

YORK CENTRAL

SEEKING YOUR VIEWS TO GUIDE DEVELOPMENT:
CONSULTATION REPORT

June 2016



Executive Summary

Context

York Central is a 72 hectare development area on the edge of the city centre, between York Railway Station and Water End. The site has been allocated as a Housing Zone and an Enterprise Zone and public investment is planned to deliver key infrastructure to accelerate this project. A Planning Framework for the site, in the form of a Supplementary Planning Document (SPD), is expected to be available in early 2017. This Planning Framework will guide future development on the site and act as a material consideration in the determination of planning applications that come forward. It will be informed through a programme of public consultation and community engagement.

As part of this programme of consultation and engagement, an informal public consultation exercise was undertaken based on the 'Seeking Your Views to Guide Development' document. As a precursor to the production of the Planning Framework and formal consultation that will follow, this sought views on the vision, objectives and key principles that will underpin development of York Central and form the basis for the Planning Framework.

This Consultation Report provides a summary of the consultation including publicity, consultation events, a summary and analysis of the responses received, key themes raised and the proposed response of City of York Council to these.

Public Consultation Approach

The consultation was publicised through social media, invitations to key stakeholders, emails, press releases and a newsletter article, ward committee publicity and consultation postcards, which were distributed to the Council's West Offices, Hazel Court, all libraries and events.

The consultation was undertaken from 18 January to 18 February 2016. Nine consultation events were held throughout this period during normal day time hours, outside of working hours and at the weekend; the timings of these events maximised the opportunity for people to attend.

Consultation Materials

The 'Seeking Your Views to Guide Development' consultation document was published prior to the consultation events to allow the public to make an informed response to the consultation.

The questionnaire was available online via 'Survey Monkey' platform and also available in hard copy at libraries across York and at the Council's West and Hazel Court offices. There were 31 questions structured around opportunities, options and site-specific challenges. These were accompanied by 5 profiling questions. Key topics requested views on the vision, objectives, landscape and public realm, York Railway Station, the National Railway Museum, access and movement, development parameters, and phasing and temporary uses.

Consultation Comments Analysis & CYC Response

A total of 1,224 consultation responses were received: 1,054 paper and online surveys and 170 written responses. Statutory consultees, general consultation bodies and other bodies were some of the key stakeholders to respond including Yorkshire Water, Historic England, Natural England, North Yorkshire Police, the York and North Yorkshire Chamber of Commerce, and York Railway Institute. A full list of these bodies is detailed in Section 3.

There was general support for the following key principles. It is proposed that these will be taken forward in the Planning Framework. Further work will be carried out to inform the Planning Framework as required:

1. Redevelopment of York Central;
2. The vision and objectives set out for the development;
3. Creation of a new linear park;
4. Creation of a new public square on the west side (the rear) of the station;
5. Creation of a new public square on the east side (the front) of the station by re-organising buses and taxis;
6. Creation of a new public square and events space outside the National Railway Museum;
7. The proposed approach to sustainable travel;
8. Proposed land uses; and
9. Proposed temporary uses.

In some cases there was no clear majority support or clear conclusions to be drawn from the responses to the consultation questions, and/or the views of respondents were divided. Further work will be carried out to provide clarity and inform preparation of the Planning Framework in the following areas:

1. Proposed classification of buildings;
2. Options to retain or remove Queen Street Bridge;
3. Re-route Leeman Road to allow the expansion of the NRM;
4. Highway management options on the west side (the rear) of the station;
5. Proposed approach to maximum building heights; and
6. Development options.

Other key issues were raised through the consultation process, including those listed below. Further work will be carried out to provide an evidence base and inform preparation of the Planning Framework in the following areas:

1. Deliverability of the site.
2. Retention of the York Railway Institute.
3. Site access and traffic congestion.
4. Demand for, and viability of, offices at York Central.

Section 5.3 provides additional detail of the further work that City of York Council's (CYC) proposes to undertaken in response to the consultation feedback.

Next Steps

The feedback received during the consultation period will play an important role in shaping the future Planning Framework for York Central. The list below provides a summary for the next actions that CYC will take.

1. Overall, there is support for the redevelopment of York Central, and based on this CYC will commence work on the Planning Framework.
2. The Planning Framework will give more detail on the issues raised during this consultation, as appropriate. An evidence base will be provided to support the Planning Framework, with the scope of this being informed by the outcomes of this consultation exercise.
3. A document will be produced accompanying the Planning Framework that will identify how issues raised during this consultation have been addressed in the Planning Framework.
4. The Planning Framework will be published in draft format for public consultation.

Contents

	Page
1 Introduction	1
2 Consultation Undertaken	2
2.1 Overview	2
2.2 Consultation Publicity	2
2.3 Consultation Material	4
2.4 Consultation Events	5
3 Representations Received	7
4 Summary of Consultation Comments	9
4.1 Overview	9
4.2 Dedicated Meetings	9
4.3 Statutory Bodies and General Consultation Bodies	12
4.4 National Railway Museum	16
4.5 Survey Questions	17
5 Conclusion and Next Steps	71
5.1 Overview	71
5.2 Overarching Themes	71
5.3 CYC Response to Stakeholder Views	77
5.4 Next Steps	87

Appendices

Appendix A

Holgate and Micklegate Joint Ward Committee Notes of Question Session

Appendix B

York Central Stakeholder Event

Appendix C

Holgate Ward Committee Notes of Question Session

Appendix D

Table of Responses

1 Introduction

This document summarises the consultation undertaken across January and February 2016 on the York Central ‘Seeking Your Views to Guide Development’ Consultation Document. This consultation is being used to develop the content of a Planning Framework for York Central, which will be consulted on during 2016.

The purpose of the consultation is to identify the potential for redevelopment of the site and to ask the views of the public.

The purpose of this report is to provide an account of the consultation process, summary of the consultation responses and a note of how the City of York Council (CYC) will respond to the consultation feedback.

The approach to consultation has taken account of the policy requirements for consultation set at a national and local level.

2 Consultation Undertaken

2.1 Overview

Consultation on the ‘Seeking Your Views to Guide Development’ was undertaken over a four week period between Monday 18 January and Monday 15 February 2016, which was then extended to Thursday 18 February 2016. The consultation was designed to comply with York’s adopted Statement of Community Involvement. This section sets out how the consultation was undertaken and how it complies with Council policy. Section 4.5 summarises the responses from the consultation.

The National Railway Museum (NRM) held a parallel consultation to inform their plans moving forward. This included separate publicity, a consultation leaflet and a model of the proposed improvement scheme. Section 4.4 summarises these responses from the National Railway Museum.

2.2 Consultation Publicity

The Consultation was publicised across a number of outlets. This is summarised in the following list:

- Article covering the consultation published in the City of York Council ‘Our City’ newsletter, delivered to 90,000 households citywide plus all city centre businesses on week commencing Saturday 9th January, shown at Figure 1.
- Invitation out to Key Stakeholder event on Monday 11th January.

List of those invited to the Key Stakeholder Event	
Partners	
Homes & Communities Agency	National Railway Museum
Network Rail	
Prescribed Bodies	
York, North Yorkshire & East Riding LEP	Leeds City Region LEP
Historic England	Highways England
Natural England	Environment Agency
Neighbouring Business/ Landowners	
VTEC	Pulleyn Properties
Ashcroft Pollard	Reynard Properties
Howarth Timber	Carter Towler – Poyner
Unipart Rail	Blue 2 Property – Post Office
Principal Hayley Hotels – royal York Hotel	York Railway Institute
Commerce	
York City Team	Make it York

Retailers Forum	York & North Yorkshire Chamber of Commerce
McBeath Property	York Chamber of Commerce
Flanagan James	Constructive Individuals
Hudson Moody	
Without Walls	
Without Walls Board	Without Walls York@large
Transport	
York Private Hire Association	Independent Taxi Association
York Taxi Association	Sustrans
Cyclists' Touring Club	York Cycling Campaign
Transport Focus	First TransPennine Express
Arriva Trains North	Freightliner
Community	
St Pauls Square Residents Association	St Barnabas Church
Holgate Planning Panel	Micklegate Planning Panel
Interest Groups	
York Civic Trust	Conservation Area Advisory Panel
York Conservation Trust	Yorkshire Architectural and York Archaeological Society
York Environment Forum	Yorkshire Wildlife Trust
York Branch of the Local Council's Association	

- Email to 631 recipients, plus a postal letter to 258 recipients were sent on 15 January to specific and general consultees sent 15th January. Addresses were taken from the local plan database and other sources, and included residents, businesses, landowners, parish councils, councillors, MP's, residents associations, planning panels, officers and specialist interest groups including the Equalities Advisory Group.
- Press release issued on 15th January, including targeted trade media, resulting in coverage in local radio, TV and press, accompanied by social media campaign (Facebook/Twitter #yorkcentral). Partners also shared information on their social media platforms and websites.
- Ward committee publicity included posters, email to distribution lists (local residents, local organisations, "Ward Team" and planning panel), Twitter, CYC website and "Mod-Gov" (the CYC committee system which notifies residents by email when Council meetings are to be held), and a flyer delivered to all houses in the Leeman Road neighbourhood for the second Holgate Ward Committee.

- Consultation postcards were distributed to the Council's West Offices, Hazel Court, all libraries and events to promote how people could get involved with the consultation.
- Consultation information and leaflets were taken to Dringhouses & Woodthorpe (20th January) and Micklegate (21st January) Ward Committee meetings during the consultation period.

Figure 1: 'Our City' January 2016, showing York Central Consultation



2.3 Consultation Material

The main document upon which the consultation was based was entitled 'York Central – Seeking your views to guide development'. This provided an overview of the proposals and, together with an accompanying questionnaire, asked a series of questions to generate responses.

The 31 specific York Central questions were structured around the opportunities, options and site-specific challenges and presented proposals to deal with them. In some cases a number of options were provided as possible solutions to the identified issues, and the 'pros' and 'cons' of each option were listed, and respondents were invited to show their support or objection to each. A number of open questions were also included in order to allow respondents to make suggestions that were beyond those options which they were presented with.

Figure 2: 'York Central - Seeking your views to guide development'



The document and questionnaire were made available in hard copy at libraries across York, and at the Council's West Offices and Hazel Court offices. A Word format version of the consultation document was produced upon request to enable access by screen readers for people with visual impairments. In addition the document was published online and the accompanying questionnaire was transposed onto the 'Survey Monkey' online questionnaire platform.

The use of Survey Monkey provided respondents with an easy to use and functional system to record their views.

In addition to the physical and electronic copies of the document, a number of consultation boards were produced that summarised the salient points. These were exhibited at a number of staffed exhibitions and subsequently retained on display within West Offices throughout the consultation process.

2.4 Consultation Events

The following consultation events were undertaken throughout January and February. Broadly these events comprised a mix of staffed exhibitions and specific presentations to committees, panels and partnerships. The events were attended and supported by partners of the York Central project including City of York Council, the National Railway Museum, Network Rail and the Homes and Communities Agency. The dates, times and venues are set out below:

Event	Date and Time	Venue
Presentation to Property Forum	Monday 11th January	Royal York Hotel
Joint Holgate and Micklegate Ward Committee	Tuesday 19 January 6.00 till 8.00pm	St Paul's Church, Holgate Road
Staffed Exhibition	Thursday 21 January 10.00am till 4.00pm	West Offices
Stakeholder Event at West Offices	Wednesday 27 January 4.00 till 6.00pm	West Offices

Event	Date and Time	Venue
Presentation to Quality Bus Partnership	Wednesday 27 January 12.00 till 1.00pm	Severus Meeting Room West Offices
Staffed Exhibition to coincide with Residents First Festival	Saturday 30 January 10.00am till 4.00pm	National Railway Museum
Presentation to Conservation Area Appraisal Panel (CAAP)	Tuesday 2 February 2.00pm	West Offices
Staffed Exhibition	Wednesday 3 February	York Railway Station
Holgate Ward Committee with focus on access routes	Thursday 11th February 6.30- 8.30pm	St. Barnabas Church, Jubilee Terrace

Materials were made available to external meetings upon request, including St. Paul's Square AGM and York Railway Institute meeting.

3 Representations Received

A total of 1,224 consultation responses were received in both hard copy and by electronic means through the online Survey Monkey platform. Respondents were each given a Unique Reference Number ('URN') between 1 and 1,224. Each URN has been recorded in Section 4 against the summarised themes arising from the responses to each question. This allows respondents to trace their particular comments and will help demonstrate how comments have influenced the future Planning Framework. A table summarising the main comments from each response by URN is included as Appendix D.

The breakdown of responses received by method of receipt is set out below:

- 1,054 survey responses received either online or in paper copy format; and
- 170 written responses including emails and letters not using the survey structure.

Whilst Survey Monkey was set up to allow only one response per user, some people did then follow up with an email or letter and therefore there may be a small element of double counting (three have been identified but there may be a few more as some Survey Monkey responses were anonymous).

Further interrogation of the responses received highlights that 5 responses were received from Statutory Consultees, with a further 9 responses received from General Consultation Bodies, as defined by the City of York Council Statement of Community Involvement.

The table below sets out the Statutory Consultees, General Consultation Bodies and Other Bodies who participated in the consultation:

Table 1: Statutory Consultees, General Consultation Bodies and Other Bodies

Statutory Consultees	General Consultation Bodies
York Consortium of Drainage Boards	North Yorkshire Police (Secured by Design Officer)
Local Planning Authority Conservation; Countryside & Ecology; Design & Sustainability	Royal Mail Property Holdings (2x representations)
Yorkshire Water	York Natural Environment Trust
Sport England	York Bus User Group
Historic England	Selby District Council
Natural England	York Older People's Assembly
	York Environment Forum
	York & N. Yorks. Chamber of Commerce (York Property Forum)
	York Adult Social Care

Other Bodies	
York Railway Institute	Quality Bus Partnership
Sustrans	St Barnabas Church
York Bridge Club	St Pauls Square Association
Holgate Community Garden	Friends of Leeman Park
Chair Holgate Labour Party	Poppleton Neighbourhood Plan Committee
All Saints School	Cyclists Touring Club
York @ Large	Trustee, Science Museum Group
Badminton England	Conservation Area Advisory Panel
Yorkshire Wildlife Trust	York Pullman
Confederation of Passenger Transport	York Civic Trust
Rachael Maskell MP	York Stories
York Green Party	York RI Judo Club
Treemendous York	Conservation Consultant
Quality Bus Partnership	

A number of responses were also received from agents acting on behalf of developers. The list below shows sets out the developers that provided comments during the consultation period:

- Helmsley Group;
- Landid Property;
- KCS Development Ltd;
- Shepherd Group (2x representations);
- Redrow Homes;
- York Developer Consortium (*comprising Barratt Homes & David Wilson Homes, Linden Homes and Taylor Wimpey Homes*); and
- Oakgate/Caddick Group Plc.

The Statutory Bodies and General Consultation Bodies' comments are summarised in Section 4.3.

A response from CYC has been included in Section 5.3, setting out how the responses from this initial consultation will be considered as the Planning Framework is drafted.

4 Summary of Consultation Comments

4.1 Overview

This section provides a summary of the consultation responses received throughout the process. This section covers the different consultation events/sessions and summarises the comments received into broad themes.

4.2 Dedicated Meetings

A number of dedicated meetings were undertaken to specifically discuss the proposals. A summary of these comments is set out below, and the full meeting notes appended as Appendix A, B and C.

4.2.1 Holgate and Micklegate Joint Ward Committee, Tuesday 19 January 2016

The main issues from this session can be summarised as follows. See Appendix A for full meeting notes.

- Concerns regarding viability and request to see full details of appraisals.
- Concerns regarding the number of jobs and corresponding increase in congestion.
- Suggestion that parking should be restricted and Park and Ride prioritised.
- Need more radical continental solutions – overall transport policy needs more imagination.
- Concerns regarding the wider infrastructure impacts, specifically the impact of more homes on schools and other facilities.
- The requirement for an integrated transport hub.
- The development of the site must contribute to affordable and family housing needs.
- Jobs should support small business start-ups and the growth area of high tech digital arts.
- The National Railway Museum should stay free when redeveloped.

4.2.2 Quality Bus Partnership, Wednesday 27 January 2016

The feedback from the operators was very positive at this meeting. Several suggestions were made for the development of the proposals:

- There was concern about bridge strikes at Leeman Arch and the northern ECML rail bridge. The bus operators feel that there is increased risk by moving the coach pick up/drop off point on the western side of the Station.

- The operators commented that there may be a need to provide electric bus charging equipment at new bus stops to support York's proposed use of electric buses in the city.
- In terms of development types, the bus operators had a preference for office and commercial development as they felt that this was likely to generate significant numbers of bus-borne in commuting trips to the area.
- Operators said that CYC needed to be clear how any development at the Station would impact upon Memorial Gardens and the layover space / coach set down arrangements there.

4.2.3 York Central Stakeholder Event, Wednesday 27 January 2016

The main issues from this session can be summarised as follows. See Appendix B for full meeting notes.

Transport and Access

- Address congestion at Leeman Road and wider network
- Don't lose legibility through splitting of public transport front and rear station
- Don't confuse the rail user community through the new dual facing station
- Opportunity to look at movement around NRM
- Walking/ cycling access must be attractive
- Possible new access – car park outside city
- Modal shift to heavy rail should be encouraged given location of site
- Safeguard space for the Harrogate Line Chord
- Maximise heavy rail connections – interchange

Place Making

- Protect the availability and accessibility of sports facilities such as the RI
- Don't segregate existing local communities and new communities
- Ensure local distinctiveness, keep the human scale at micro and macro level
- No buildings higher than guidance in Central Historic Core Conservation Area Appraisal
- No tall buildings – sensitively protect views
- Opportunity for major cultural investment at National Railway Museum and for National Railway Museum to contribute to place-making.

Residential

- Family homes 3 to 4 bed to balance high density 1-2 beds
- Affordable housing and shared ownership for current residents (not just new)
- Deliver more mixed communities including family accommodation

- Don't build student housing - the site is potentially a poor location for student accommodation given distance from universities
- Houses with gardens for families – terraces?
- Live/ work space
- Think about connections across river (Scarborough Bridge is being improved)

Commercial

- Do not kill city centre, consider context of existing city centre – sit alongside, not separate or compete
- Do not create a commercial only wasteland that only operates only during the day
- Can use new office development to release existing suburban land and buildings for other uses such as industrial
- Taller, denser development supported, provided this translates in to a higher quality scheme with the transport provision and amenities to support it.
- Office space – concern existing office space not used.

4.2.4 Conservation Areas Advisory Panel, Tuesday 2 February 2016

Representatives from City of York Council, Network Rail, National Railway Museum and Alan Baxter Ltd presented to the Panel the proposals for the York Central site.

