signage should also be used to help tell the story of the site to visitors.

### Archaeology

The Heritage Plan overleaf shows that the eastern part of the site falls within an area of archaeological importance. Archaeological finds may be encountered during the works. Development should be preceded by archaeological investigation to record the heritage of the site.





This is an opportunity to influence the Planning Framework early on. Do you agree with the classification of buildings?  
(see Questions 5-7 in Questionnaire)

### Listed Buildings/ Structures

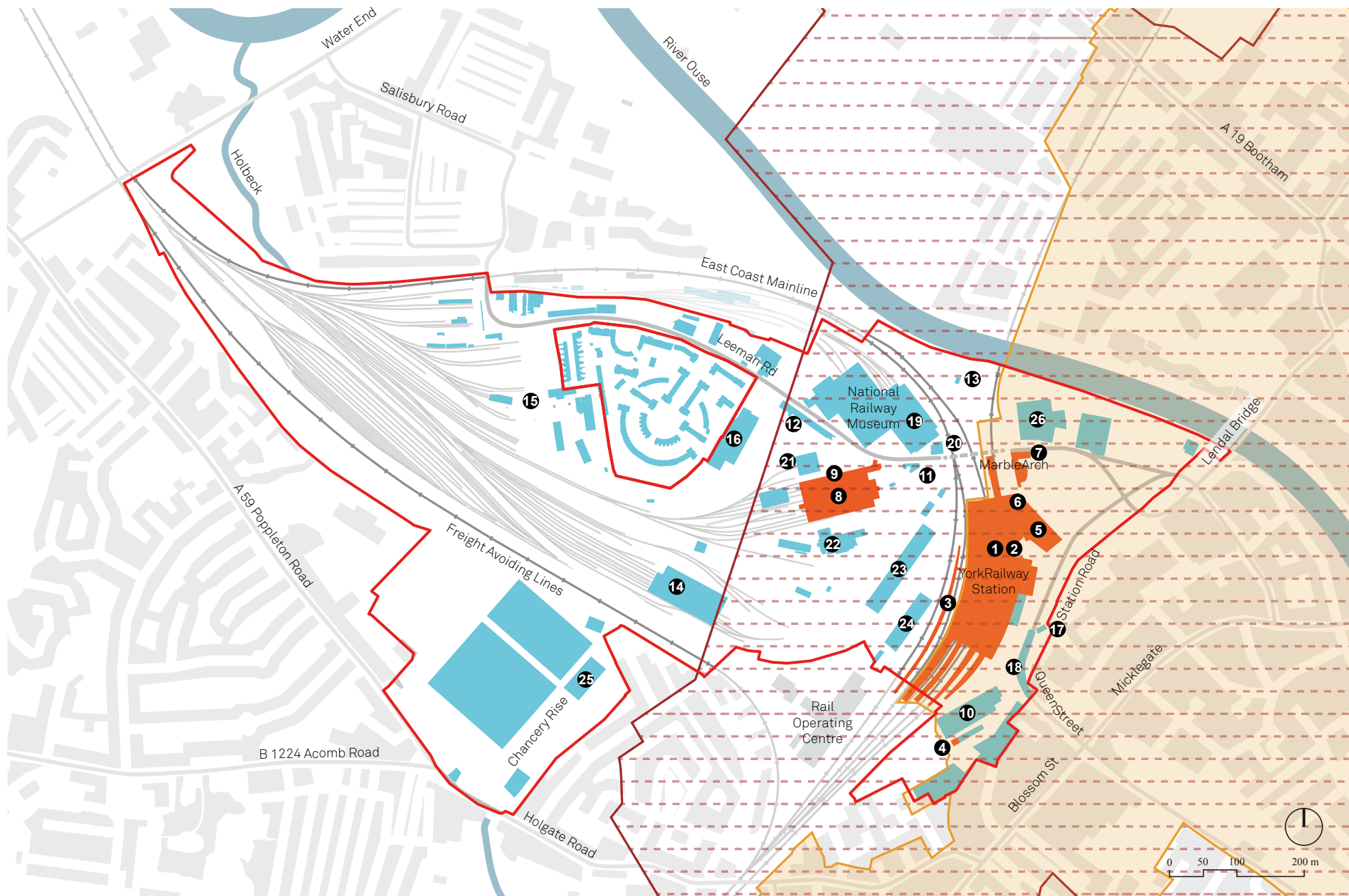
- ① York Railway Station
- ② Tearoom
- ③ Additional Platforms to York Railway Station
- ④ Water Tower
- ⑤ Royal Station Hotel
- ⑥ Royal Station Hotel Extension
- ⑦ Hotels Department Offices and Stores
- ⑧ Goods Station (now NRM Station Hall)
- ⑨ Extension to Goods Station (Now NRM Station Hall)

### Other Buildings/ Structures

- ⑩ The Railway Institute gymnasium and associated buildings
- ⑪ Coal Manager's Office (Bull-Nose Building)
- ⑫ Former North Eastern Railway Horse Stables
- ⑬ Water Tower and Pumping Station
- ⑭ Former Wagon Works
- ⑮ The Albion Iron Foundry
- ⑯ Concrete Depot
- ⑰ Ivy Cottage
- ⑱ Queen Street Bridge
- ⑲ York North Engine Shed (Now NRM Great Hall)
- ⑳ Hydraulic Power House
- ㉑ Traders Store for Silcocks (Now NRM)
- ㉒ Traders Store for Associates Biscuits Factory
- ㉓ Unipart
- ㉔ York IECC
- ㉕ Alliance House
- ㉖ Post Sorting Office

-  Listed Buildings/ Structures
-  Other Buildings/ Structures
-  Conservation Area Boundary
-  Area of Archaeological Importance







# Landscape & Public Realm

High quality landscapes and public spaces will play an important part in giving York Central its unique character. There is potential to create a variety of spaces within the development which respond to the different uses. Some spaces will be hard, urban and active; others will be softer, greener and more peaceful. Connecting these spaces will maximise their impact and strengthen movement through the new development.

## Green Space

The landscape strategy for York Central should look to connect the strategically important green spaces along the River Ouse corridor and the City Walls. Development of York Central will help to better connect these amenity spaces and make them more accessible to residential communities.

The new green links will start to establish a framework for open spaces within the new development. Through the centre of the site, a new linear park could be provided to unify the development, accommodate the main footpaths and cycleways, and provide an important recreation space for residents and workers.