The Panel welcomed the Conservation Management Plan for the NRM area and felt that this should be expanded to cover the whole of the site. The Panel also welcomed the news that the development of the area would be guided by the principles adopted in the work still underway on former railway lands at the rear of King's Cross station.

The Panel noted that the concept sketches for the NRM site did not include the retention or re-use of any of the unlisted buildings, including those identified on York's Local List. However it was recognised in discussion that indicative drawings such as these should not be taken as representing the final arrangement.

Concern was also expressed at how access to the area can and will be achieved. Although not indicated at the presentation members of the Panel were aware of a possible risk to the former railway buildings adjacent to Queens Street including the Railway Institute, the former locomotive erecting shops and the water tower/locomotive fuelling station, which is one of the earliest surviving examples in the country.

The Panel also felt that as the Planning Framework is developed the significant views into and out of the site should be considered along with some recommendations being set down regarding the maximum heights of buildings.

4.2.5 Holgate Ward Committee, Thursday 11 February 2016

The main issues from this session can be summarised as follows. See Appendix C for full meeting notes.

- Concerns regarding proposed access bridge and traffic impact on Holgate Road.
- Concerns regarding parking issues.
- Concerns regarding the closure of Leeman Road, including the effect on residents and bus services, and question raised regarding whether the National Railway Museum expansion requires this closure.
- A number of concerns raised regarding the 10 storey high buildings which are not considered to be in keeping with York. Concern that housing will be mainly apartments as opposed to family housing.
- Questions raised regarding whether or not the homes will be 'Lifetime Homes', adaptable for disabled and lifelong needs.
- The creation of 7,000 jobs was welcomed.
- Concerns were raised regarding the limited shopping opportunities.

4.3 Statutory Bodies and General Consultation Bodies

4.3.1 Statutory Bodies

York Consortium of Drainage Boards

The York Consortium of Drainage Boards provided their views in hard copy format. The Board requested in their representation that any negative impact from development is mitigated in relation to Holgate Beck, which is currently running at capacity. The representation suggests the need to mitigate surface water flows to prevent drainage into Holgate Beck.

Generally, the Board asks for flood risk to be reduced and for surface water and drainage problems to be mitigated.

The representation also makes reference to the various consents needed by the Board for the proposed development. It is noted that the Board's consent is required for any structures or planting within 9 metres of the bank or for any proposal affecting the watercourse. The Board also suggests to undertake an appropriate Flood Risk Assessment.

Local Planning Authority; Conservation

The Conservation Department provided their views in hard copy format. The representation notes that there are two other listed structures close to the former goods station: a former weigh office and its weighing machine and the iron gate piers.

The respondent also states that on page 29 of the York Central consultation document the strategic viewpoints were not established as part of the emerging local plan. The respondent also states that these strategic viewpoints 'were prioritised from many others around the city'. The response suggests that reference should be made to Section 3 of the Central Historic Core Conservation Area Appraisal and Historic England's Good Practice Advice in Planning Note 3.

Local Planning Authority; Countryside & Ecology

The Countryside & Ecology Department provided their views in hard copy format. The respondent notes their support for the key objective related to green infrastructure. The representation suggests that further opportunities should be considered to open up Holgate Beck and for enhancing biodiversity throughout York Central.

In regard to phasing and temporary uses, the respondent requests space for biodiversity and awareness of the ecological value of brownfield sites. The respondent also requests new up to date ecological information.

Local Planning Authority; Design & Sustainability

The Design & Sustainability Department provided their views in hard copy format. The respondent's representation focuses on the need for a balanced masterplan approach, the need to be clear on what decisions have been made so far, and the need for integration with internal council disciplines.

The respondent notes that the objectives are great starting point themes, particularly supporting the sustainability objective. However, the response requests more clarity around what the sustainability objective will deliver.

The respondent also provides comments related to heritage, landscape and public realm, the Railway Station, National Railway Museum, access & movement, development parameters, and commercial and housing in detail.

Yorkshire Water

Yorkshire Water provided their views in hard copy format. The representation states that they have no comment to make on the proposals. However, they do note the existence of a private watercourse crossing the open area at Holgate Park.

Sport England

Sport England provided their views in hard copy format. Sport England notes that the York Central site includes the York Railway Institute Gymnasium and associated buildings. Referencing paragraphs 73 and 74 of the National Planning Policy Framework, Sport England concludes that it has not been demonstrated by robust and up to date evidence that the Institute is surplus to sporting requirements. The respondent therefore affirms that it should be preserved as part of the proposed Planning Framework. However, it notes that if the site is to be redeveloped, then the facility should be replaced with equal or better provision.

Historic England

Historic England provided their views via the Survey Monkey consultation and a written response. Historic England are supportive of the redevelopment of the York Central site welcoming it as an important regeneration opportunity. The respondent notes the necessity in ‘understanding the capacity of the site to accommodate development at the same time as safeguarding and enhancing the special character and significances of the city.’

The response refers to similar and successful comparison sites to help successfully realise York’s vision including the King’s Cross Central development in London, the regeneration of Sheffield Midland Station and the regeneration of Emscher Landschaftspark in Westphalia. The respondent also commented on characterisation and heritage, access and movement, station access and development parameters.

Natural England

Natural England provided its views in hard copy format. Natural England comments on the close proximity of York Central’s site to Clifton Ings and Rawcliffe Meadows Site of Scientific Interest (SSSI). The respondent currently does not have any specific concerns about the impact of the plan on this SSSI.

The respondent also notes their support for the proposal to provide green space and linking the plan to the wider green infrastructure network.

4.3.2 General Consultation Bodies

North Yorkshire Police (Secured by Design Officer)

North Yorkshire Police provided their response in hard copy format. The Police emphasize the need to use ‘Designing out Crime’ principles in ensuring the long term sustainability of any development proposed for the York Central site. The design and layout of the development of this site should also incorporate the principles in Crime Prevention Through Environmental Design (CPTED) and Secured by Design.

The respondent suggests that in the next stage of the process, the Planning Framework must consider the potential impact of crime and disorder and the importance for developers to demonstrate how security measures form an integral part of any design proposed for the site.

Royal Mail Property Holdings (2x representations)

Royal Mail Property Holdings submitted two representations in hard copy format relating to two separate Royal Mail properties.

The first site affected by the draft proposals is the York Vehicle Service Centre, used to service Royal Mail vehicles across the wider region. This building is currently planned for removal within the York Central site and could have a significant impact upon Royal Mail’s operations in the wider region. Therefore, Royal Mail objects to these draft proposals to remove the York Vehicle Service Centre.

The second site affected is the York Delivery Office. This site has been earmarked within the York Central document as ‘may or may not be removed’, which Royal Mail has a neutral opinion of. However, Royal Mail objects to the draft proposals due to traffic restrictions on Leeman Road and the reorganisation of access arrangements in front of the station on Station Road and Queen Street.

York Natural Environment Trust

York Natural Environment Trust submitted their response in hard copy format. The organisation welcomes the inclusion of substantial green infrastructure in the proposals, but suggests the need to quantify the provision in the York Central ‘Development Parameters’.

The representation also requests to deculvert Holgate Beck.

Selby District Council

Selby District Council provided their representation by e-mail. The Council’s representation provides brief comments on the vision and the proposed uses.

The Council states that the regeneration objectives will provide a clear framework for the SPD. The Council also notes that they would like to see the evidence base behind the potential uses.

York Older People’s Assembly

York Older People’s Assembly provided their representation in hard copy format and comments related to access and transport, residents and visitors, affordable housing for residents, and open spaces and borders.

The organisation notes the following:

- Bus is the main mode of transport for older residents, the new options of bus routes will be of interest;
- Many older visitors come to the City by coach – access by coach is not mentioned in the consultation document;
- York does not have a central bus station, but connectivity would be achieved through this;
- Housing costs are high; affordable housing for older residents would be attractive due to ease of access; and
- Fully accessible pedestrian areas are absolutely essential.

York Environment Forum

York Environment Forum submitted their representation in hard copy format. Key points included:

- The external realm needs to form the design basis for any proposal; issues such as green infrastructure, sustainable drainage, green streetscaping etc. need to be considered and a strategy adopted which then shapes the built environment;

- Other networks such as district heating and sustainable transport should shape the development;
- Human scale must be maintained for occupants/users/visitors, using good design and mix of uses and activities, and the value of terraced housing for higher-density housing should not be forgotten;
- Provision of employment space appears key in combating the drain of relatively well-paid jobs from the city, but this provision needs to be forward-looking in catering for rapidly-changing patterns of employment and self-employment;
- The development should include opportunities for the community to actually get involved in provision on the site; and
- Make good use of roof space.

York & N. Yorks. Chamber of Commerce (York Property Forum)

The Chamber of Commerce submitted their representation in hard copy format. The Chamber supports the principle of the development of York Central and believe it should be considered as part of the wider Local Plan strategy. Some of the key issues raised within this representation include:

- Process and timescales – Need more clarity about the process;
- Viability – would welcome further information regarding the scale of work required to prepare the site for development (such as remediation work);
- Local Plan – Suggest that the proposals for York Central continue to be developed alongside the Local Plan, but do not tie the timescales of York Central and the Local Plan together.

York Adult Social Care

The representation was submitted in hard copy format. York Adult Social Care notes that they are impressed by quality of information produced and the extent of engagement achieved. They do make note about the need to ensure provision of accommodation for older people and the need for housing ear-marked for those working in the care sector.

4.4 National Railway Museum

The National Railway Museum received 14 comments on their initial Facebook post about the consultation and 65 email comments. The comments came from both local residents and international followers of the museum. A number of positive comments were made in support of their plans, the museum and the scale of the plans. A number of comments focused on the specific detail of what will be in the new exhibition spaces and individual exhibits that individuals wished to see retained.

The key areas for further discussion and note are:

- Concern over the façade of the new entrance and the loss of the historic significance of the wider historic site in the City Entrance area. Many

perceived the artist's impressions to be 'bland', 'too modern' and lacking any historic context that would make it unique.

- Desire to improve pedestrian access into the City via the marble tunnel.
- Questions about the specific detail/lack of disabled parking and also about ensuring access for electric scooters.
- A number expressed the desire to ensure that rail access to the site is maintained e.g. to Station Hall.
- Ensuring that the expansion can happen without needing to charge for admission.

4.5 Survey Questions

Qualitative comments for each question have been compiled and tabulated. Key issues raised are grouped together according to themes; these themes are summarised in the column entitled 'Key Issues Raised'.

4.5.1 Objectives

Question 1: Do you support redevelopment of the York Central site?

This survey question was answered by 1,026 respondents. 79% of respondents supported the redevelopment of York Central, whilst 13% did not support the redevelopment, 6% didn't know and 2% had no opinion.

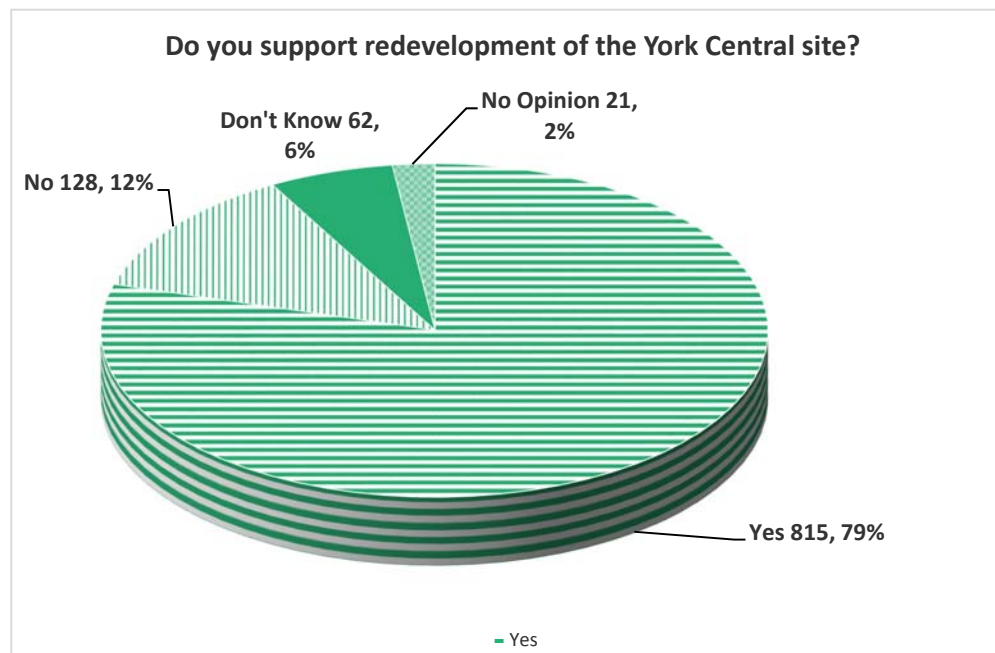


Table 2: Table of Qualitative Comments - Question 1

Number of respondents	Key Issues Raised	Respondent Reference
20	Comment – noting the importance of development starting quickly.	1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159. 1160, 1161, 1162, 1163, 1164 1165, 1166, 1167 1168, 1169
10	Comment – detailed comments about the importance of brownfield land being targeted.	1045, 1055, 1060, 1070, 1071, 1072, 1074, 1075, 1076, 1078

Question 2: Do you support the proposed vision for York Central?

This survey question was answered by 1,013 respondents. 59% of respondents supported the vision for York Central, whilst 24% did not support the vision, 15% didn't know and 2% had no opinion.

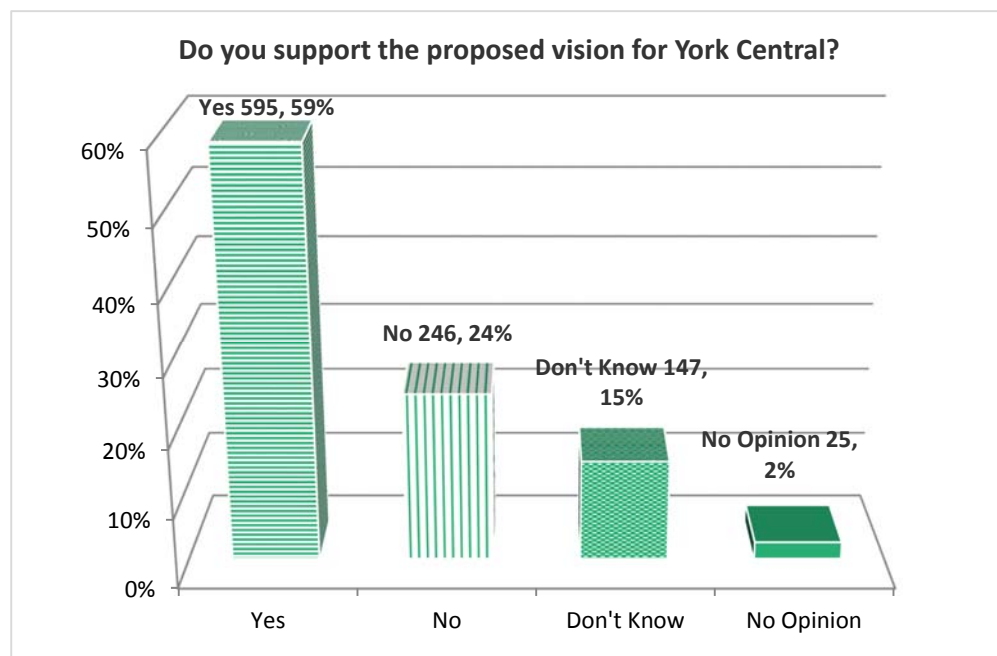
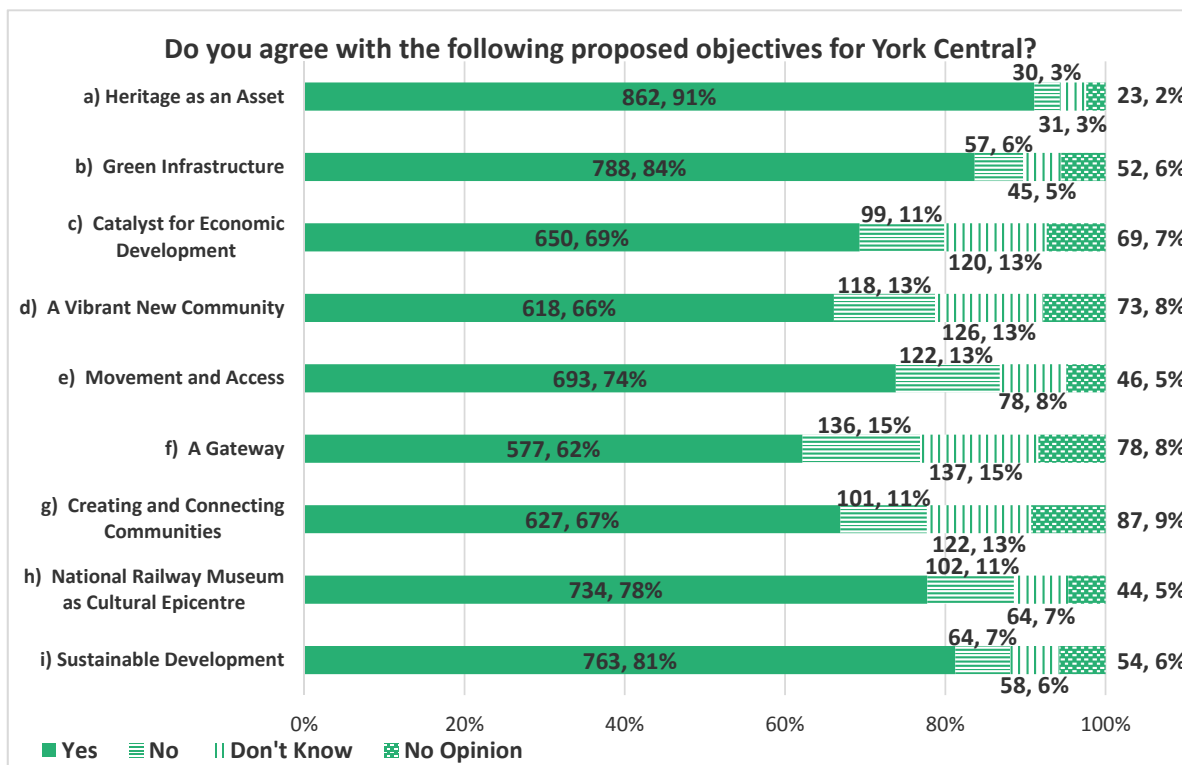


Table 3: Table of Qualitative Comments - Question 2

Number of respondents	Key Issues Raised	Respondent Reference
2	Comment – regarding the role/identity of York Central including referring to the vision for the City as a whole and how to define York Central.	129; 127
1	Comment – York Central will deliver a high-quality car free zero carbon 21 st century urban district. The scale and quality of new development will enhance the city as a contemporary employment, residential, cultural and leisure destination.	108
1	Comment – Moving forward, the regeneration objectives provide a clear framework for the Supplementary Planning Document.	125
1	Comment – Vision is disappointing and should be strengthened.	127
1	Comment – The Objectives do not show or start to indicate how a ‘high quality and sustainable new urban district’ will be delivered. The objectives should include clear statements defining the minimum standards underpinning the envisaged high quality	132

Question 3: Do you agree with the following proposed objectives for York Central?

964 people answered this question. There was general support over the objectives for York Central. The objective 'heritage as an asset' has the strongest agreement, followed by 'Green Infrastructure', 'Sustainable Development' and 'National Railway Museum as Cultural Epicentre'.



Question 4: Are there any objectives missing, or do you have any other comments?

Table 4: Table of Qualitative Comments – Question 4

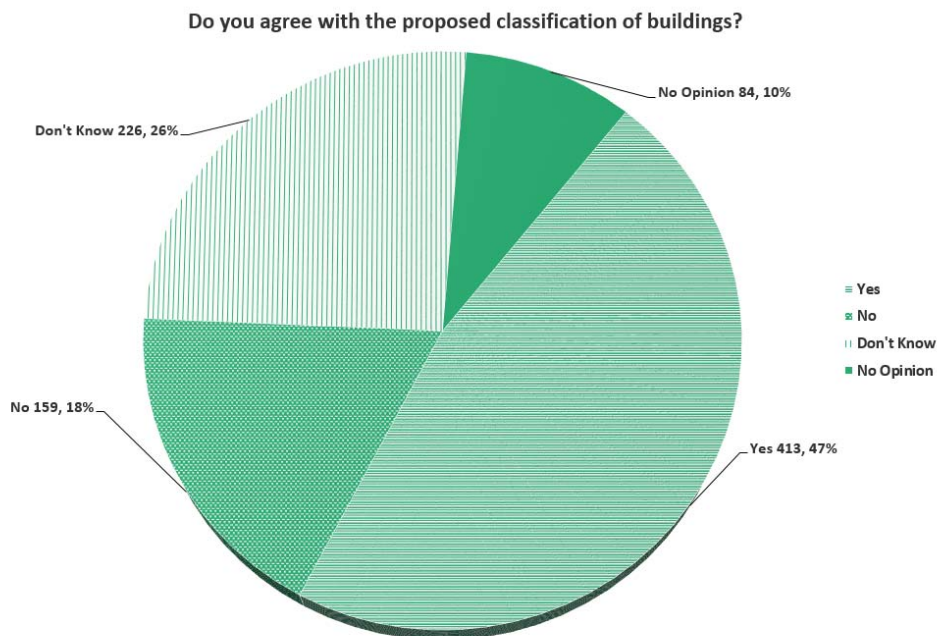
Number of respondents	Key Issues Raised	Respondent Reference
53	Comment – Various comments suggesting specific interpretations of the ‘Creating and connecting communities’ objective, including the importance of cohesion, improving routes to connect to existing communities, provision of amenities and value of existing assets.	108, 122, 127, 190, 214, 220, 243, 244, 269, 276, 296, 322, 326, 341, 355, 357, 373, 392, 393, 416, 418, 420, 424, 448, 505, 518, 519, 542, 544, 565, 566, 582, 603, 611, 633, 636, 641, 642, 671, 673, 693, 699, 720, 743, 754, 815, 840, 851, 852, 862, 866, 942, 1103,
23	Comment – Various detailed comments regarding the objective to make NRM a cultural epicentre and how this might be achieved, for example keeping access free or general design.	11, 12, 13, 229, 243, 387, 442, 651, 947, 950, 953, 998, 1012, 1021, 1081, 1092, 1117, 1122, 1134, 1143, 1160, 1170, 1210
22	Comment – reduction in congestion and improvements to traffic safety should be an objective	24, 180, 192, 197, 198, 234, 243, 339, 387, 402, 420, 428, 441, 498, 518, 651, 725, 833, 851, 907, 966, 1041
20	Comment – there is a need for quality public space/green space/ streetscape design/improvements – reflect in objectives	17, 29, 108, 127, 229, 282, 317, 424, 496, 641, 647, 739, 784, 799, 962, 1044, 1055, 15, 17, 127
15	Comment – Protection of leisure assets/Railway Institute should be an objective	51, 98, 349, 351, 539, 542, 573, 646, 679, 697, 699, 720, 754, 868, 1103
11	Comment – Need for a bus terminus / transport interchange – should be reflected in objectives	198, 211, 225, 242, 251, 257, 833, 917, 1037, 1147, 1215,
11	Comment – Economic development / job creation should be an objective	122, 173, 243, 270, 276, 341, 343, 469, 531, 598, 785
11	Comment – Objectives should include the need for adequate parking for the development uses	5, 24, 265, 581, 591, 607, 833, 839, 948, 1006, 1041
8	Comment – Development needs to enhance heritage	105, 187, 282, 341, 598, 911, 947, 1203
8	Comment – various detailed comments regarding the interpretation of the movement and access objective	24, 173, 180, 328, 833, 1006, 1023, 1223
8	Comment – sustainable development should be included as an objective	3, 389, 243, 424, 607, 653, 725, 1224
7	Comment – There is a need for sustainable transport (including better public transport) – reflect in objectives	189, 306, 653, 725, 805, 966, 994
7	Support – NRM as cultural epicentre objective/improvements	229, 387, 998, 1012, 1092, 1143, 1170

Number of respondents	Key Issues Raised	Respondent Reference
7	Comment – There is a need for sustainable transport (including better public transport) – reflect in objectives	189, 306, 653, 725, 805, 966, 994
7	Comment – various comments regarding the interpretation of the Green Infrastructure Objective	127, 173, 220, 227, 522, 598, 1216
7	Comment – Importance of Heritage should be recognised	1, 266, 282, 332, 341, 572, 745
7	Comment – Detailed comments about the need for flood management/prevention	21, 220, 288, 499, 572, 951, 1060
7	Comment – Comment about the need to preserve and protect heritage	1, 282, 307, 327, 572, 745, 773
6	Comment – Sustainable energy should be specifically included as an objective	653, 725, 149, 598, 653, 725,
4	Comment – Affordable Housing should be an objective	27, 611, 673, 925
4	Comment – objectives should reflect HS2	4, 395, 833, 953
3	Comment – Air Quality improvement should be an objective	17, 72, 518,
2	Comment – objectives should include the need to provide jobs and education associated with HS2	4, 953
2	Comment – The need to provide adequate disabled access and facilities should be an objective	10, 1015
2	Support – Support for inclusion of heritage as an objective	1012, 1170
2	Support – objective for quality public space/green space	1143, 1193
1	Comment – Minimisation of contamination should be included as an objective	2
1	Comment – General comment suggesting that the scheme would not create or connect communities	466
1	Objection – disagree with NRM objective	343

4.5.2 Heritage

Question 5. Do you agree with the proposed classification of buildings?

This survey question was answered by 882 respondents. 47% of respondents agreed with the proposed classification of buildings, whilst 18% did not support the classification, 26% didn't know and 9% had no opinion.



Question 6. Are there any buildings which should be retained?

There were a large number of qualitative comments received relating to the redevelopment of York Central. Specifically, there were 403 respondents requesting to retain the York Railway Institute and associated buildings.

Table 5: Table of Qualitative Comments – Question 6

Number of respondents	Key Issues Raised	Respondent Reference
403	Comment – Retain York Railway Institute and associated buildings	33, 36, 37, 38, 41, 43, 46, 48, 49, 50, 51, 52, 53, 57, 58, 60, 62, 65, 66, 67, 68, 69, 70, 71, 73, 74, 75, 76, 78, 80, 81, 82, 83, 86, 90, 91, 92, 93, 94, 96, 98, 99, 100, 108, 117, 118, 120, 121, 122, 127, 130, 155, 156, 160, 170, 174, 181, 184, 185, 187, 189, 190, 194, 197, 199, 201, 202, 204, 206, 213, 214, 220, 248, 250, 252, 253, 254, 259, 261, 262, 265, 276, 277, 278, 288, 290, 297, 310, 311, 312, 318, 319, 322,

Number of respondents	Key Issues Raised	Respondent Reference
		325, 327, 330, 340, 343, 348, 349, 351, 352, 353, 355, 356, 361, 362, 364, 367, 371, 372, 373, 375, 376, 379, 382, 383, 384, 386, 391, 394, 396, 397, 398, 400, 403, 404, 406, 409, 411, 412, 415, 418, 419, 421, 424, 426, 427, 432, 436, 437, 438, 440, 442, 448, 451, 453, 454, 456, 457, 458, 459, 460, 462, 463, 464, 465, 466, 467, 468, 469, 470, 472, 479, 480, 481, 483, 485, 486, 487, 488, 490, 495, 499, 503, 504, 508, 509, 510, 511, 514, 515, 516, 519, 524, 525, 534, 535, 537, 538, 539, 540, 541, 542, 543, 545, 547, 550, 552, 553, 555, 563, 564, 566, 567, 568, 569, 570, 572, 573, 574, 576, 578, 581, 582, 587, 588, 591, 592, 594, 595, 596, 597, 598, 599, 600, 602, 603, 604, 606, 607, 608, 609, 612, 613, 614, 616, 618, 619, 621, 624, 628, 629, 631, 633, 634, 635, 636, 637, 640, 641, 642, 644, 645, 648, 652, 656, 658, 663, 668, 670, 671, 673, 674, 675, 676, 679, 681, 687, 689, 692, 693, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 706, 707, 708, 709, 710, 713, 714, 715, 718, 719, 720, 722, 723, 726, 729, 730, 731, 732, 734, 735, 740, 741, 742, 743, 744, 745, 746, 750, 751, 752, 753, 756, 757, 759, 762, 763, 764, 765, 766, 767, 768, 769, 771, 773, 775, 776, 780, 783, 786, 788, 791, 797, 800, 802, 807, 808, 809, 810, 812, 813, 815, 817, 820, 821, 822, 825, 826, 827, 830, 834, 836, 837, 838, 840, 841, 842, 844, 845, 847, 850, 852, 853, 854, 858, 859, 860, 861, 862, 864, 866, 867, 868, 870, 871, 872, 874, 875, 878, 879, 881, 887, 892, 893, 894, 895, 896, 897, 899, 900, 901, 902, 904, 906, 907, 942, 966, 1030, 1033, 1103, 1157, 1215
27	Comment – Comments regarding the retention of buildings that are Listed	151, 156, 181, 189, 192, 193, 196, 201, 208, 244, 250, 264, 302, 362, 386, 396, 437, 499, 732, 743, 772, 826, 955, 956, 964, 1025, 1027
10	Comment – Old carriage works should be retained	153, 155, 169, 183, 188, 269, 276, 307, 356, 647
8	Comment – Engine Shed should be retained	54, 282, 310, 416, 499, 566, 738, 764

Number of respondents	Key Issues Raised	Respondent Reference
6	Comment – Comments regarding the consultation process and perception that information was limited	168, 307, 319, 321, 550, 552
6	Comment – Bullnose buildings should be retained	108, 270, 327, 330, 355, 1150
3	Comment – Buildings noted in the ‘Audit of Heritage Assets’ should be retained	282, 396, 566
1	Comment – Warehouse building should be retained	26
1	Comment – Fox Inn should be retained	302

Question 7. Are there any buildings which should be removed?

Table 6: Table of Qualitative Comments – Question 7

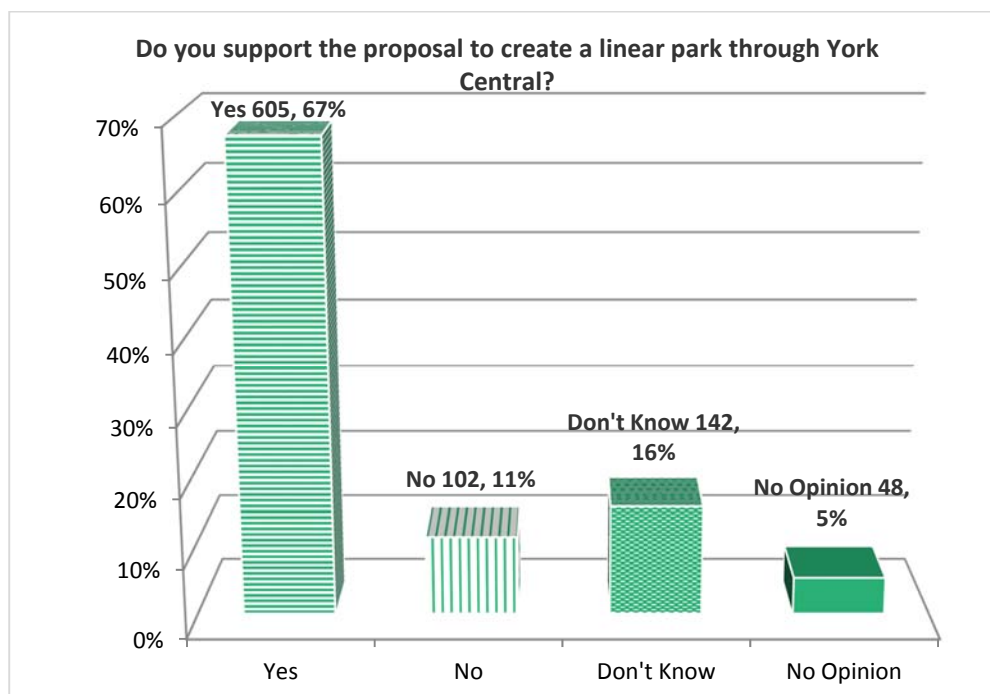
Number of respondents	Key Issues Raised	Respondent Reference
52	Comment – There are no buildings that could be removed	183, 184, 194, 228, 257, 281, 288, 302, 311, 329, 343, 356, 361, 417, 443, 451, 468, 488, 504, 524, 543, 596, 602, 618, 640, 642, 663, 676, 740, 755, 782, 788, 818, 862, 877, 887, 894, 917, 928, 984, 1012, 1030, 1048, 1060, 1065, 1122, 1132, 1133, 1145, 1149, 1151, 1181
7	Comment – Unipart building could be removed	108, 332, 327, 332, 428, 717, 794
16	Comment – Comment Queen Street bridge could be removed	212, 220, 246, 249, 296, 304, 318, 331, 332, 424, 555, 743, 881, 913, 942, 1223,
14	Comment – No opinion	190, 306, 362, 371, 411, 476, 499, 591, 612, 633, 665, 683, 785, 1004
11	Comment – Railway Institute (on proviso facilities are relocated elsewhere)	43, 74, 186, 195, 203, 213, 246, 251, 296, 408, 433,
9	Comment – Don’t know	170, 180, 189, 242, 578, 963, 966, 1031, 1158
8	Comment – Concrete depot could be removed	205, 219, 235, 375, 441, 478, 920, 1094
8	Comment – Post Office Sorting Centre should be removed	22, 127, 229, 395, 997, 998, 1037, 1157,
5	Comment – Those not listed could be removed	161, 171, 223, 805, 1006
4	Comment – Water tower should be relocated inside or near the NRM	199, 460, 869, 907

Number of respondents	Key Issues Raised	Respondent Reference
4	Comment – Horse stables could be removed	205, 218, 219, 478
3	Comment – York Integrated Electric Control Centre (IECC) could be removed	332, 428, 478
3	Comment – Coal managers office could be removed	218, 219, 478
3	Comment – Former wagon works could be removed	172, 431, 478
2	Comment – Tent in the museum yard could be removed	1165, 1203
2	Comment – Alliance house could be removed	172, 478
2	Comment – Those of no historic / architectural interest could be removed	178, 243
2	Comment – Water tower could be removed	771, 906
1	Comment – Bus stands on Rougier St. should be removed	27
1	Comment – All buildings to the rear of Queen Street could be removed	256
1	Comment – the single-storey building which was used at one time as the garage for the British Railways Road Motor Department could be removed	68
1	Comment – Marble Arch underpass could be removed	910
1	Comment – Flats on Leeman Road could be removed	400

4.5.3 Landscape and Public Realm

Question 8. Do you support the proposal to create a linear park through York Central?

This survey question was answered by 897 respondents. 67% of respondents supported the creation of a linear park, whilst 11% did not support the creation of a park, 16% didn't know and 5% had no opinion.



Question 9. Do you have any comments on the landscape principles?