Do you support the landscape principles presented?  
(see Questions 8-9 in Questionnaire)

## Public Squares

Close to the station, hard landscaped areas are more likely to be created due to the increased pedestrian flows. Here there is potential to create three new public squares which will act as focal points for York Central:

- Museum Square – the principal events space in front of the National Railway Museum.
- Station Square West – a new arrival space at the new western station entrance.
- Station Square East – a new gateway space created by reorganising existing highway infrastructure and expanding Tea Room Square.

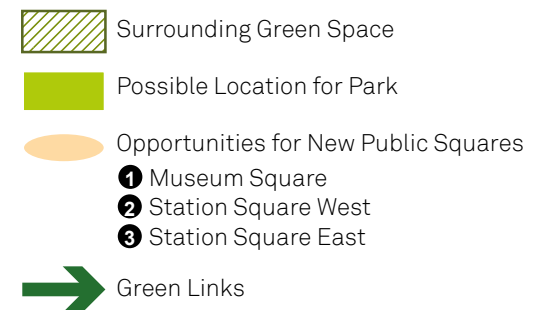
## Holgate Beck & Water Management

The Holgate Beck watercourse currently passes beneath the western part of the site in culvert. However, as the beck is approximately 5m below ground level, this restricts the opportunity to open up the watercourse as this would limit the usability of the park for recreational use.

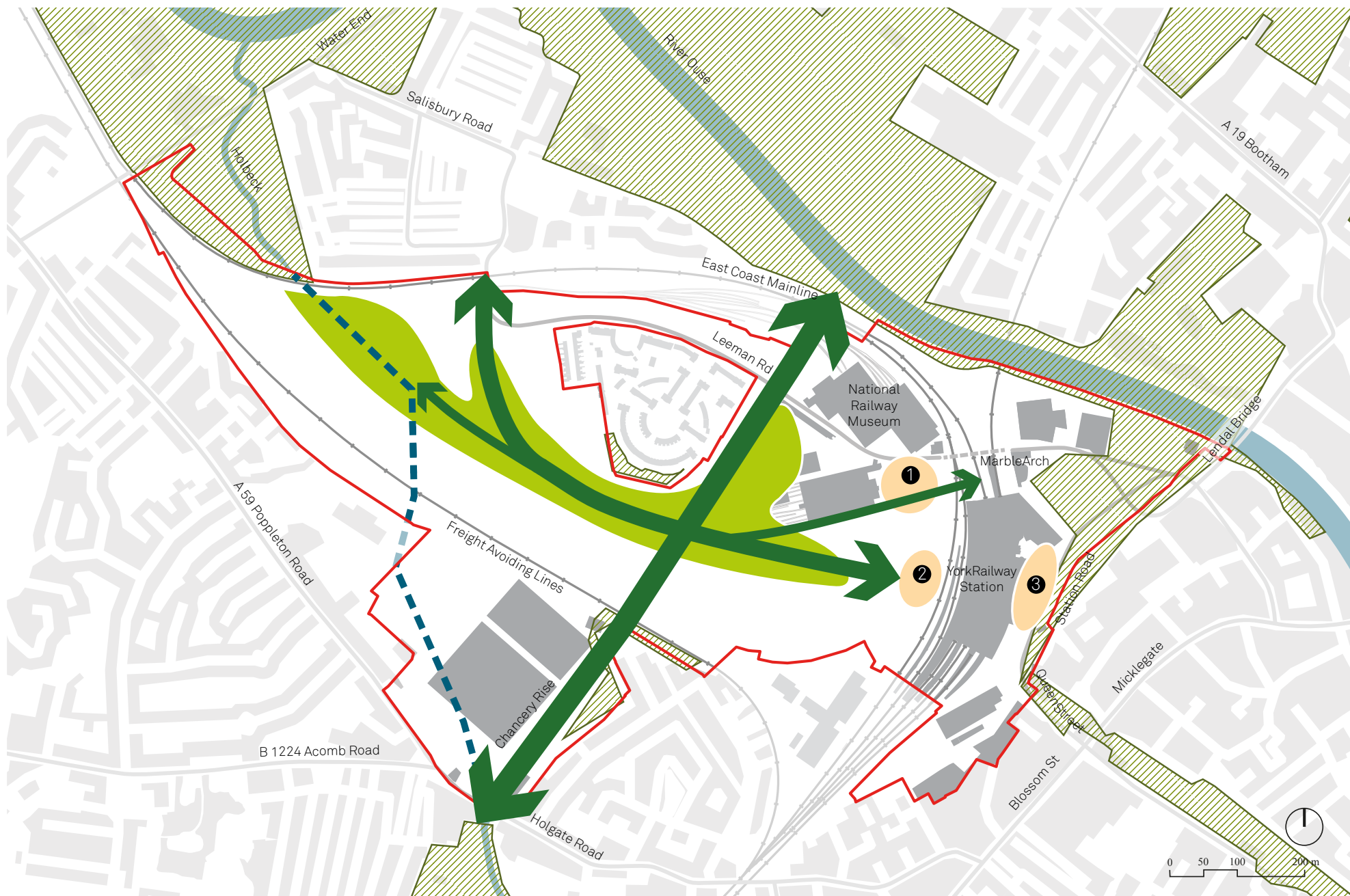
A preferred approach is to include water bodies and sustainable drainage features within the design of the landscape. Together these elements will create a sustainable drainage system for York Central.



Green & Blue Infrastructure in York









# York Railway Station

**The railway station is a key gateway to the city of York and the principal access to York Central and the link through to the National Railway Museum. In parallel with development of York Central, investment is being considered under complementary projects to improve the environment around York Railway Station.**

## Western Station Entrance

The current entrance on the west side of the station is poor and does not meet modern standards. With the development of York Central, more passengers will use this western entrance and a new concourse building is required to allow passengers to transition from the existing overbridge down to ground level. This new entrance should incorporate additional cycle parking facilities, bus stops, drop-off/pick-up and short stay parking areas which will reduce pressure on the east side of the station. A new public square could also be delivered to create a welcoming arrival and provide a focal point for the York Central development.



Potential new square and entrance building on west side of station

17

## Queen Street & Eastern Station Entrance

To the east of the station, Queen Street passes over an old bridge, below which trains used to pass to the former railway station (now the City of York Council offices). The bridge is now redundant, however its presence forces station traffic (buses, taxis, cars and deliveries etc.) into a very congested space in front of the station. Pedestrian access and legibility in this space is currently poor.

There is potential to remove the Queen Street bridge and reorganise this space to reduce conflicts between pedestrians and vehicles (see opposite page). A new public square could be provided in front of the station portico and Tea Room Square could be expanded and pedestrianised. This would help to improve transport interchange and create a better, more welcoming gateway to York.



Potential new square to the east of the railway station.