Table 7: Table of Qualitative Comments – Question 9

Number of respondents	Key Issues Raised	Respondent Reference
56	Comment – Design suggestions for green infrastructure including adding more GI and enhancing the green environment, for example spaces for biodiversity enhancement features, advance, temporary or permanent landscaping, maximise tree planting, communal gardens, play, or food production.	17, 29, 31, 95, 109, 110, 122, 128, 129, 146, 151, 173, 178, 191, 193, 220, 222, 309, 332, 341, 356, 409, 447, 452, 459, 580, 953, 979, 1145, 1154, 1180, 1207, 1209, 1216, 1222, 97, 155, 156, 176, 179, 203, 238, 243, 282, 302, 304, 502, 514, 593, 683, 728, 856, 898, 922, 1214, 328
39	Support/Comment – support for landscaping principles	75, 84, 122, 146, 151, 161, 171, 173, 175, 739, 191, 193, 229, 309, 341, 368,

Number of respondents	Key Issues Raised	Respondent Reference
		409, 454, 580, 679, 799, 913, 916, 934, 942, 953, 979, 1018, 1021, 1057, 1065, 1080, 1083, 1108, 1180, 1207, 1209, 1216, 1222
32	Comment – General comments providing specific, detailed design suggestions	48, 414, 392, 424, 425, 428, 448, 460, 496, 503, 514, 529, 641, 680, 682, 218, 698, 722, 769, 830, 835, 839, 840, 908, 936, 994, 997, 1003, 1044, 1055, 1064, 1147
26	Comment – General negative comments on landscaping principles, with no alternative suggestions	72, 74, 225, 943, 181, 270, 276, 300, 373, 415, 468, 477, 498, 572, 592, 598, 647, 667, 830, 835, 887, 931, 1060, 1147, 1181, 515
21	Comment – Landscape principles should improve the built environment and public realm	23, 48, 63, 78, 97, 127, 129, 222, 230, 238, 242, 243, 244, 293, 309, 317, 341, 555, 975, 994, 997
21	Comment – Landscape principles should make a quality environment for all pedestrians and cyclists	28, 48, 108, 110, 159, 161, 203, 213, 227, 289, 327, 355, 356, 380, 448, 474, 603, 733, 745, 851, 1210
20	Comment – landscape principles should retain the heritage environment	48, 89, 97, 268, 385, 500, 629, 704, 710, 761, 785, 862, 1055, 1116, 1151, 1157, 1158, 1165, 1190, 1193
17	Comment – Consultation needs to be properly undertaken/more detail required	72, 327, 74, 162, 172, 173, 199, 215, 238, 328, 414, 501, 583, 598, 841, 920, 1037
16	Comment – Flood mitigation should be considered within the landscape principles	29, 105, 108, 151, 159, 276, 288, 302, 327, 376, 572, 598, 143, 951, 953, 963
16	Comment – General comments regarding Linear park concept	329, 395, 409, 476, 552, 755, 805, 851, 869, 1019, 219, 220, 242, 243, 270, 293
15	Comment – Biodiversity and ecological value should be enhanced and considered within the landscape principles	29, 108, 151, 161, 171, 227, 282, 327, 522, 647, 725, 770, 962, 1026, 1215
14	Comment – Links should be made to other green corridors, existing green spaces	213, 175, 178, 190, 220, 245, 293, 327, 344, 389, 598, 755, 914, 1003
11	Comment – general comments referring to example city/design/scheme precedents	31, 338, 48, 251, 478, 592, 596, 753, 830, 928, 1217
11	Comment – Need for accessible green space within scheme	227, 443, 497, 772, 830, 851, 853, 1015, 1047, 1081, 1133
9	Comment – landscape cannot be at the expense of transport	322, 420, 834, 520, 406, 656, 834, 853, 917
7	Comment – Landscaping principles should reduce the use of vehicles including parking	48, 230, 327, 331, 389, 745, 1043

Number of respondents	Key Issues Raised	Respondent Reference
7	Comment – Security/safety is a concern that should be considered within the landscape principles	199, 48, 225, 289, 78, 392, 753
6	Comment – various concerns relating to Leeman Road	269, 381, 668, 958, 180, 289
5	Comment – the necessary Costs/Investments are not thought out	288, 343, 405, 481, 695
4	Comment – landscaping principles should include provision for adequate car parking	873, 243, 917, 965
3	Comment – Landscaping principles should be produced by a high quality design company/competition	193, 306, 856
3	Comment – Landscape needed to provide visual buffer, reduce noise and pollution	161, 171, 739
3	Comment – landscaping principles should refer to not demolishing buildings	864, 566, 892
2	Comment – landscaping principles should support at tram route	478, 242
2	Comment – General comment – landscaping principles should support effective traffic management	48, 311
2	Comment – General negative comments discouraging office development, not related to landscape	373, 531
2	Comment – general comment relating to concern about outside investors and proposed developments, not related to landscape principles	943, 588
2	Comment – Noise and Vibration will get worse – should be considered within the landscape principles	272, 668
1	Comment – Air Quality will get worse	272
1	Comment – landscaping principles should refer to not removing the Queen Street Bridge	408
1	Comment – retain Station Square East	331

Number of respondents	Key Issues Raised	Respondent Reference
1	Comment – general comment supporting landscaping principles provided that it is not at the expense of current jobs	1007
1	Comment – landscaping principles should support a coach interchange	318
1	Comment – Design principles should include phasing	328

4.5.4 York Railway Station

Question 10: Do you support the creation of a new public square on the west side (the rear) of the station?

This survey question was answered by 881 respondents. 68% of respondents supported the creation of a new public square to the west side of the station, 14% did not support the creation of a public square, 10% didn't know and 7% had no opinion.

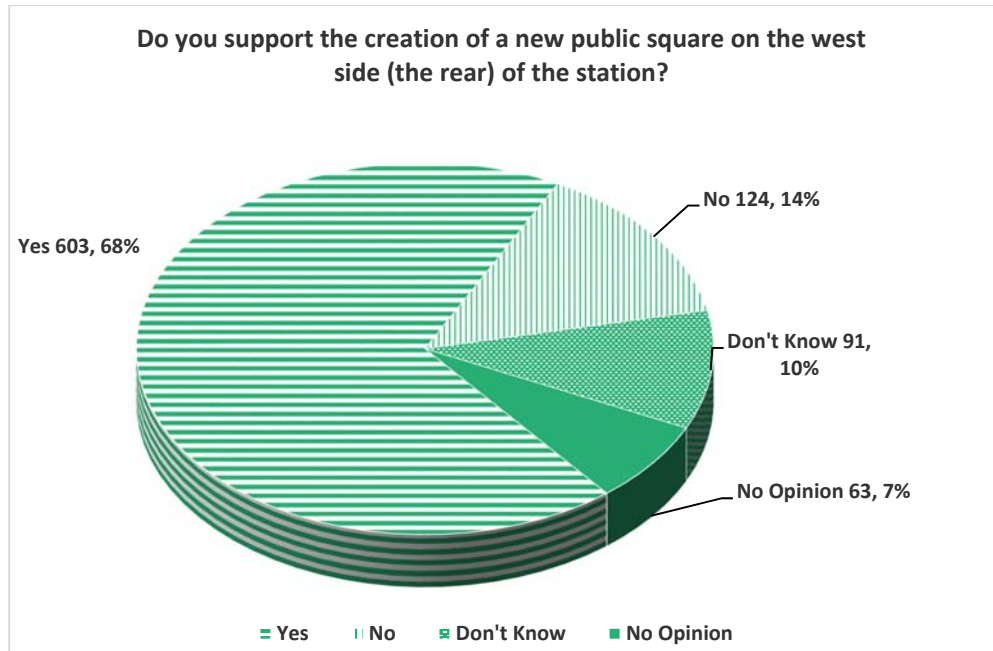
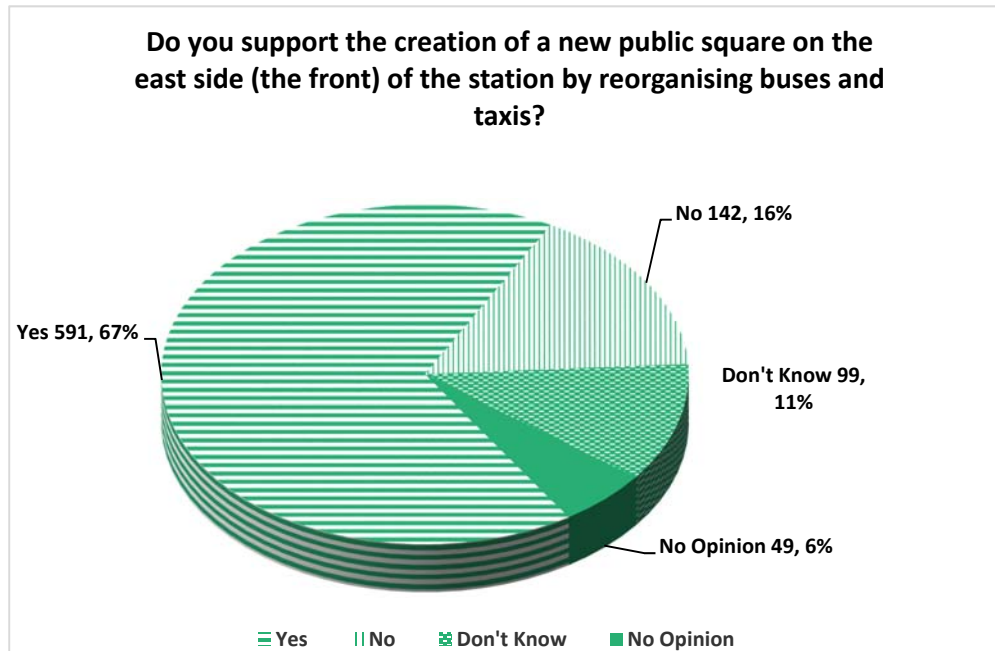


Table 8: Table of Qualitative Comments – Question 10

Number of respondents	Key Issues Raised	Respondent Reference
2	Comment – It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.	155, 156
1	Comment – The idea of 3 new public squares could be ok, depending on the layout and design.	63
1	Comment – The western square should be merged with the linear park so it acts as a pedestrian and cycle gateway into the park and so that the square incorporates more green infrastructure. Active daytime and evening uses will make it feel safe at night, and a place to relax as well as pass through. Short stay/ taxi pick up and covered secure cycle parking covered by CCTV needs to be incorporated as well. Traffic should be focussed on access only from the new Holgate Bridge to prevent through traffic.	108
1	Comment – We see the three public squares as perhaps the primary building blocks of the entire scheme. Station Square West should be far more than 'a new arrival space' it has the potential to be a major public space for the City as a whole.	127

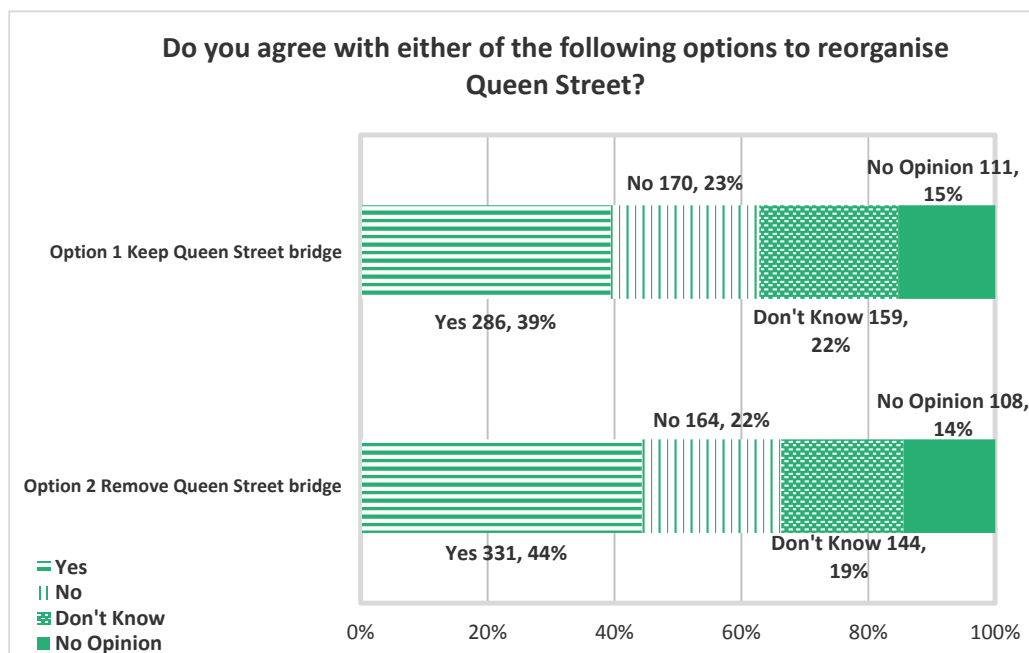
Question 11: Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?

This survey question was answered by 881 respondents. 67% of respondents supported the creation of a new public square to the east side of the station, 16% did not support the creation of a public square, 11% didn't know and 6% had no opinion.



Question 12. Do you agree with either of the following options to reorganise Queen Street?

879 respondents answered question 12. 331 respondents were in favour of removing Queen Street Bridge whilst 286 respondents were in favour of keeping Queen Street Bridge.



Question 13. Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?

There were a high number of qualitative comments received relating to the redevelopment of York Central. Specifically, 108 respondents commented on the need to improve vehicle and taxi movements at the station.

Table 9: Table of Qualitative Comments – Question 13

Number of respondents	Key Issues Raised	Respondent Reference
108	Comment – Improve vehicle and taxi movement at the station	63, 74, 89, 108, 122, 115, 171, 175, 178, 179, 181, 192, 194, 199, 222, 223, 242, 243, 256, 257, 270, 282, 289, 298, 311, 312, 375, 379, 395, 413, 416, 420, 433, 458, 460, 463, 514, 520, 521, 550, 555, 565, 569, 572, 574, 580, 591, 608, 622, 633, 637, 646, 647, 648, 655, 657, 667, 673, 683, 722, 723, 770, 771, 772, 784, 817, 818, 844, 852, 910, 932, 954, 994, 1006, 1037, 1065, 1116, 1199, 1218, 1222, 555, 580, 583,

Number of respondents	Key Issues Raised	Respondent Reference
		608, 622, 628, 633, 637, 646, 700, 711, 722, 743, 816, 835, 881, 883, 916, 920, 947, 951, 965, 980, 1035, 1076, 1150, 1199, 1210
53	Comment- Improve the public realm including: create more space, make it cleaner, more attractive, ban smoking, etc.	3, 6, 63, 97, 154, 173, 203, 227, 243, 262, 280, 288, 293, 298, 306, 325, 341, 368, 381, 428, 468, 497, 498, 500, 551, 553, 587, 625, 717, 725, 753, 755, 807, 820, 925, 950, 958, 962, 975, 997, 1006, 1015, 1021, 1031, 1035, 1037, 1048, 1055, 1057, 1061, 1083, 1154, 1207
51	Comment – Provide high quality infrastructure for all pedestrians and cyclists	45, 108, 175, 191, 205, 229, 232, 234, 238, 260, 293, 307, 341, 343, 355, 360, 380, 381, 424, 432, 439, 448, 478, 498, 573, 583, 607, 608, 657, 655, 680, 700, 712, 716, 743, 770, 772, 780, 785, 799, 851, 856, 953, 1004, 1006, 1032, 1033, 1044, 1083, 1102, 1119
47	Comment – Various detailed suggestions for the station front including no ticket barriers (maintain through route), alter current arrangements for parking, vehicle and taxi movement, improve legibility, and safety and accessibility for pedestrians.	4, 27, 74, 84, 108, 171, 172, 175, 186, 201, 229, 239, 306, 327, 356, 406, 408, 409, 424, 463, 480, 504, 509, 554, 598, 603, 671, 712, 799, 816, 830, 835, 856, 916, 936, 958, 964, 981, 982, 1039, 1073, 1075, 1076, 1119, 1147, 1157, 1216
43	Comment – Need to provide new bus terminal/interchange	27, 28, 64, 65, 127, 172, 186, 191, 199, 203, 215, 220, 221, 249, 251, 254, 261, 310, 318, 328, 408, 423, 431, 442, 477, 487, 545, 552, 555, 565, 592, 622, 651, 665, 686, 695, 700, 712, 771, 1014, 1044, 1066, 1215
40	Comment – Demolish Queen Street Bridge	27, 28, 63, 74, 75, 108, 122, 127, 178, 193, 198, 203, 229, 243, 247, 255, 262, 304, 309, 317, 322, 332, 341, 389, 412, 529, 541, 577, 581, 621, 667, 733, 771, 784, 856, 909, 981, 986, 1026, 1066
25	Comment – Need to reduce congestion outside of station/ Reduce vehicles on the road/ mode shift	65, 89, 108, 115, 173, 198, 218, 219, 466, 522, 545, 551, 625, 646, 651, 954, 964, 108, 32, 343, 346, 374, 522, 580, 583
25	Comment – Various comments relating to the retention of the Railway Institute	63, 74, 75, 172, 187, 190, 191, 261, 264, 312, 343, 384, 394, 398, 432, 457, 508, 541, 545, 566, 588, 612, 625, 698, 893
24	Comment – Maintain the heritage environment	1, 48, 181, 187, 229, 332, 338, 441, 463, 481, 588, 596, 598, 641, 647,

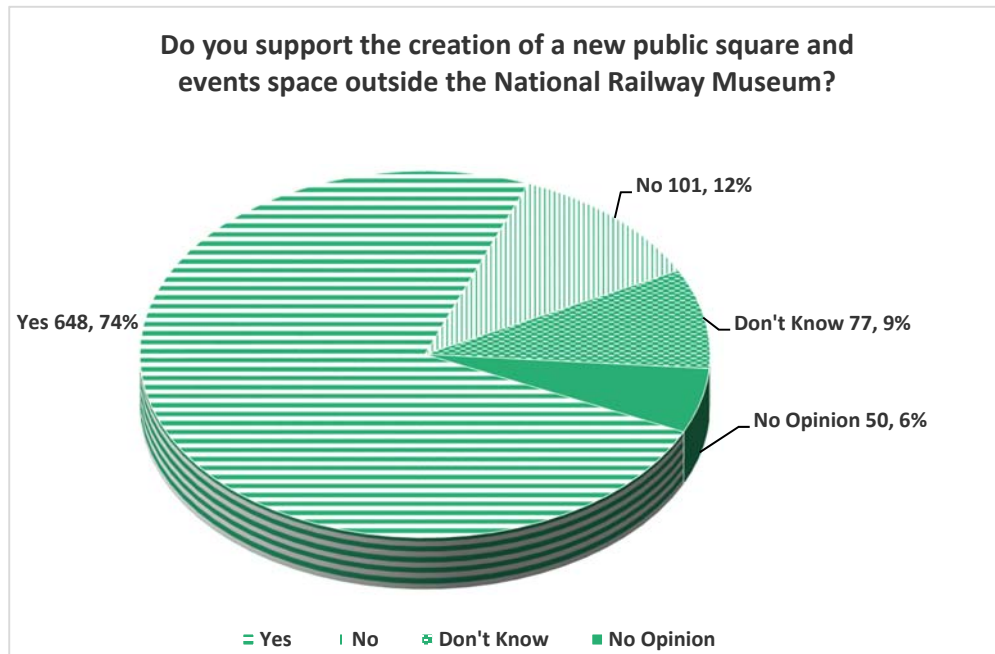
Number of respondents	Key Issues Raised	Respondent Reference
		728, 856, 909, 928, 981, 1006, 1021, 1203, 1224
23	Comment – Provides examples from other cities and towns	229, 260, 325, 344, 357, 380, 428, 478, 553, 572, 717, 753, 769, 770, 788, 799, 873, 883, 898, 936, 947, 977, 1154
22	Comment – General negative comments about the proposals with no alternatives provided.	184, 186, 194, 204, 243, 244, 255, 350, 376, 523, 621, 737, 835, 841, 853, 934, 1003, 1060, 1080, 1108, 1145, 1217
20	Comment – Need to integrate with other transportation modes	23, 27, 28, 45, 108, 186, 191, 199, 203, 221, 318, 328, 366, 395, 424, 478, 953, 994, 1026, 1147
20	Comment – General positive comments about the proposals	6, 8, 9, 39, 127, 154, 171, 187, 203, 229, 230, 232, 245, 331, 725, 844, 856, 869, 1023, 1209
19	Comment – Improve accessibility	7, 10, 115, 173, 201, 211, 222, 223, 227, 296, 392, 494, 572, 780, 805, 922, 997, 1027, 1033
16	Comment – Need more details/More consultation needed	17, 202, 232, 276, 363, 385, 405, 476, 724, 1131, 232, 276, 329, 403, 530, 531
16	Comment – Support for green infrastructure including adding more GI, enhancing the green environment, and reducing pollution	29, 39, 97, 108, 173, 178, 215, 332, 338, 341, 452, 498, 553, 625, 1006, 1224
20	Comment – Retain Queen Street Bridge	23, 174, 187, 261, 300, 327, 360, 384, 501, 545, 671, 908, 1172, 415, 761, 909, 921, 341, 255, 981
12	Comment – Tourist information needed at the station/ make more tourist friendly/ make more welcoming for tourists	122, 226, 64, 428, 515, 551, 700, 753, 852, 949, 997, 1210
10	Comment – Need to provide adequate car parking	27, 173, 213, 214, 223, 431, 448, 651, 673, 881
9	Comment – Commercial development would be welcome	122, 171, 226, 290, 388, 511, 883, 931, 987
8	Comment – The costs/investment necessary for Station upgrades have not been thought out	28, 265, 385, 405, 474, 476, 493, 835
4	Comment – Need to ensure future proofing throughout	84, 87, 592, 981
3	Comment – Various suggestions for the alteration of the existing railway line alignment or new platform suggestions	11, 195, 592
1	Comment – National Railway Museum improvements	3

Number of respondents	Key Issues Raised	Respondent Reference
1	Comment – Enhance Biodiversity and ecological value	29
1	Comment – Construction works concerns	2
1	Comment – Request for new stations	87

4.5.5 National Railway Museum

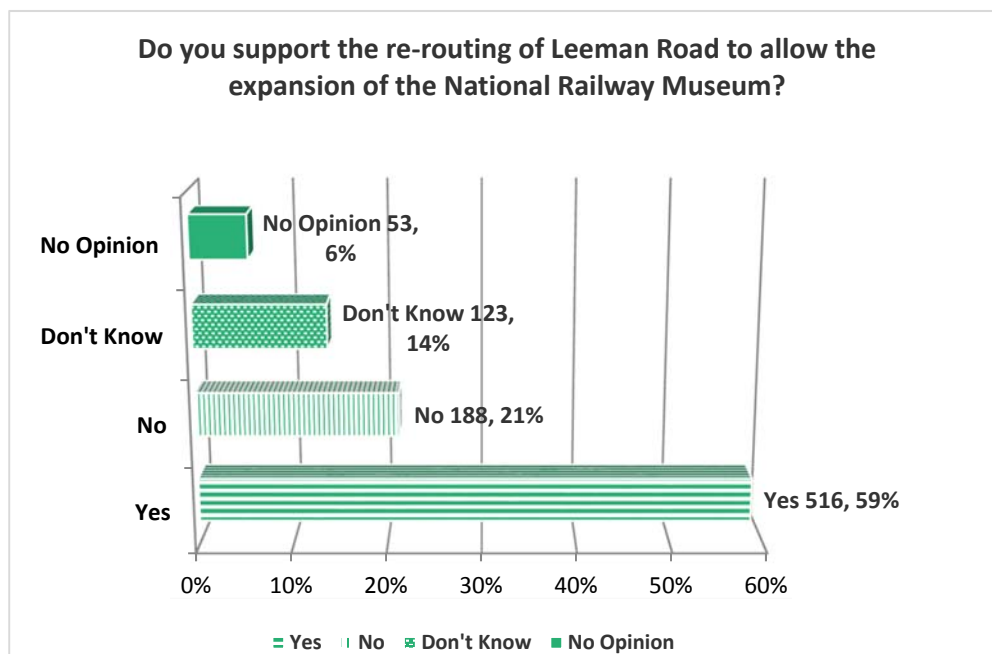
Question 14: Do you support the creation of a new public square and events space outside the National Railway Museum?

This survey question was answered by 876 respondents. 74% of respondents supported the creation of a new public square and events space outside of the National Railway Museum, 12% did not support the creation of a public square, 9% didn't know and 6% had no opinion.



Question 15. Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?

This survey question was answered by 880 respondents. 59% of respondents supported the rerouting of Leeman Road to allow the expansion of the National Railway Museum, 21% did not support the rerouting, 14% didn't know and 6% had no opinion.



Question 16. Do you have any comments regarding how the National Railway Museum is incorporated into York Central?

There were a high number of qualitative comments received relating to the redevelopment of the National Railway Museum. Specifically, 62 respondents suggested that the National Railway Museum should be the focal point of York Central.

Table 10: Table of Qualitative Comments – Question 16

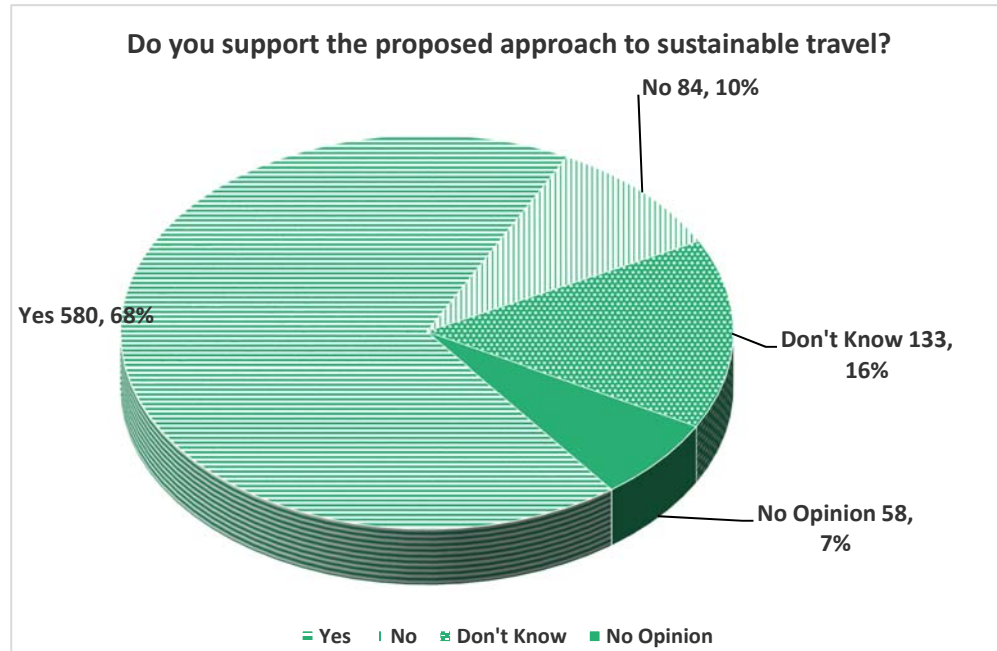
Number of respondents	Key Issues Raised	Respondent Reference
62	Comment – NRM should be the focal point of York Central	87, 233, 245, 251, 268, 304, 318, 355, 366, 378, 395, 400, 414, 428, 480, 497, 498, 551, 612, 657, 667, 695, 716, 792, 794, 799, 805, 818, 885, 920, 923, 925, 928, 943, 954, 959, 968, 975, 979, 986, 988, 1006, 1012, 1021, 1023, 1035, 1044, 1054, 1057, 1075, 1076, 1083, 1100, 1136, 1158, 1181, 1188, 1189, 1196, 1197, 1207, 1216,

Number of respondents	Key Issues Raised	Respondent Reference
47	Comment – Leeman Road should be retained. Various comments including access requirements of residents, and impact of closure on highway network.	103, 122, 171, 173, 179, 194, 263, 289, 300, 325, 327, 328, 357, 388, 393, 402, 409, 415, 420, 422, 457, 476, 493, 498, 502, 655, 722, 735, 851, 856, 869, 873, 914, 918, 951, 965, 980, 982, 985, 992, 1003, 1026, 1033, 1069, 1131, 1145, 1147
44	Comment – Retain heritage and culture (needed to incorporate the NRM into York Central)	87, 108, 226, 229, 242, 261, 276, 317, 318, 327, 332, 375, 428, 431, 477, 481, 497, 545, 583, 657, 728, 799, 805, 877, 907, 916, 917, 928, 942, 954, 975, 1006, 1012, 1021, 1027, 1029, 1047, 1075, 1076, 1081, 1083, 1100, 1136, 1143,
46	Comment – Quality public spaces needed to incorporate the NRM into York Central	3, 12, 23, 39, 87, 105, 178, 191, 203, 221, 222, 226, 234, 245, 251, 261, 268, 276, 288, 293, 317, 329, 338, 344, 376, 378, 392, 424, 452, 541, 553, 557, 755, 785, 830, 852, 898, 907, 943, 951, 997, 1029, 1067, 1158, 1209, 1219
30	Comment – NRM should be left as is	28, 34, 201, 288, 291, 325, 341, 356, 364, 408, 412, 441, 442, 477, 563, 572, 637, 641, 699, 717, 722, 761, 770, 782, 791, 845, 853, 862, 1060, 1217
27	Comment – Good cycle and pedestrian access needed to incorporate the NRM into York Central	26, 85, 122, 171, 175, 198, 203, 220, 226, 233, 304, 309, 317, 378, 380, 400, 433, 459, 474, 514, 522, 739, 784, 975, 1058, 1061, 1210
26	Comment – Leeman Road should be re-routed (in order to incorporate the NRM into York Central)	178, 203, 220, 228, 234, 243, 289, 304, 307, 310, 368, 415, 447, 514, 520, 529, 592, 612, 667, 700, 755, 958, 982, 1065, 1131, 1209,
18	Comment – Good vehicular access needed to incorporate the NRM into York Central	22, 175, 214, 357, 420, 423, 508, 582, 621, 648, 816, 839, 869, 873, 918, 980, 1160, 1191,
17	Comment – NRM should not be the focal point	201, 249, 291, 325, 341, 356, 442, 583, 641, 651, 655, 717, 722, 743, 770, 791, 845,
8	Comment – Disabled and elderly user access should be prioritised to incorporate the NRM into York Central	10, 102, 103, 173, 222, 227, 414, 416

4.5.6 Access and Movement

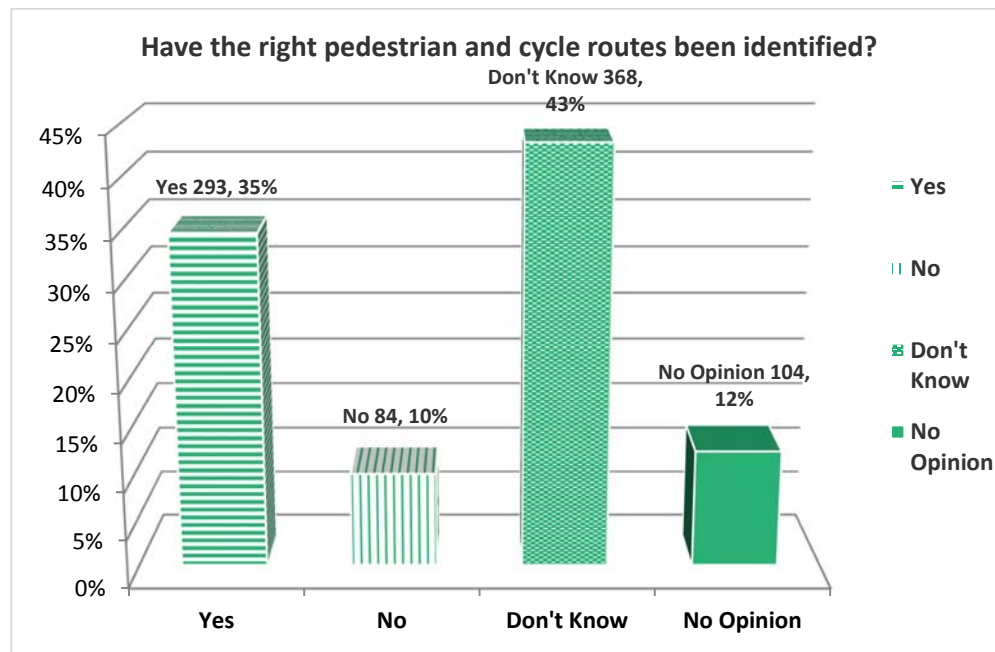
Question 17. Do you support the proposed approach to sustainable travel?

This survey question was answered by 855 respondents. 68% of respondents supported the proposed approach to sustainable travel, whilst, 10% did not support the approach, 16% didn't know and 7% had no opinion.



Question 18. Have the right pedestrian and cycle routes been identified?

850 respondents answered this question. 35% of respondents suggested that the right pedestrian and cycle routes had been identified, whilst, 10% did not, 43% didn't know and 12% had no opinion.



Question 19. Do you have any comments on the pedestrian and cycle routes identified?

Table 11: Table of Qualitative Comments – Question 19

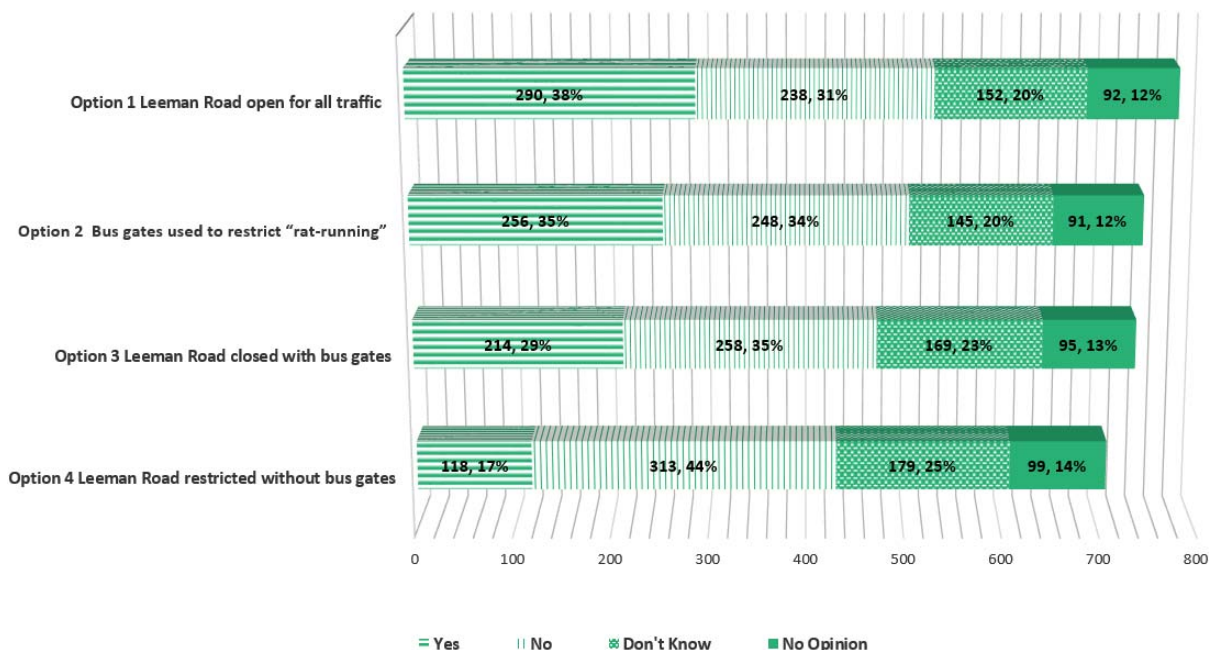
Number of respondents	Key Issues Raised	Respondent Reference
88	Comment – Designated cycle and pedestrian routes should be included	26, 28, 45, 48, 63, 74, 78, 85, 87, 108, 127, 155, 156, 161, 171, 172, 173, 174, 178, 187, 191, 194, 197, 198, 220, 222, 226, 229, 232, 234, 242, 243, 245, 260, 262, 265, 269, 288, 291, 296, 304, 307, 309, 311, 328, 338, 341, 355, 356, 395, 409, 424, 448, 469, 474, 517, 522, 540, 583, 588, 591, 601, 607, 648, 686, 700, 717, 725, 743, 770, 772, 784, 801, 839, 851, 871, 926, 942, 944, 958, 975, 1019, 1047, 1049, 1060, 1065, 1154, 1157,
29	Comment – Vehicle Access should be restricted	3, 24, 65, 72, 87, 89, 105, 108, 182, 191, 193, 229, 234, 262, 291, 327, 502, 522, 592, 598, 653, 698, 725, 745, 769, 805, 917, 933, 951,

Number of respondents	Key Issues Raised	Respondent Reference
21	Comment – Vehicle Access should be retained	72, 74, 105, 110, 218, 219, 232, 239, 262, 340, 398, 405, 474, 477, 498, 530, 625, 655, 909, 940, 1006
9	Comment – Routes should consider flood defences and ensure that alternative routes are available during times of flooding	172, 173, 191, 203, 288, 289, 380, 388, 958,
5	Comment – The needs of disabled users should be considered as part of pedestrian and cycle routes	340, 366, 574, 680, 1067
1	Comment – Cycle Parking should be considered and included	1210

Question 20. Do you agree with any of the highway management options on the west side (the rear) of the station?

This survey question was answered by 853 respondents. Option 1 was marginally the most popular option, however there was no conclusive view on either this option or any of Options 2, 3 or 4.

Do you agree with the following proposed objectives for York Central?



Question 21. Do you have any comments on the highway options presented?