## Future Proofing

Development proposals should also anticipate future rail growth. To the west of the station, space should be allowed for a potential new chord and platforms from the Freight Avoiding Lines towards the new western station entrance. This chord would allow for the potential relocation of Harrogate train services to help improve reliability and increase capacity on the East Coast Main Line.

Allowance should also be made for significantly increased rail passenger numbers with the future arrival of High Speed 2 (HS2) and TransNorth rail services to York station. The improvements to the station and delivery of the York Central development will help make York “HS2 ready” and prime the city to capitalise on these nationally significant projects.



Kings Cross Square – an exemplar in creating a high quality gateway to a city

Should we create new public squares at either side of the station?  
(see Questions 10-11 in Questionnaire)

## Possible Changes to the front (East side) of the Station

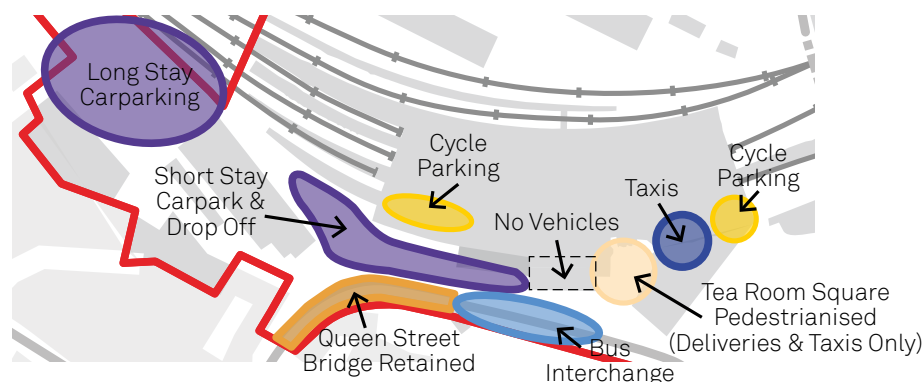
The front of York Railway Station currently functions inefficiently, with conflicts between pedestrians, taxis, buses and private vehicles and long delays as a result. The impacts of HS2 and general rail growth will only serve to exacerbate these issues. The objectives of the options presented here are to resolve conflict between users, improve efficiency, and create a gateway to the City which residents can be proud of. These changes will be delivered over a number of

years, and funding is not currently formally confirmed to deliver all of the works. Consultation on broad principles at this stage will help inform the ongoing work to help deliver these improvements to complement the wider York Central project.

Should Queen Street Bridge be retained (Option 1) or removed (Option 2)? (see Questions 12 & 13 in Questionnaire)

### Option 1 – Retain Queen Street Bridge

Retain Queen Street Bridge; relocate station taxis; relocate short stay car parking and drop off facilities; pedestrianise the portico; no change to bus interchange.



#### Advantages

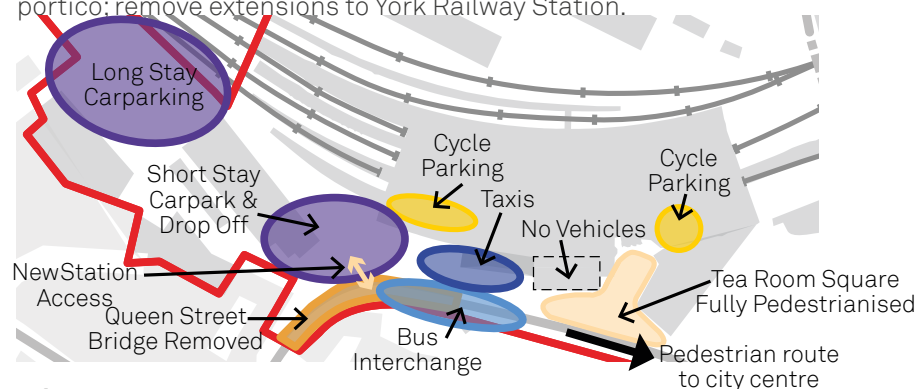
- Avoids the disruption created by removing the Queen Street bridge.
- Reduces the impact of layout changes on buildings in the area.

#### Disadvantages

- Does not resolve the conflicts at the station – does not create a welcoming gateway.
- Conflict between taxis and pedestrian movements remain in Tea Room Square.
- Access to and capacity of short stay/ drop off area very constrained.
- No additional bus interchange capacity.

### Option 2 – Remove Queen Street Bridge

Remove Queen Street Bridge and replace road at ground level; provide new access junction into station; remove or adapt buildings in area; re-organise buses, taxis, drop-off and long-stay parking; pedestrianise the portico; remove extensions to York Railway Station.



#### Advantages

- Facilitates a major new public square at the front of the station. Creates a high quality gateway to York.
- Separates vehicle movements and reduces conflicts. Creates a more legible space for pedestrians.
- Creates space within existing long stay carpark area to allow stacking of taxis and lay-over and turning of buses.
- Facilitates re-development of the car park for new commercial uses.
- Facilitates expansion of the station into the portico.

#### Disadvantages

- Short term disruption created when removing the Queen Street bridge.
- Potential removal or adaptation of the Railway Institute buildings and removal of extensions to York Railway Station.



# The National Railway Museum

## National Railway Museum

The National Railway Museum (NRM) is York's most visited attraction and holds the world's most important collection of historic railway material. The opportunity presented by the development at York Central will allow it to radically improve its existing facilities to become the world's leading showcase for the impact of railways.

**The NRM sits at the heart of the York Central development. It will give the new development a unique identity and with 750,000 visitors a year already, the NRM will be a hub of activity. A major new public square and events space could be created in front of the Museum to maximise this.**

## Museum Expansion

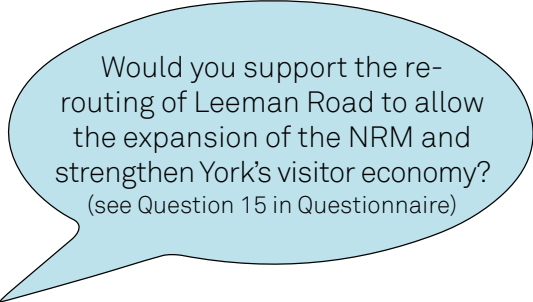
The NRM has plans to grow the museum with new attractions for York residents and visitors alike. It aims to increase visitor numbers to over 1 million people per year and encourage more overnight stays. This will help strengthen the visitor economy in York.

To help deliver this plan and with the highway network reorganised as part of the wider York Central development (see following section), the section of Leeman Road by the NRM could be re-routed. This would allow the two halves of the NRM to be joined, the Museum expanded and the environment around the museum improved with a new public square and surrounding development.

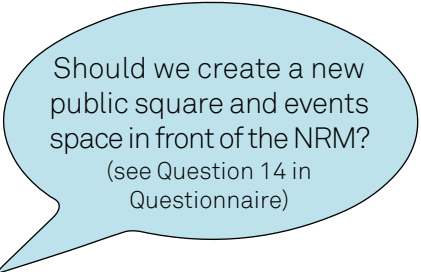
## NRM Rail Link

Currently the NRM has two rail accesses, one into Great Hall from the north and the second into Station Hall from the west.

As part of the York Central redevelopment, it is proposed that the existing rail link from the west will be removed and a new line provided from the Freight Avoiding Lines into Station Hall. This proposal will maintain the rail link to the NRM South Yard as a private siding. It would include a new private level crossing for the NRM over internal highways. This crossing would be used to allow occasional train movements to/ from the museum.



Would you support the re-routing of Leeman Road to allow the expansion of the NRM and strengthen York's visitor economy?  
(see Question 15 in Questionnaire)



Should we create a new public square and events space in front of the NRM?  
(see Question 14 in Questionnaire)



NRM - Vision for Enhanced Museum and New Gallery



# Access & Movement

## Context

**Improved access will be required to properly connect York Central to the city centre and neighbouring communities.**

Currently the only vehicular access into the site is provided via Leeman Road from the Salisbury Terrace community to the north and from the city centre to the east. This access is restricted due to low headroom under bridges and limited capacity on the surrounding highway network.

A number of additional pedestrian routes are also available into the site via the railway station, through the Marble Arch tunnel and across the existing footbridge from Wilton Rise.

## New Access Bridges

In the past, a number of different bridge options into the development have been considered to improve access to York Central. The alternative options have been tested in terms of a range of criteria including cost, deliverability, engineering feasibility, amenity and air quality impacts, and network performance.

The conclusion drawn from these studies is that a successful scheme will rely upon one new road bridge into the site, the preferred solution, based on technical work to date, is from Holgate Road (see plan). Over the past two years the council, working with Network Rail, has secured the land to deliver this new bridge and link road. Further detailed assessment work will need to be undertaken.

In addition, there is potential for a new footbridge

and cycle bridge over the East Coast Main Line to the north of the site. Combined with the new road bridge, this would create a new north-south route across the site, linking neighbouring communities with the riverside.

## Encouraging Sustainable Travel

With its location close to the city centre and neighbouring communities, there is a great opportunity to encourage people living and working at York Central to travel by more sustainable modes. Walking, cycling and the use of buses and taxis should all be promoted by the new development.

Provision will need to be made for cars in order to meet minimum requirements, however by minimising on-site car parking, exploiting excellent rail links and by promoting use of Park & Ride services, many site users will be encouraged to reduce their reliance on the car.

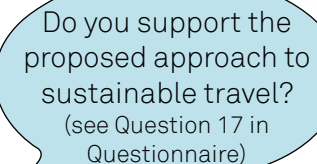
## Pedestrians & Cyclists

Within the site, a network of new pedestrian and cycle routes should be provided and designed to provide the shortest and most convenient connections across the site. The figure opposite identifies some of the principal pedestrian and cycle movement routes through the York Central site. Proposals will include the improvement and strengthening of the existing pedestrian link through York Railway Station.

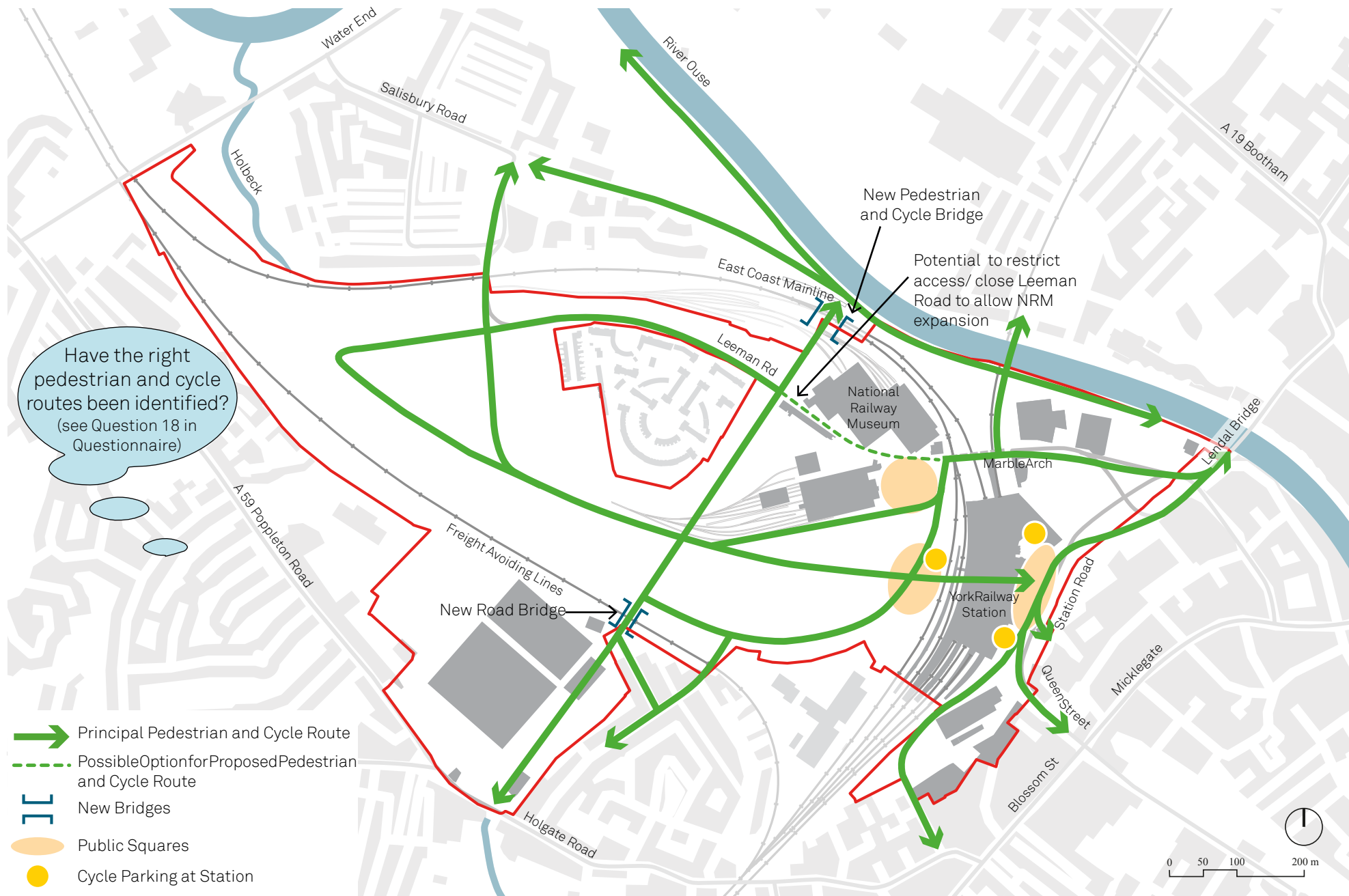
Where possible, these routes should be located within public realm and landscape areas to create an attractive alternative to sharing with traffic. Where routes are proposed along road corridors, footways

and cycleways should be physically segregated wherever feasible and appropriate. Secure, high quality cycle parking should be provided throughout the development with increased provision made at the railway station.