Table 12: Table of Qualitative Comments – Question 21

Number of respondents	Key Issues Raised	Respondent Reference
47	Comment – proposed means of access will lead to greater traffic congestion	24, 44, 48, 55, 56, 68, 79, 97, 176, 191, 194, 217, 221, 233, 243, 265, 315, 325, 331, 340, 355, 376, 381, 394, 410, 415, 416, 423, 438, 500, 502, 516, 521, 588, 592, 625, 646, 775, 851, 853, 974, 1004, 1007, 1008, 1026, 1157, 1214
42	Objection/Comment – against the proposed closure of Leeman Road (including re-routing suggestions)	26, 28, 77, 132, 161, 171, 174, 178, 217, 218, 219, 220, 222, 289, 310, 311, 327, 340, 341, 356, 388, 393, 402, 408, 409, 416, 417, 422, 431, 442, 463, 501, 520, 552, 607, 835, 845, 914, 926, 965, 982, 1003
19	Support – Comments in favour of the closure of Leeman Road	195, 229, 232, 242, 248, 307, 318, 355, 428, 502, 581, 657, 958, 977, 985, 986, 1023, 1160, 1194
9	Comment – Option 2 is the preferred option	286, 309, 474, 514, 598, 612, 655, 665, 975
9	Comment – Congestion will lead to air quality concerns	44, 55, 56, 72, 97, 356, 463, 779, 801
8	Objection/Comment – Holgate road access to site not a good idea due to the junction of the road to Holgate Road being a congestion hotspot/ not appropriate for a main road	161, 171, 201, 236, 305, 375, 416, 873
7	Comment – Option 3 is the preferred option	177, 368, 395, 414, 457, 497, 1065
6	Comment – All of the options are insufficient	328, 346, 591, 869, 953, 1006
6	Comment – Restrict vehicular access/ focus on alternatives such as walking and cycling	3, 448, 517, 1027, 1032, 1150
6	Comment – consideration should be given to road access from Water End	11, 87, 173, 178, 856, 1147
4	Comment – Consideration should be given to accommodating a Bus/Rail interchange on land identified for short stay car park/Queen Street bridge	28, 65, 74, 89
4	Comment – Consideration should be given to moving the access point from Holgate Road to the site of Holgate Business Park on Poppleton Road	236, 273, 380, 416

Number of respondents	Key Issues Raised	Respondent Reference
4	Objection/Comment – Holgate road access to site not a good idea as it's too close to existing houses / should not affect local area and community	273, 326, 438, 728
3	Comment – Additional parking provision needed for the wider development	830, 1131, 1191
3	Support – Bus gates should be introduced	433, 772, 942
3	Objection/Comment – Bus gates should not be introduced (buses should not be prioritised)	244, 1223, (641)
3	Comment – Highway proposals will lead to congestion and specifically bring negative impacts upon buses	44, 72, 835
3	Comment – Consider extension of parking restrictions in the local area to avoid commuters taking all of the parking space	48, 712, 969
2	Comment – Consider a new road access from Holgate Road to the railway station	63, 72
2	Comment – Memorial Gardens is a key coach stop, and its function needs to be retained. Proposals should consider this.	89, 133
2	Comment – Proposals should avoid the Albion Iron Foundry adjacent to Carleton and Carlisle Streets (heritage reasons)	261, 545
2	Comment – Leeman Rd. should be kept open for buses	122, 203
2	Comment – Closure of Leeman Road/ Marble Arch underpass should be extended to peak time before 10am and after 4pm.	172, 469
2	Comment – Bus route at Leeman Road/ Marble Arch tunnel should also be available to residents of York Central (Leeman Road only)	603, 909
2	Comment – Leeman Road should be downsized/ traffic kept to a minimum	712, 1154
2	Comment – proposals will encourage 'rat-running'	381, 461
2	Comment – A new transport corridor should be considered, running from the outer ring road (business park) into the development area along the existing but little used railway sidings north of Water End, and beneath that road.	24, 920

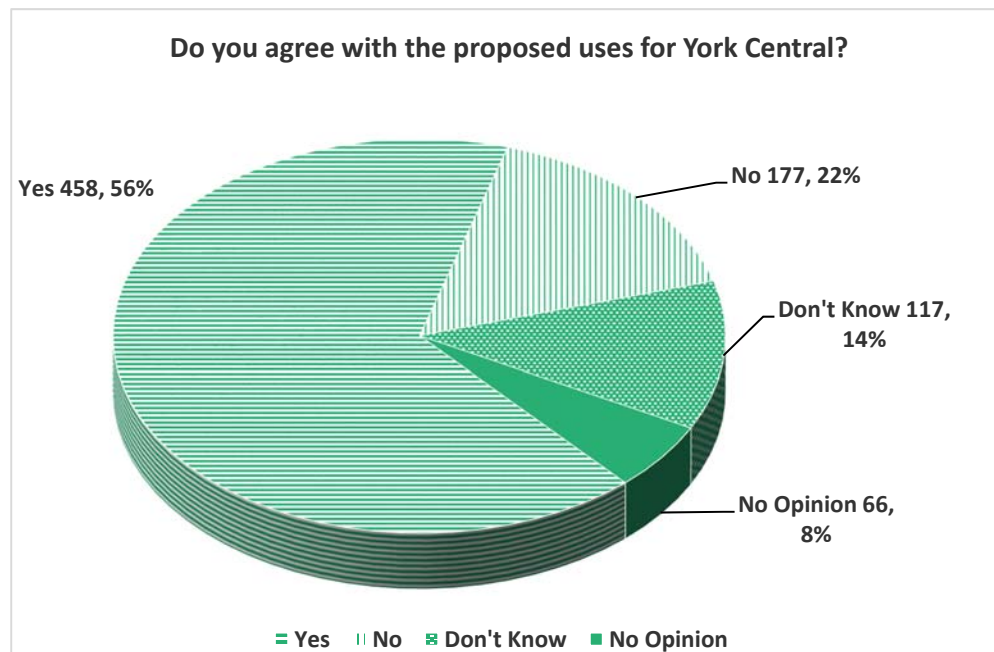
Number of respondents	Key Issues Raised	Respondent Reference
1	Comment – consideration should be given to a tunnel under the station for road traffic	371
1	Comment – Underground parking would avoid impacts on historic area	22
1	Comment – Safety concerns linked to greater traffic congestion	24
1	Comment – Relocate Freight Avoiding Lines to run along the East Coast mainline to allow better road access to the site	27
1	Comment – consider an additional access road to the site from Poppleton Road	69
1	Comment – Car access to the railway station could be taken via Chancery Rise, across a new bridge over the Freight Avoiding Lines	72
1	Comment – There should not be a direct route from Holgate road, past the west entrance of the station and to Marble Arch, as this will be used as a direct route to the city centre	74
1	Comment – Dedicated cycle lanes needed	78
1	Comment – Proposed turning circle on the eastern side of the station is a must! Should not be changed further along the design process.	133
1	Comment – Bend in road connecting to the Freight Avoiding Lines is too sharp	214
1	Comment – Proposals unsuitable for road users other than pedestrians, cars and buses (such as delivery vehicles/contractors vehicles/taxis)	225
1	Comment – provision of shared pedestrian footpaths and cycle routes should be increased	316
1	Comment – Less traffic should be located on the route between the station and the museum	332
1	Comment – Consideration should be given to restricting access from Water End/ Salisbury Road to 'residents only'	392
1	Comment – The outer ring road (A1237) of York should be improved, so people don't feel the need to travel	420

Number of respondents	Key Issues Raised	Respondent Reference
	through Leeman road and Holgate road to get to the city centre.	
1	Comment – Leave everything as it is	441
1	Comment – Improve traffic flow on Holgate road to mitigate effects of additional traffic as a result of York central	444
1	Comment – new road alignment will improve access to Museum	560
1	Comment – proposals will result in greater congestion on Nunnery Lane and Blossom Street	583
1	Support – general support for all proposals	980
1	Comment – bus use should be promoted further within plans	997
1	Comment – Park and Ride proposals will not be sufficient to tackle road traffic problems	72
1	Comment – consideration should be given to the introduction of a tram	193
1	Comment – concerns regarding bus route diversions and impact on service provision	212
1	Comment – consideration should be given to the tunnelling of Leeman Road	22
1	Comment – consideration should be given to only closing Leeman Road during peak times	1019
1	Comment – a Zero Emissions Zone should be introduced at the Leeman Road/ Marble Arch tunnel	175
1	Comment – Leeman Road/Marble Arch underpass should remain open	722

4.5.7 Development Parameters

Question 22. Do you agree with the proposed uses for York Central?

This survey question was answered by 819 respondents. 56% of respondents supported the proposed uses for York Central. 22% did not support the approach, 14% didn't know and 8% had no opinion.



Question 23. Are there any other uses that should be considered for York Central?

Table 13: Table of Qualitative Comments – Question 23

Number of respondents	Key Issues Raised	Respondent Reference
56	Comment – York Railway Institute existing sport and leisure uses to be retained (general theme throughout the comments that it's not the building but the facilities that people want to retain. If this building is an obstacle, should be rebuilt elsewhere on site)	51, 52, 57, 58, 60, 62, 65, 66, 67, 69, 70, 76, 78, 80, 81, 82, 83, 86, 88, 90, 91, 92, 93, 94, 98, 99, 100, 226, 318, 319, 349, 362, 396, 466, 468, 488, 548, 598, 612, 633, 679, 701, 703, 714, 716, 741, 753, 771, 773, 838, 840, 850, 868, 871, 897, 1030
57	Comment – Consideration should be given to Leisure Uses	12, 23, 39, 108, 122, 171, 175, 179, 191, 197, 202, 211, 220, 238, 239, 249, 251, 293, 307,

Number of respondents	Key Issues Raised	Respondent Reference
		311, 319, 325, 329, 352, 356, 372, 385, 395, 412, 415, 422, 460, 478, 502, 504, 525, 554, 576, 592, 608, 629, 641, 667, 675, 686, 700, 712, 717, 743, 752, 807, 839, 901, 997, 1157, 1208, 1224
36	Comment – support should be given to residential uses across the site	3, 27, 87, 161, 170, 171, 189, 195, 230, 249, 264, 282, 291, 341, 347, 357, 371, 376, 389, 400, 424, 501, 530, 556, 622, 653, 699, 720, 743, 772, 853, 917, 920, 954, 1021, 1154
31	Comment – consideration should be given to Employment Uses	105, 108, 170, 174, 178, 189, 220, 222, 229, 238, 264, 282, 300, 311, 329, 335, 343, 347, 389, 398, 478, 555, 572, 648, 853, 917, 925, 951, 1021, 1026, 1138
29	Comment – consideration should be given to Transport associated uses	5, 27, 186, 214, 221, 242, 243, 249, 257, 265, 288, 346, 423, 431, 469, 477, 487, 530, 580, 651, 728, 784, 814, 873, 964, 965, 985, 1150, 1194
28	Comment – Public Spaces/ Open spaces / Green spaces / Parks	39, 44, 191, 198, 218, 227, 282, 373, 377, 392, 413, 415, 423, 476, 496, 497, 498, 583, 587, 647, 720, 728, 770, 835, 945, 962, 1083, 1216
26	Comment – consideration should be given to educational uses	122, 161, 178, 179, 188, 197, 199, 203, 265, 276, 286, 317, 329, 357, 400, 416, 428, 531, 654, 712, 869, 953, 1019, 1022, 1043, 1094
2	Comment – a high quantity of office space should be pursued	238, 389
22	Comment – consideration should be given to Sports facilities	108, 191, 202, 238, 249, 251, 293, 319, 325, 329, 352, 356, 576, 608, 629, 675, 686, 712, 743, 752, 807, 901
17	Comment – consideration should be given to Low cost / Social housing	27, 161, 170, 171, 189, 195, 282, 291, 376, 424, 530, 556, 622, 653, 720, 743, 772, 954
14	Comment – consideration should be given to the inclusion of a Bus Interchange	27, 186, 221, 243, 249, 257, 346, 423, 477, 487, 651, 784, 964, 985
12	Comment – Consideration should be given to other Community facilities/ centre	122, 178, 197, 307, 328, 412, 417, 493, 508, 522, 720, 830

Number of respondents	Key Issues Raised	Respondent Reference
12	Comment – consideration should be given to Medical facilities/ centres	173, 178, 188, 199, 265, 317, 406, 428, 501, 531, 556, 1022
11	Comment – consideration should be given to Light Industry/ Manufacturing / warehouse etc.	108, 170, 174, 178, 189, 220, 300, 335, 555, 853, 1026
10	Comment – concerns regarding the amount of office space (quantum too high)	173, 249, 324, 343, 391, 415, 442, 509, 784, 835
8	Comment – consideration should be given to Retail, Supermarket/ Local shops	265, 328, 360, 501, 931, 942, 1001, 1061
7	Comment – consideration should be given to Start up/ Art space	282, 311, 329, 343, 478, 572, 925
6	Comment – consideration should be given to Restaurants / Cafes	12, 23, 39, 307, 478, 525
5	Comment – consideration should be given to increasing the level of car parking	5, 243, 530, 814, 965
3	Comment – Employment uses should be considered with limited residential	105, 108, 233
3	Comment – mixed-use areas of residential, office, etc. should be considered	87, 327, 805
3	Comment – consideration should be given to Cinema/ Theatre	211, 395, 1208
3	Comment – more uses related to the NRM (including building space, appropriate public space for events and rail lines)	11, 53, 59
2	Comment – consideration should be given to hotels	22, 415
2	Comment – consideration should be given to an Amusement park / Zoo etc.	179, 667
2	Comment – consideration should be given to Rail Engineering workshops	4, 59
2	Comment – consideration should be given to care homes	173, 357
2	Comment – Retain heritage rail buildings / heritage	78, 782
1	Comment – Sleeping carriages/restaurant carriages	12
1	Comment – consideration should be given to an Outdoor Concert Venue	23
4	Comment – consideration should be given to an ice rink	23, 356, 554, 592

Number of respondents	Key Issues Raised	Respondent Reference
4	Comment – consideration should be given to a swimming pool	356, 412, 422, 592
1	Comment – consideration should be given to homeless shelters	230

Question 24. Are there any uses that you feel should not be considered for York Central?

Table 14: Table of Qualitative Comments – Question 24

Number of respondents	Key Issues Raised	Respondent Reference
24	Comment – Office space should not be considered for York Central	4, 61, 63, 184, 187, 219, 335, 346, 350, 356, 373, 396, 498, 622, 653, 684, 686, 699, 882, 945, 1007, 1026, 1061, 1157
22	Comment – Tall buildings / building height related comments	180, 181, 191, 193, 205, 208, 209, 222, 242, 249, 318, 341, 415, 478, 572, 582, 587, 647, 816, 882, 962, 965
17	Comment – Quantum of office space proposed too high/viability concerns for the quantity proposed	4, 61, 187, 218, 276, 501, 580, 592, 667, 700, 929, 493, 556, 616, 728, 784, 835
15	Comment – Comparison retail	108, 273, 327, 328, 372, 380, 389, 395, 469, 572, 598, 651, 712, 1021, 1023
15	Comment – Car parks	108, 258, 260, 327, 355, 448, 460, 514, 598, 603, 643, 917, 942, 953, 1154
15	Comment – Residential uses overall	215, 298, 324, 335, 338, 350, 351, 352, 496, 555, 580, 587, 871, 931, 945
12	Comment – Night clubs / evening entertainment venues	173, 179, 181, 191, 220, 269, 355, 371, 469, 580, 1001, 1019
12	Comment – Restaurants / Pubs / cafes	214, 371, 384, 395, 400, 469, 770, 807, 868, 1035, 1056, 1107
11	Comment – Hotels (budget hotels)	214, 225, 335, 356, 395, 400, 643, 715, 868, 916 (598)
11	Comment – Industrial uses (including manufacturing)	173, 176, 178, 243, 366, 375, 389, 409, 469, 770, 830
8	Comment – Student accommodation	178, 184, 218, 385, 391, 469, 555, 799
7	Comment – Redevelopment of York RI (including comments asking for it to be replaced)	262, 394, 564, 607, 612, 633, 773

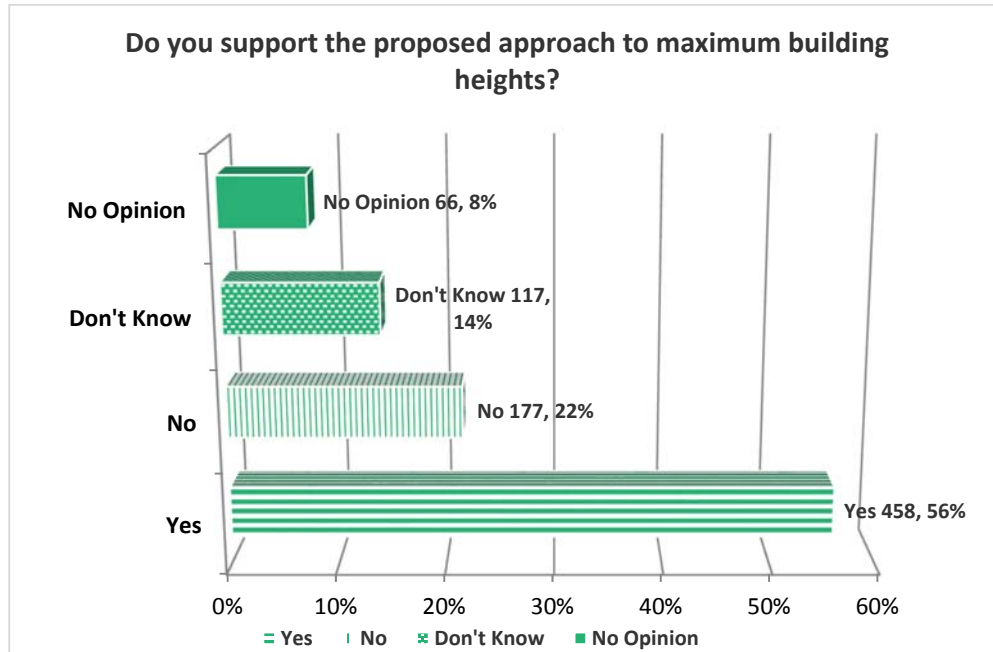
Number of respondents	Key Issues Raised	Respondent Reference
6	Comment – Retail / Leisure park style development	273, 328, 389, 598, 805, 1021
5	Comment – Casinos (including Bingo Halls)	122, 181, 191, 220, 612
5	Comment – Luxury unaffordable apartments / homes (usually occupied by commuters / second homes)	291, 364, 406, 717, 772
5	Comment – Licensed premises (without being specific of which types)	229, 413, 424, 463, 1072
5	Comment – Apartments / Flats	225, 356, 498, 580, 592
4	Comment – Poor quality design/ development	414, 656, 934, 1147
4	Comment – There should be some residential but less than what is proposed	398, 415, 477, 782
4	Comment – Large supermarkets	199, 214, 572, 916
4	Comment – Low level ‘traditional’ housing	105, 161, 171, 951
3	Comment – Public square or spaces	381, 853, 914
3	Comment – Floor space occupied by multinational corporations / ‘over-commercialisation’	300, 466, 925
3	Comment – Noisy events	625, 1108, 1136
3	Comment – Sports facilities	238, 868, 871
3	Comment – Anything that supports the heritage / culture of York	242, 868, 871
3	Comment – Vehicle orientated businesses / services	108, 199, 686
3	Comment – Uses that will generate further traffic / burden existing infrastructure	441, 873, 985
2	Comment – School and other education uses	216, 569
2	Comment – Ferris Wheel (the Big Wheel should be reintroduced permanently on site)	193, 545
2	Comment – Fast food units	222, 1035
2	Comment – All types of leisure	193, 356
2	Comment – Affordable /Council / social homes	184, 356
2	Comment – Generally more homes welcomed	468, 882
2	Comment – Modernise / expand the train station	347, 801