The eastern part of Leeman Road will remain an important pedestrian and cycle link from the development to the city centre. Here, improvements should be made to the vehicular underpass and the Marble Arch pedestrian tunnel to make these routes more attractive for users. This can be achieved through lighting, internal decoration and acoustic treatment of the space. Measures to reduce traffic flows and make the route safer and more attractive for pedestrians and cyclists such as the provision of bus gates will also be considered.



Do you support the proposed approach to sustainable travel?  
(see Question 17 in Questionnaire)



Proposed Pedestrian & Cycling Routes



# Access & Movement Continued

## New Highways

From the new road bridge over the Freight Avoiding Lines, a new highway will be provided to link to the station and provide direct access to the central commercial areas. A second highway will be constructed to link with Leeman Road to the west and provide access to the more residential areas of the development.

This new highway infrastructure offers significant journey time savings for buses and taxis travelling from the west of the city towards the railway station. With this new arrangement, buses and taxis would use the new bridge link and can avoid the current congested route via Holgate Road and Blossom Street.






However, to avoid excessive traffic using the routes past the new station western entrance and the new Museum Square, bus gates could be used during the daytime at the Leeman Road underpass. This approach could help to make the York Central development a more pedestrian, cycle and public transport orientated place.

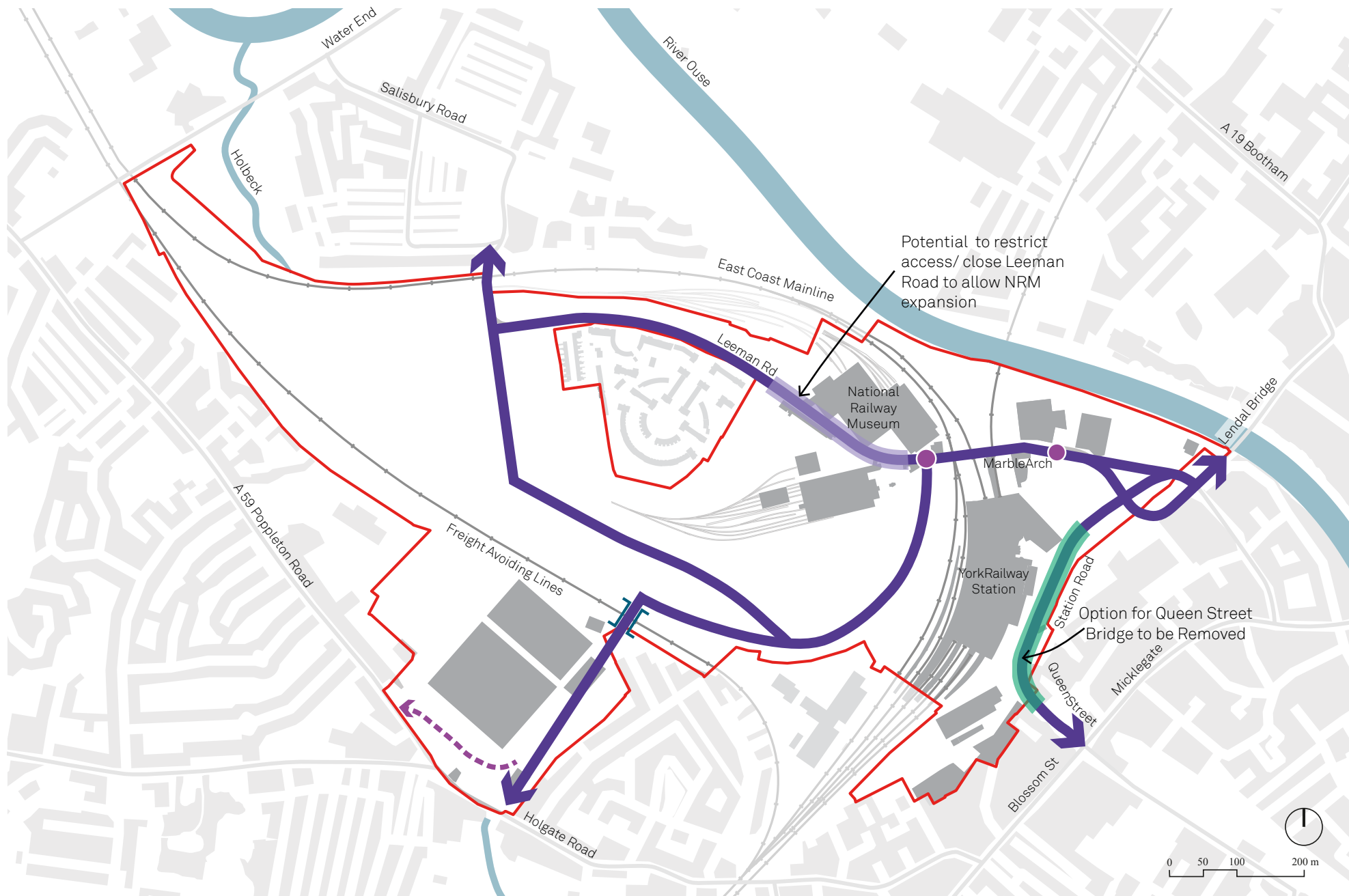
Initial traffic modelling has been undertaken to assess the local and wider impacts of the highway proposals. The modelling work has confirmed the feasibility of these proposals.

## Leeman Road

With the new highway infrastructure in place, there would be an option to restrict use of the western part of Leeman Road to providing access to existing properties and the NRM only. The section of Leeman Road passing through the NRM could be closed to allow expansion of the NRM and through traffic could be re-directed to alternative routes.



-  New Highway Infrastructure
-  Potential Bus Lane
-  Potential Bus Gate
-  Reorganised Highway Infrastructure
-  Potential Section of Restricted Access



Proposed Highway Layout



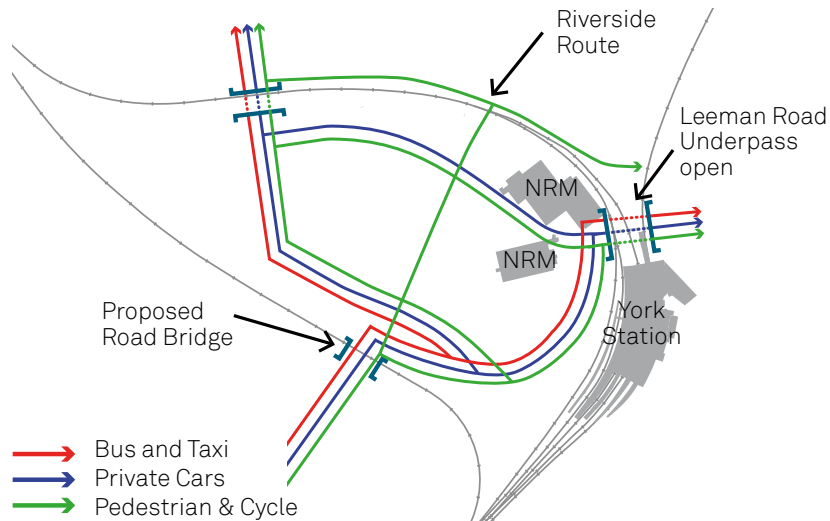
# Access & Movement Continued

## Highway Options

The following options identify how the proposed highway infrastructure might be managed on the west side of the station. Each of these options has different advantages as set out below:

### Option 1

Leeman Road open for all traffic; No bus gate



#### Advantages

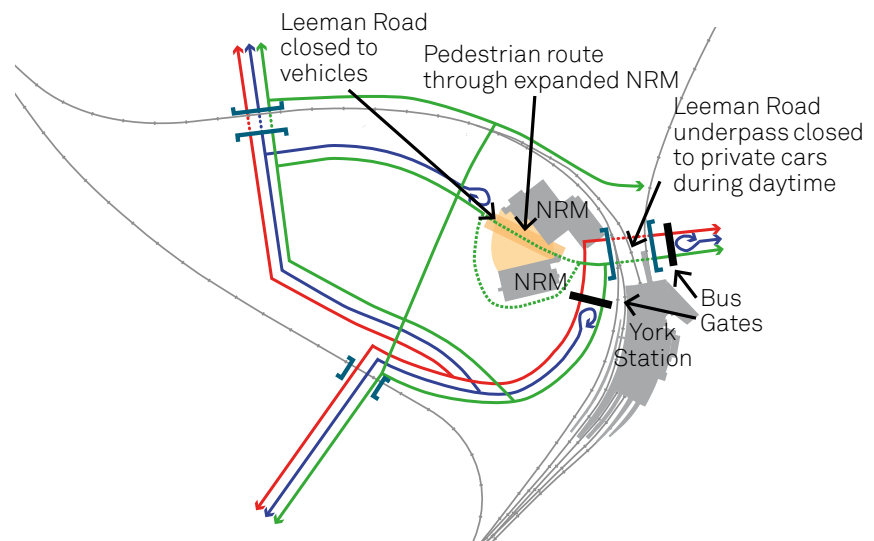
- Existing vehicle movements along Leeman Road are maintained.

#### Disadvantages

- Creates a short cut through the York Central site from Holgate Road which will generate through traffic, encouraging more traffic into the city centre and causing increased congestion.
- York Central becomes a “through-route”. The place becomes less pedestrian friendly.
- Increased traffic noise impacts on the residential community.
- Prevents delivery of NRM expansion

### Option 2

Bus gate in place on Leeman Road Underpass; Leeman Road through the NRM site open for pedestrians only.



#### Advantages

- Minimises vehicle movements through York Central, helping to create a pedestrian friendly place.
- Journey time savings for buses and taxis are maximised.
- Allows the NRM to expand.
- Pedestrian connectivity through expanded NRM would be maintained throughout as much of the day as is feasible, maintaining accessibility and creating a dynamic relationship between museum and local community.

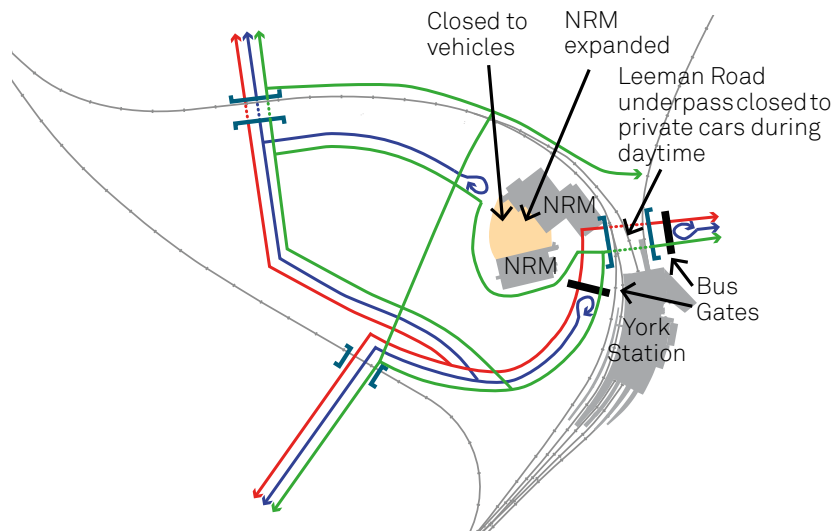
#### Disadvantages

- Existing traffic on Leeman Road is displaced to other routes.
- Cycle connectivity through the site would be slightly reduced by a longer route that avoids expanded NRM buildings.

Which option would you choose?  
(see Question 20 in Questionnaire)

### Option 3

Bus gate in place on Leeman Road Underpass; Leeman Road through the NRM site fully closed.



#### Advantages

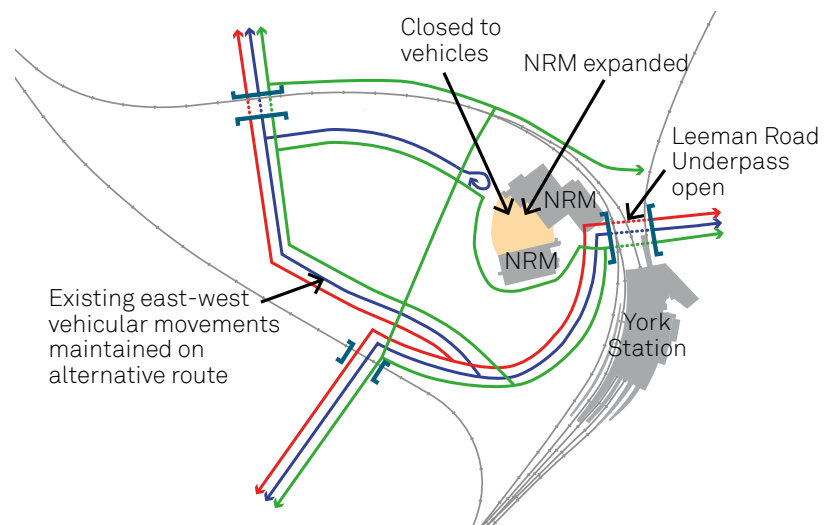
- Minimises vehicle movements through York Central, helping to create a pedestrian friendly place.
- Journey time savings for buses and taxis are maximised.
- Allows the NRM to expand.