Number of respondents	Key Issues Raised	Respondent Reference
2	Comment – Business / commercial uses overall	496, 761
1	Comment – Financial Services industries	476
1	Comment – Distribution centres	572
1	Comment – Traveller Sites	235
1	Comment – No car free housing	686
1	Comment – Family housing	910
1	Comment – There should not be any residential use near the NRM	1069
1	Comment – Theatre district	239
1	Comment – Swimming pool	329
1	Comment – Wildlife area	329
1	Comment – Brothels	580
1	Comment – Anything that attracts ‘Hen or Stag parties’	981
1	Comment – Petrol station	199
1	Comment – Freight Lines	11
1	Comment – Bridge access to the development	315
1	Comment – Access road inappropriate	917
1	Comment – Transport hub	933
1	Comment – Station for excursion trains	1181
1	Comment – Anything that opposes the ‘sense of York’	213
1	Comment – Any use that would undermine the NRM or the Station	203
1	Comment – Public spaces that will not remain public	1222
1	Comment – Events spaces that are not often used	769
1	Comment – High density	414
1	Comment – Large blocks / high massing buildings	572
1	Comment – Hard landscaping	572
1	Comment – Trees next to the railway lines	1147
1	Comment – Sustainable drainage systems (SUDS)	220
1	Comment – Education uses	329
1	Comment – Dog shelters	376

Number of respondents	Key Issues Raised	Respondent Reference
1	Comment – Any use that would restrict access to the NRM space to fee paying people	521
1	Comment – leave the fountain alone in city	523
1	Comment – Any structural alterations to the building or its appearance (Could be making reference to York RI, but cannot say with the minimal information provided)	998
1	Comment – Uses that may result in litter	1037
1	Comment – Hospital	215
1	Comment – Whatever makes commercial sense	242
1	Comment – Inclusive uses (something for everyone, no matter who they are etc.)	304
1	Comment – Car free development	1216
1	Comment – Restaurants / Pubs / cafes	63
1	Comment – The development should act as a tourist attraction	641
1	Comment – Local shops	1026
1	Comment – Should be predominantly residential	355
1	Comment – Design to be orientated around maximising views etc. of York Minister	230
1	Comment – Fair balance of uses	357
1	Comment – Police-able design and spaces	360
1	Comment – Pursue ideas created by children in schools	498
1	Comment – Bus Interchange	211
1	Comment – More cycle routes	530
1	Comment – Good public transport links	583
1	Comment – Car parks	607
1	Comment – Expand NRM parking	801

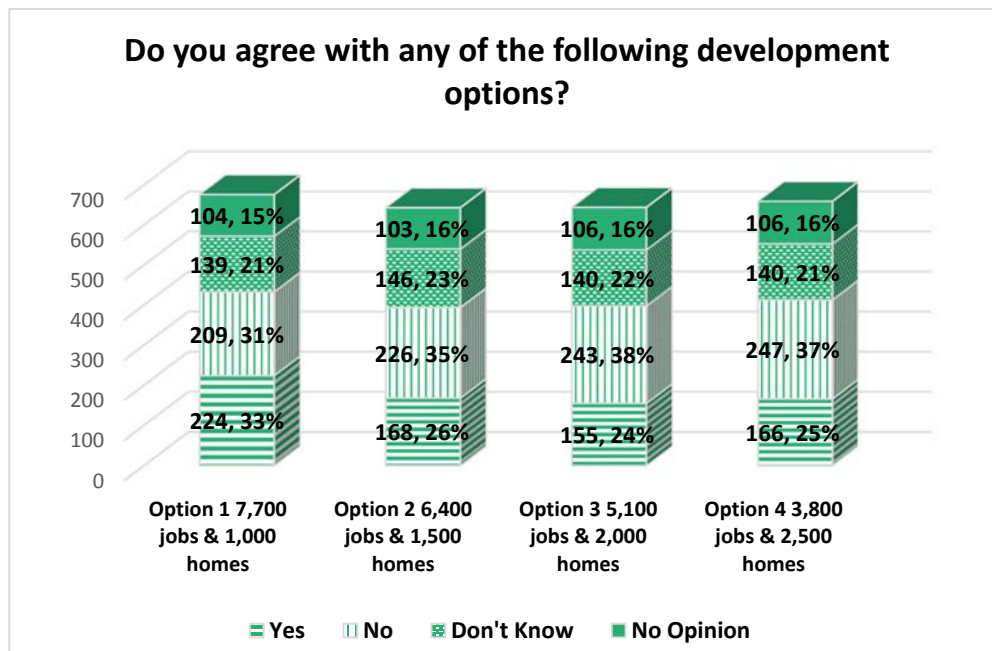
Question 25. Do you support the proposed approach to maximum building heights?

This survey question was answered by 820 respondents. 56% of respondents supported the proposed approach to maximum building heights, 22% did not support the approach, 14% didn't know and 8% had no opinion.



Question 26. Do you agree with any of the following development options?

Option 1 was the most supported option with 33% of respondents saying 'Yes'. This suggests respondents favoured a higher proportion of employment uses and lower quantum of housing. However, no conclusive view was expressed by respondents for either this option, or Options 2, 3 and 4, with opinion divided as is evident in the bar chart below.



Question 27. Are there any other issues that you feel should be considered when setting development parameters for York Central?

Table 15: Table of Qualitative Comments – Question 27

Number of respondents	Key Issues Raised	Respondent Reference
76	Comment – General comments regarding building heights and various suggestions regarding maximum heights (<i>many suggest that proposed building heights are unsuitable with a wide range of views on what constitutes an acceptable height</i>)	63, 171, 177, 178, 187, 208, 212, 213, 214, 218, 226, 229, 243, 248, 253, 258, 261, 262, 265, 286, 296, 298, 300, 360, 375, 385, 398, 400, 406, 412, 416, 428, 442, 444, 446, 448, 461, 466, 469, 479, 502, 514, 515, 529, 551, 554, 556, 577, 580, 581, 598, 603, 612, 655, 683, 724, 725, 733, 739, 743, 755, 770, 801, 832, 856, 909, 910, 914, 943, 975, 1003, 1041, 1043, 1066, 1075, 1214

Number of respondents	Key Issues Raised	Respondent Reference
29	Comment – consideration should be given to increasing the proportion of affordable housing units	108, 132, 186, 231, 236, 265, 304, 341, 356, 371, 381, 499, 598, 637, 678, 720, 841, 852, 869, 902, 908, 983, 986, 994, 1019, 1033, 1061, 1076, 1216
29	Comment – York Railway Institute should be retained	37, 253, 319, 331, 344, 348, 361, 364, 418, 462, 463, 468, 480, 481, 503, 594, 600, 642, 646, 693, 699, 708, 773, 791, 821, 866, 864, 871, 892
28	Comment – Public/ Community facilities (including schools, medical facilities and shops)	132, 203, 214, 216, 219, 232, 304, 311, 384, 401, 417, 458, 476, 493, 496, 518, 583, 608, 621, 633, 641, 654, 658, 686, 965, 980, 1015, 1047
19	Comment – Car parking (Insufficient / Greater provision needed)	3, 5, 22, 174, 199, 218, 257, 325, 380, 456, 474, 477, 553, 673, 814, 883, 969, 1014, 1056
18	Comment – Too much proposed office space which is unviable unless sufficient pre-lets can be secured (some have suggested a quantity)	61, 63, 64, 142, 164, 172, 173, 175, 318, 329, 380, 410, 425, 666, 724, 825, 830, 935
16	Comment – consideration should be given to road congestion / capacity concerns	44, 21, 326, 349, 352, 441, 520, 542, 587, 592, 633, 651, 965, 982, 1037, 1131
13	Comment – development proposals should consider Family housing	97, 108, 214, 219, 328, 395, 417, 639, 801, 935, 997, 1006, 1094
11	Comment – consideration should be given to good public spaces and facilities (parks, public toilets, seating etc.)	108, 227, 234, 356, 376, 474, 808, 839, 945, 954, 1214
10	Comment – consideration needs to be given towards ensuring good public transport provision / new forms of transport	174, 193, 220, 293, 325, 346, 555, 673, 907, 964
9	Comment – considered that the massing and density is too high	143, 218, 329, 388, 469, 616, 806, 043, 1214
9	Comment – Consideration should be given towards the protection of views of York Minister (in some cases the City walls as well)	178, 261, 262, 265, 286, 307, 448, 545, 1147
9	Comment – Historical context of York should be respected, creating a good sense of place	116, 327, 366, 415, 433, 478, 689, 728, 916
9	Comment – High quality architecture/ design (non-monotonal) should be pursued	178, 423, 475, 657, 712, 722, 743, 1011, 1151
8	Comment – consideration should be given to various types of	54, 122, 845, 922, 963, 967, 1033, 1219

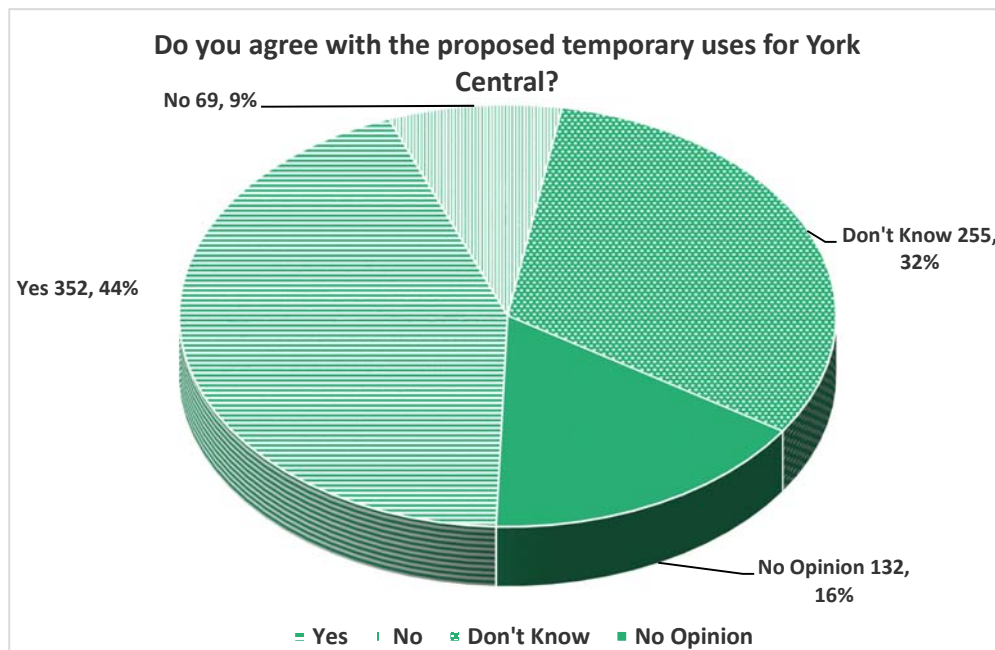
Number of respondents	Key Issues Raised	Respondent Reference
	housing/residential for all demographics and people	
7	Comment – Employment uses should be prioritised	222, 226, 233, 851, 926, 942, 1069
6	Comment – It is considered that the development is unviable or undeliverable and will result in no (or delayed) development	61, 84, 500, 531, 656, 1107
6	Comment – residential units considered a priority	262, 343, 391, 458, 769, 1065
6	Comment – Sports facilities should be considered within proposals	356, 362, 427, 633, 834, 840
6	Comment – general comments relating to the type of housing that should be delivered	194, 251, 680, 944, 951, 977
6	Comment – Scale of the development is too much and will have adverse effect on other areas/infrastructure in the city	173, 215, 261, 351, 392, 582
6	Comment – Flood risk is a concern	281, 288, 552, 1022, 1026, 1138
4	Comment – Greater road access (to and from the site) should be pursued	420, 422, 665, 917
4	Comment – consideration should be given to good vehicular movement provision / priority (such as walking, cycling etc.)	48, 198, 213, 784
4	Comment – space for SMEs should be included	122, 329, 643, 715
4	Comment – increase use of green infrastructures and energy (other than district heating system)	355, 389, 598, 725
3	Comment – consideration needs to be given towards the inclusion of a bus interchange	200, 256, 1147
3	Comment – proposals should reduce the number of housing units as it is presently too high	105, 264, 755
3	Comment – Air quality is a concern that the proposals must address	44, 105, 193
3	Comment – District heating system (DHS) should be considered	108, 197, 698
2	Comment – High-tech or Engineering sectors related uses should be pursued	4, 393
2	Comment – development should consider crime / crime proof design	15, 1157
2	Comment – consideration should be given to the conversion of existing buildings	847, 1154

Number of respondents	Key Issues Raised	Respondent Reference
2	Comment – proposals must address existing poor environment issues (noise, visually unattractive etc.)	161, 171
2	Comment – the development should be orientated around the Museum (no houses around the museum)	928, 1045
2	Comment – Environmental / Ecological interests on site should be considered within the proposals	29, 227
2	Comment – Mix of uses should avoid putting a strain on the city (e.g. greater employment use but little housing may result in greater need for housing)	116, 212
2	Comment – Leisure and Tourist uses (such as Hotels) should be considered within the scheme	414, 975
2	Comment – Consideration should be given to ensuring vibrancy particularly on an evening	190, 975
1	Comment – Proposals should ensure a balance between the mix of commercial and residential uses	611
1	Comment – Consideration should be given to ensuring proposals don't compete with current city centre	238
1	Comment – consideration should be given to contamination on site	2
1	Comment – consideration should be given to the retention of freight lines	11
1	Comment – consideration needs to be given towards increasing access point to site from Poppleton Road by moving Freight Avoiding Lines north	27

4.5.8 Phasing and Temporary Uses / Other Comments

Question 28. Do you agree with the proposed temporary uses for York Central?

806 respondents answered this question. 44% of respondents agreed with the proposed temporary uses of the York Central site, whilst, 9% did not, 32% didn't know and 16% had no opinion.



Question 29. Are there any other temporary uses that should be considered for York Central?

Table 16: Table of Qualitative Comments – Question 29

Number of respondents	Key Issues Raised	Respondent Reference
19	Comment – Leisure uses (e.g. Theatres/Ice Rink etc.) should be considered as a temporary use	12, 176, 187, 193, 199, 213, 463, 466, 474, 498, 525, 572, 580, 667, 668, 717, 770, 942, 1083, 1107
10	Comment – Community uses should be considered as a temporary use	368, 376, 375, 380, 448, 514, 607, 772, 805, 856
4	Comment – Temporary Housing/homeless shelter should be considered as a temporary use	329, 376, 433, 910
4	Comment – Car Parking should be considered as a temporary use	161, 171, 222, 1151

Number of respondents	Key Issues Raised	Respondent Reference
2	Comment – Heritage Open Days should be considered as a temporary use	309, 312
2	Comment – Education/ Research and Development should be considered as a temporary use	805, 1055
1	Comment – Coach/HGV parking should be considered as a temporary use	179
1	Comment – HGV Transhipment hub should be considered as a temporary use	917
1	Objection – Disagrees with temporary uses	181
1	Comment – Additional space for the NRM should be included as a temporary use	1072

Question 30. Are there any temporary uses that should not be considered for York Central?

Table 17: Table of Qualitative Comments – Question 30

Number of respondents	Key Issues Raised	Respondent Reference
18	Comment – Late night noise generating uses/Drinking Establishments/Music Venues/Music Festivals should not be considered as a temporary use	173, 175, 181, 203, 213, 229, 243, 262, 384, 392, 441, 469, 515, 572, 603, 667, 801, 1214
8	Comment – York ‘Big Wheel’ should not be considered as a temporary use	248, 261, 552, 555, 712, 1004, 1131, 1214
8	Comment – car parking should not be considered as a temporary use	108, 327, 331, 355, 448, 460, 907, 951
7	Comment – Outdoor festivals/markets should not be considered as temporary use	248, 276, 331, 392, 395, 444, 845
6	Comment – Sporting events/facilities should not be considered as temporary use	187, 318, 469, 612, 712, 962
5	Comment – Outdoor catering should not be considered as a temporary use	222, 225, 229, 265, 830
3	Comment – Gypsy and Travellers site should not be considered as temporary use	179, 199, 1021
1	Comment – Fracking should not be considered as a temporary use	300

Number of respondents	Key Issues Raised	Respondent Reference
1	Comment – Green Infrastructure should not be considered as temporary use	318
1	Comment – warehousing should not be considered as a temporary use	415
1	Comment – student housing should not be considered as temporary use	469
1	Comment – Manufacturing should not be considered as temporary use	469
1	Comment – expansion of the NRM should not be considered as temporary use	498
1	Comment – odour generating uses should not be considered as a temporary use	514
1	Comment – housing should not be considered as temporary use	587
1	Comment – offices should not be considered as temporary use	587
1	Comment – waste disposal should not be considered as a temporary use	699
1	Comment – any use reliant upon public sector subsidy should not be considered as a temporary use	920
1	Comment – HGV/Coach parking should not be considered as a temporary use	1151
1	Comment – noise generating uses should not be considered as a temporary use	969

Question 31. Are there any other comments you would like to make regarding proposed development at York Central?