#### Disadvantages

- Existing traffic on Leeman Road is displaced to other routes.
- Reduced cycle and pedestrian permeability (although alternative routes exist).

### Option 4

Leeman Road diverted around NRM, NRM expanded, diverted Leeman Road and Underpass remains open for all traffic (no bus gates).



#### Advantages

- Existing vehicular movements along Leeman Road are accommodated on alternative routes through development site.
- Allows the NRM to expand.

#### Disadvantages

- Creates a shortcut through York Central to the city centre, resulting in more through traffic and increased congestion.
- York Central becomes less appealing to residents, cyclists and pedestrians due to increased traffic.
- Increased traffic noise impacts on residential community.
- Negative impact on public space created to the rear of railway station.









Indicative View towards Museum Square



# Development Parameters

**The character and quality of development at York Central will be influenced by the type and mix of land uses, the density of development and the height of buildings. The Planning Framework will need to establish these development parameters.**

## Land Uses

York Central is an excellent opportunity to create a diverse urban quarter. Excellent connectivity and the availability of a highly skilled workforce will support a new business district. The proximity of the city centre and green spaces will encourage leisure, cultural and residential activities. The following uses are currently considered suitable for York Central:

- Offices;
- Hotels;
- Residential (including houses and apartments);
- Cultural and educational uses;
- Ancillary restaurants, bars, cafes, convenience retail and leisure uses;
- Ancillary car parking;
- Rail uses (including those associated with the National Railway Museum).

Residential development is likely to be located towards the west of the site closer to existing communities. Nearer the station, commercial uses are likely to dominate due to the excellent connectivity offered by close proximity to the railway station and the city centre.

The exact scale and uses proposed for a specific development plot will be defined at a later date in response to market demands at that time.

## Building Heights

New buildings must not intrude upon defined Key View corridors across the site towards York Minster. Also, buildings must not impact on the backdrop of the Minster when viewed from elsewhere in the city. These view corridors are established in the emerging Local Plan.

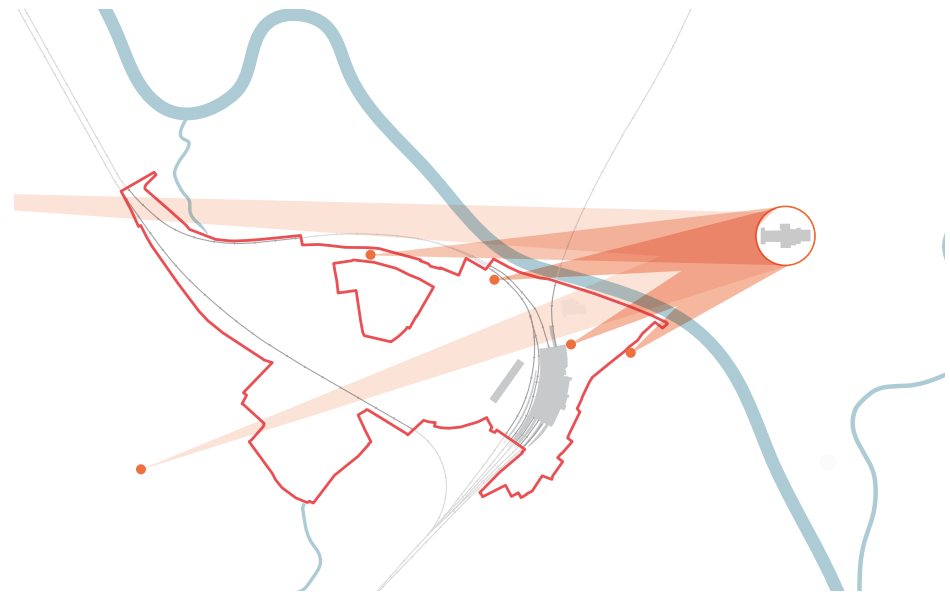
The following guidance on maximum building heights is suggested for York Central:

- Houses – 2 to 4 storeys.
- Apartments – generally up to 6 storeys with occasional blocks up to 8 storeys.
- Offices – up to 10 storeys.

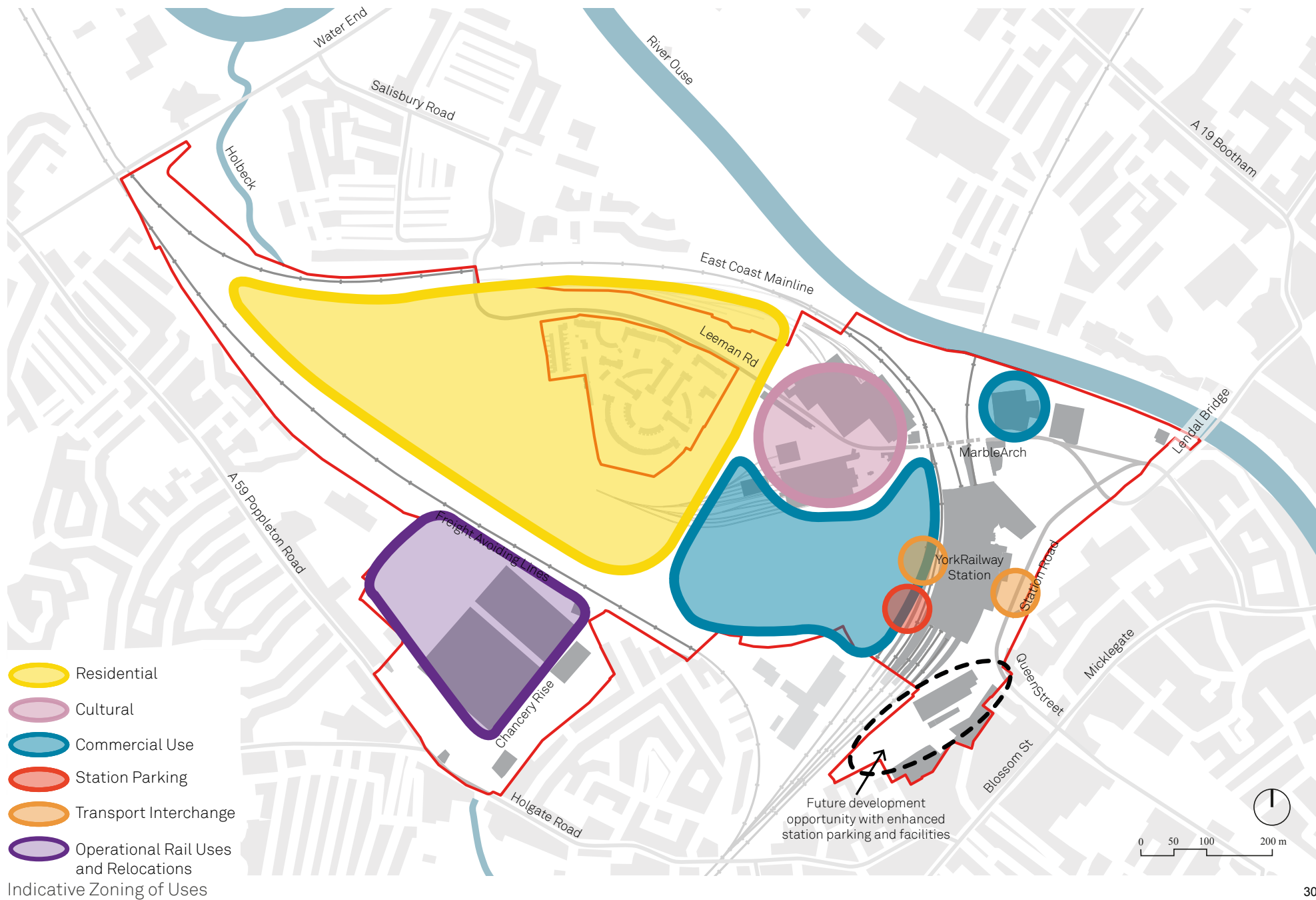
In exceptional circumstances, taller buildings may be proposed, however these would only be permitted where they identify a landmark (for example, the end of an axis). Such taller buildings would need to be of exceptional architectural merit and built of good quality, durable materials.

Is this approach to maximum building heights acceptable?  
(see Question 25 in Questionnaire)

Do you agree that these uses are appropriate?  
(see Questions 22-24 in Questionnaire)



Key Views





# Development Parameters Continued

## Density

The ability of the local highway network to accommodate the vehicle trips generated by the new development will be a key factor in determining the total quantum of floor space that can be delivered at York Central.

Initial transport studies have indicated that the following range of development options may be acceptable at York Central (by way of comparison, York City Centre currently provides around 135,000 m<sup>2</sup> of office floorspace).

**1** 120,000 m<sup>2</sup> commercial development  
(approx. 7,700 jobs)

+

1,000 homes (typical density  
approx. 85-100 dwellings/ha)

**2** 100,000 m<sup>2</sup> commercial development  
(approx. 6,400 jobs)

+

1,500 homes (typical density  
approx. 95-125 dwellings/ha)

**3** 80,000 m<sup>2</sup> commercial development  
(approx. 5,100 jobs)

+

2,000 homes (typical density  
approx. 115-195 dwellings/ha)

**4** 60,000 m<sup>2</sup> commercial development  
(approx. 3,800 jobs)

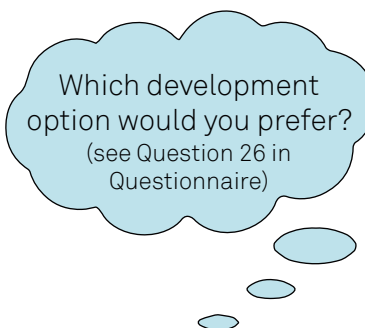
+

2,500 homes (typical density  
approx. 135-205 dwellings/ha)

More commercial development will allow York to attract more skilled jobs in high value sectors. This will support higher economic growth in York and the wider City Region and strengthen York's position in the Northern Powerhouse. It will also allow York to better compete against other cities and attract large organisations looking to relocate. However, building less commercial accommodation will constrain this opportunity.

Providing higher numbers of homes at York Central will support the delivery of new homes in the city. This will require a higher density of housing with a greater proportion of apartments in the overall housing mix. Design of the accommodation will therefore be important in creating a high quality environment for contemporary urban living, meeting the aspirations of young professionals, older people and families. The planning framework will not be prescriptive in this matter, rather expressing guidelines informed by consultation feedback, and allowing subsequent planning applications to respond to the market and viability in terms of parameters around density and location.

Given the scale of the site, housing density will vary across the York Central development and some areas will have higher density housing. It is also important to note that the development will be likely to span several economic cycles, meaning that not all of the housing identified will be delivered within the period of the forthcoming Local Plan.



## Housing Densities



Cambridge - Density 85-100 dwellings/ha



London - Density 95-125 dwellings/ha



Dublin - Density 115-195 dwellings/ha



London - Density 135-205 dwellings/ha



# Phasing & Temporary Uses

York Central is a large development which will be built out in a series of phases over many years.

However, to be successful, York Central needs to be alive and active from the very start. Temporary uses and events should be encouraged to use vacant areas of the site to attract people to York Central and they will help to create vibrancy and excitement. There may also be scope for some of these uses to be incorporated within the final development proposals.

Temporary activities which could occur on the York Central site might include:

- Events associated with the National Railway Museum
- Big Wheel
- Winter Markets
- Fairs
- Theatre Performances
- Concerts
- Music festivals
- Sports and exercise facilities
- Sports events
- Art installations
- Community gardens
- Pop up street food
- Temporary bars and restaurants
- Rail related activities

Are there any other temporary uses which could be enabled on the site?  
(see Questions 28-30 in Questionnaire)







Temporary Ice Skate Rink









Indicative View from Railway Park towards York Station



# How to Give us Your Feedback

City of York Council is keen for residents, businesses, interest groups and other stakeholders to express their views and ideas to help guide future development for the York Central site.

The feedback obtained will inform the next stage, which is the creation of York Central Planning Framework.

We welcome your responses during a four-week consultation which starts on 18 January 2016 and finishes on 15 February 2016.

Please return responses by 15 February 2016 via:



The online questionnaire at [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)

Printed copies of the consultation questionnaire are also available at West Offices and all York Libraries.



[yorkcentral@york.gov.uk](mailto:yorkcentral@york.gov.uk)



York Central, City of York Council, York, YO1 7ZZ



01904 551550

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