Table 18: Table of Qualitative Comments – Question 31

Number of respondents	Key Issues Raised	Respondent Reference
141	Comment – Concerns regarding the proposals' impact upon York RI	30, 33, 35, 37, 38, 41, 43, 46, 49, 50, 51, 53, 57, 58, 60, 62, 66, 70, 73, 75, 82, 86, 88, 96, 104, 201, 206, 252, 259, 277, 297, 319, 349, 351, 352, 353, 361, 364, 367, 383, 384, 391, 397, 398, 402, 404, 418, 421, 426, 432, 436, 444, 451, 454, 456, 457, 468, 470, 479, 480, 501, 503, 508, 510, 516, 519, 534, 538, 541, 542, 563, 567, 574, 581, 600, 612, 633, 634, 635, 641, 644, 648, 658, 662, 663, 672, 673, 674, 679, 681, 689, 692, 693, 699, 702, 703,

Number of respondents	Key Issues Raised	Respondent Reference
		715, 720, 727, 732, 743, 744, 750, 752, 773, 775, 776, 780, 788, 797, 800, 802, 807, 810, 812, 813, 815, 822, 826, 827, 838, 840, 842, 845, 858, 865, 866, 867, 868, 870, 874, 878, 879, 881, 887, 892, 896, 900, 901, 902, 904
33	Support –support for proposals	14, 19, 40, 78, 232, 234, 318, 368, 428, 447, 429, 556, 611, 612, 657, 722, 755, 461, 975, 977, 981, 1004, 1023, 1029, 1048, 1061, 1062, 1065, 1080, 1154, 1180, 1209, 1224
26	Comment – Concerns about commercial/residential/office developments	84, 556, 622, 882, 935, 1066, 1157, 141, 276, 341, 324, 733, 416, 497, 625, 139, 178, 220, 243, 236, 317, 341, 582, 588, 522
23	Comment – Design should be high quality / sustainable / unique	1, 155, 911, 997, 700, 93, 108, 230, 316, 329, 355, 365, 389, 400, 414, 423, 656, 830, 175, 582, 588, 712
20	Comment – general unspecific negative comments about proposals for example, do not spend money to develop the site, or leave it as is.	943, 1007, 1131, 1145, 87, 278, 417, 530, 572, 667, 438, 498, 562, 592, 651, 655, 722, 737, 769
17	Comment – scheme will increase congestion	856, 942, 965, 173, 251, 306, 322, 326, 327, 392, 406, 415, 476, 502, 633, 816
17	Comment – general recommendations relating to design including suggestions about maximum building heights.	152, 150a, 150b, 163, 473, 208, 255, 259, 270, 307, 554, 841, 157, 414, 424, 712
16	Comment – Maintain the heritage environment	71, 84, 139, 144, 234, 914, 951, 975, 1094, 1157, 1190, 155, 169, 229, 139, 230
15	Comment – Concerns about negative impact upon other areas in York (including Holgate)	856, 940, 942, 122, 300, 493, 496, 779, 315, 44, 72, 142, 172, 356, 401
15	Comment – Concerns over costs, deliverability, viability	54, 59, 84, 139, 317, 375, 405, 410, 853, 920, 1160, 933, 173, 179, 191
13	Comment – Site should include a bus/coach station interchange	68, 89, 122, 152, 203, 243, 247, 251, 257, 291, 444, 647
13	Comment – general comments relating specifically to the NRM but not to the wider York Central Development	13, 85, 428, 477, 1034, 1035, 1029, 1062, 1117, 1154, 1160, 444, 446
11	Comment – Comments relating to concerns on drainage / watercourse / flooding	21, 42, 917, 958, 152, 199, 181, 220, 288, 650

Number of respondents	Key Issues Raised	Respondent Reference
11	Comment – Highway design concerns/suggestions for the road network e.g. alternative access routes or increased traffic.	44, 72, 79, 142, 401, 452, 484, 599, 856, 1029, 1037
10	Comment – other unspecific general comments	485, 518, 602, 607, 637, 665, 683, 686, 791
9	Comment – Proposals should integrate transport modes	1033, 1034, 1215, 193, 478, 163, 122, 819, 711
9	Comment – comments regarding consultation process	3, 71, 425, 482, 493, 835, (428), 882, 1027
8	Comment – concerns about level of parking provision	963, 965, 163, 169, 196, 218, 484, 639, 577
8	Comment – various comments voicing concerns regarding vehicle access	873, 932, 940, 163, 420, 484, 806, 591
8	Support – comments in support of residential development	178, 234, 243, 249, 264, 317, 733
7	Comment – general comments relating to concerns over education provision	14, 70, 142, 216, 420, 473
7	Comment – Consider additional community and sports facilities	78, 227, 376, 380, 552, 633
7	Comment – future proofing needs to be taken into account	4, 933, 1080, 97, 611, 839, 531
7	Support – comments providing general support for design principles	71, 975, 151, 219, 234, 414, 583
6	Comment – Proposals should include sustainability measures in design	122, 698, 157, 355, 725, 598
5	Comment – Scheme should include provision for Affordable/Starter Homes	97, 263, 622, 625, 782
5	Comment – Other unspecific built environment suggestions	10, 48, 97, 525, 531
5	Comment – Proposals need more details	1147, 143, 149, 95, 152
3	Comment – various concerns regarding ecology on the site	188, 227, 725
4	Comment – Include pedestrian and cycling measures within the scheme design	163, 309, 424, 698

Number of respondents	Key Issues Raised	Respondent Reference
5	Comment – CYC should ensure open and sustainable communications throughout consultation/development of scheme	851, 931, 942, 1027, 163
3	Comment – Impacts on nearby communities should be monitored through construction period (e.g. air quality / noise levels)	940, 469, 493
3	Support – Support for Green Infrastructure	17, 424, 478
3	Comment – CYC should begin the development quickly	853, 979, 1094
2	Comment – Concerns about environment (air quality, noise)	932, 415
2	Comment – Contamination concerns	909, 2
2	Comment – Integrate future infrastructure/transportation schemes	4, 292
2	Comment – comments disagreeing with the inclusion of residential development within the proposals	272, 675
1	Comment – document needs to align with other CYC documents and strategies	149
1	Comment – Concerns with removing Queen Street Bridge (i.e. disruption caused)	981
1	Comment – Reduce street clutter/furniture	928
1	Comment – Disabled access should be prioritised	1015
1	Comment – new stations needed across the City of York	87
1	Comment – student accommodation should not be included as part of the proposals	249
1	Comment – Do not restrict vehicles	926
1	Comment – restrict private vehicles	108

Number of respondents	Key Issues Raised	Respondent Reference
1	Comment – CYC should reduce traffic in York	1039
1	Comment – concerns regarding rail access	1023
1	Comment – Recommendations for construction contractor	1026
1	Comment – proposals should make provision to include key worker provision	138

4.5.9 Keeping Informed

Question 32. If you would like to stay involved in York Central then you can: a) join our ‘Keep informed’ email list’; b) Nominate yourself to represent your wider local community on a potential York Central Community Forum.

396 people signed up to the ‘keep informed’ email list and 117 people expressed an interest in being involved in the proposed community forum.

4.5.10 Equality Profiling

Question 33. Postcode

713 people provided the first part of their postcode. Postcodes with over 50 responses are set out in the table below and mapped relative to the York Central site in Figure 3. Though postcode YO1 has a lower number of responses than the other postcodes, it is included for context as it adjoins the York Central site and includes much of the area within the City Walls.

Table 19: Postcodes with a high number of responses

Postcode Area	Number of Responses	Origin of Response
YO24	147	Holgate/ Dringhouses/ Westfield
YO26	99	Holgate/ Acomb
YO31	74	Guildhall/ Heworth
YO23	70	Micklegate/ Bishopthorpe
YO30	60	Clifton
YO10	51	Fishergate/ Hull Road/ Heslington/ Fulford
YO1	18	City centre

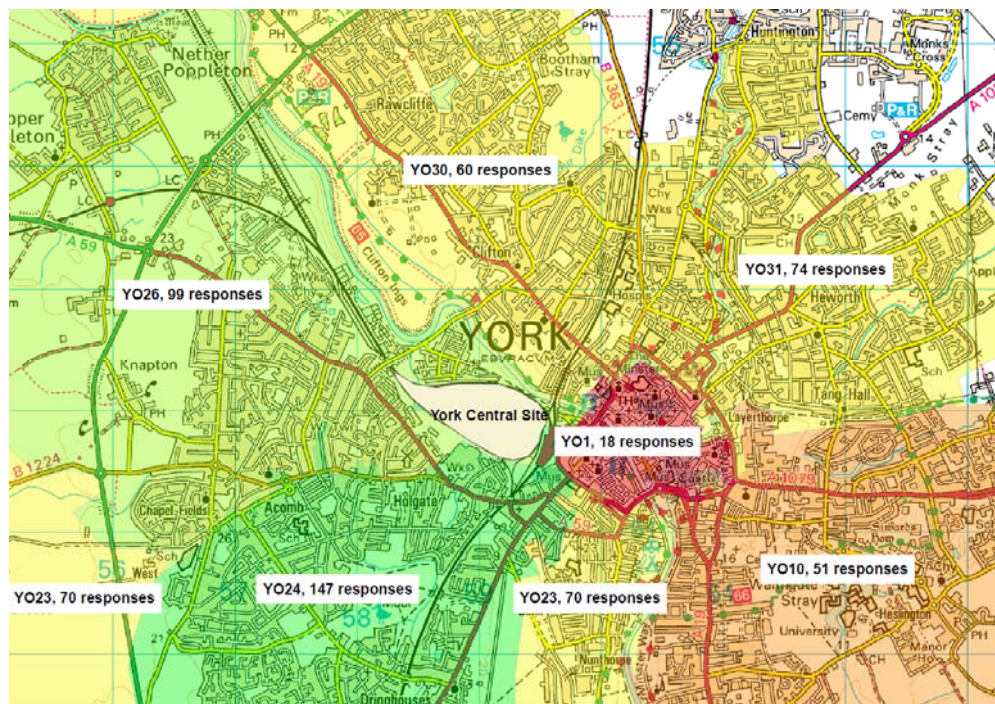
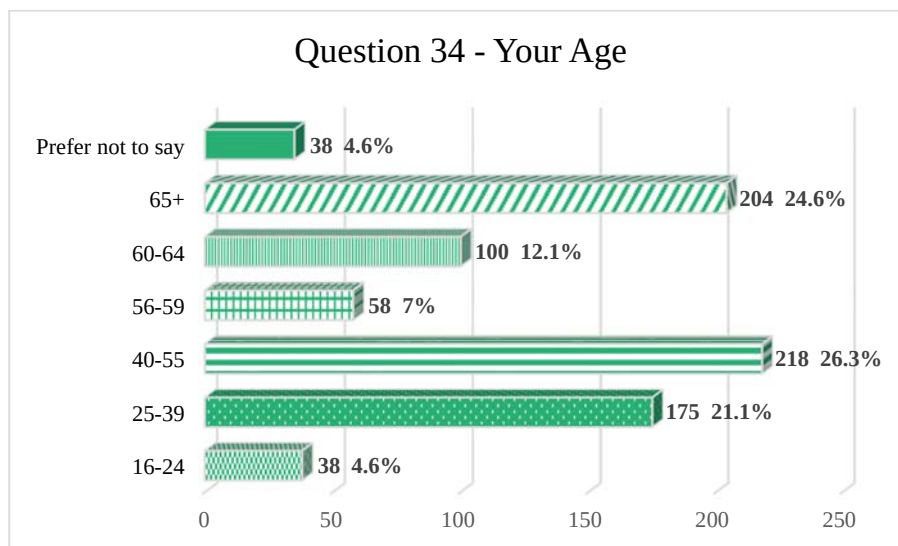


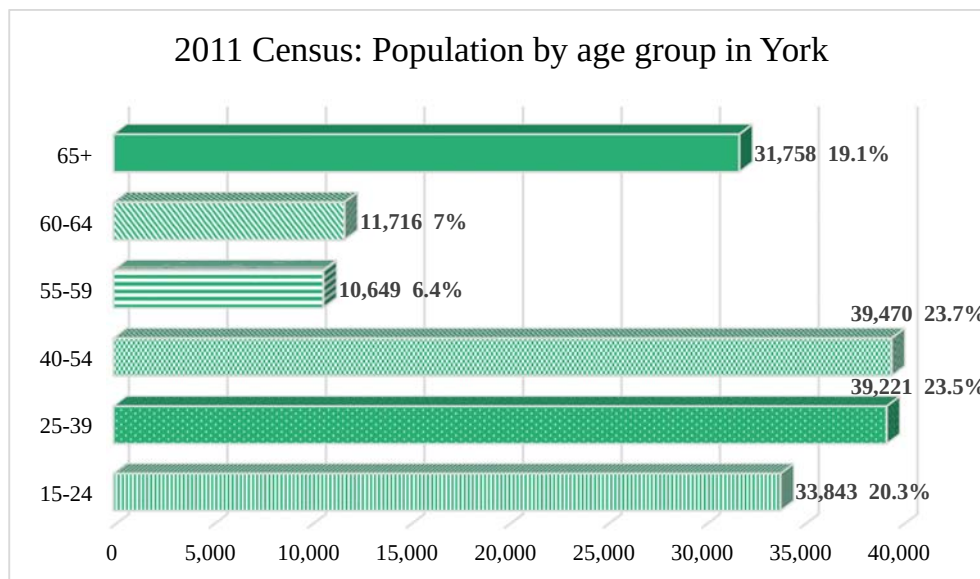
Figure 3: Postcodes with a high number of responses

Question 34. Your Age

For the York Central consultation, 828 people responded to this question. The age group with the largest amount of respondents was the group 40-55 (218). There was also a high proportion (204) of respondents in the over 65 category. The age group 16-24 was underrepresented in the consultation. The responses to this question are presented in the chart below.

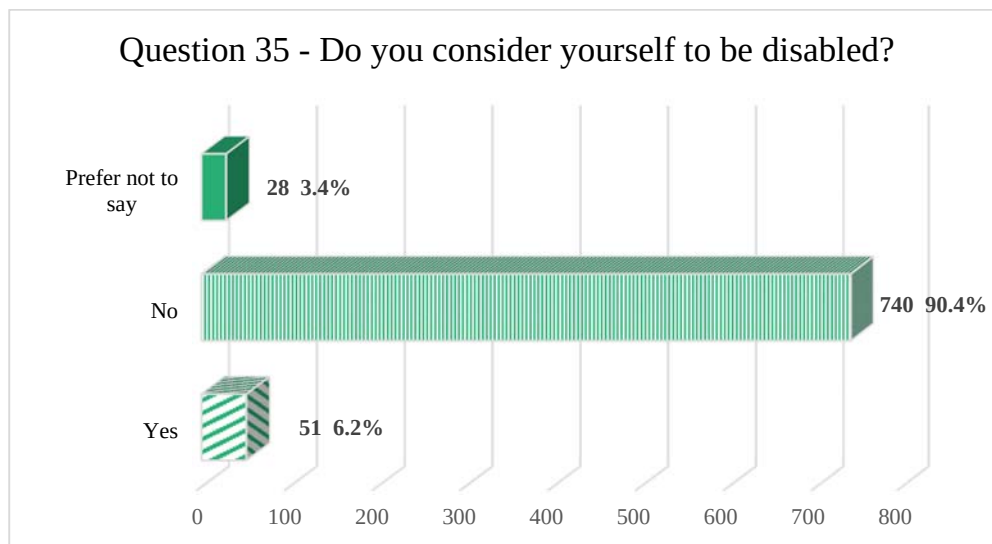


The 2011 Census captured a total population of 198,051 in York. The data for this is presented in the bar chart below separated by age groups. The York Central consultation grouped age data differently than the 2011 Census and therefore age groups are slightly inconsistent when comparing against each other. Nevertheless, the Census data provides for comparison of the age distribution of the general population of York with those that responded to the consultation.

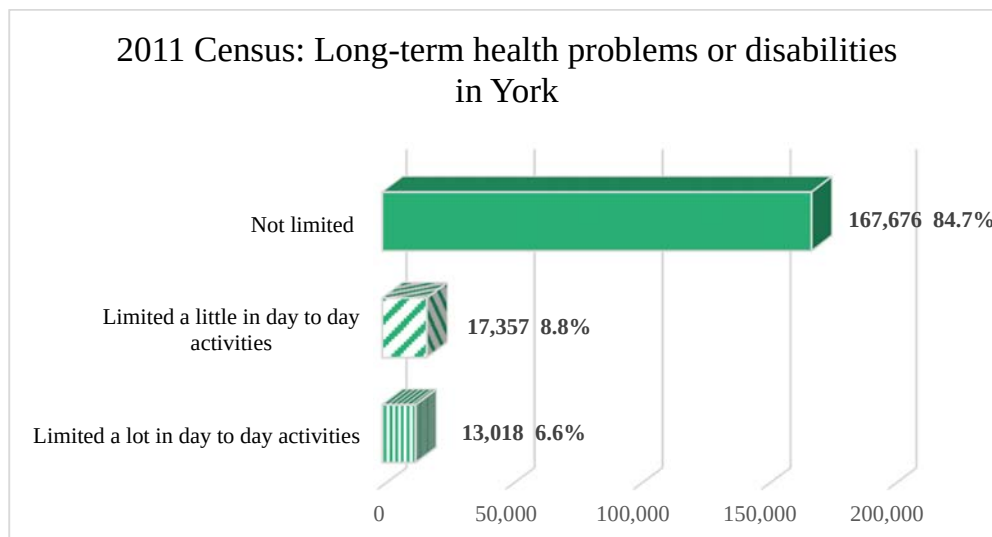


Question 35. Do you consider yourself to be disabled?

819 people responded to this question. The responses to this question are presented in the chart below.

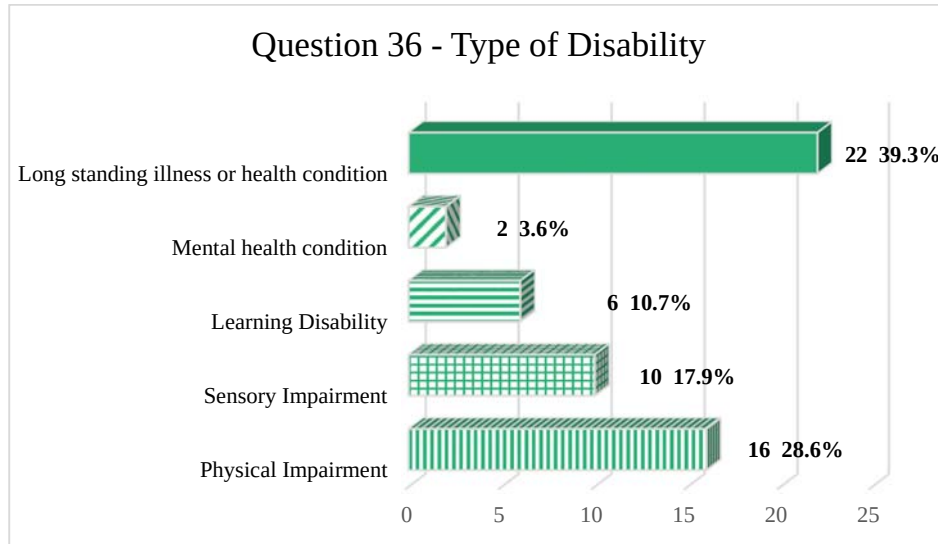


For the purposes of comparison, the 2011 Census data for York shows that in terms of long-term health problems or disabilities there are 30,375 people who experience some form of limitation in their day to day activities, which is about 15% of the population of York. This data is presented in the chart below.



Question 36. If you ticked “Yes”, please tick as many boxes as apply.

56 people responded to this question providing information on the type of disability they have. The responses to this question are presented in the chart below.



5 Conclusion and Next Steps

5.1 Overview

This section highlights the overarching themes raised during the consultation process. The themes set out in this section will influence, shape and inform the future Planning Framework. The future Planning Framework will set out how these themes have been responded to.

5.2 Overarching Themes

Based on the analysis of the responses set out in Section 4, the following key themes have been identified. These are ordered to correspond with the structure of the 'Seeking Your Views to Guide Development' consultation document.

- **General support for the redevelopment of York Central (Question 1)**

There is general support for the redevelopment of the site with 79% of respondents supporting the redevelopment (13% did not support). Building on this, in Question 1, a further 20 respondents noted that it is important that the scheme is realised quickly, and another 10 respondents commented that it is important that development brownfield land is targeted.

- **General support for the Vision (Question 2)**

In Question 2, a significant proportion of respondents (59%) stated that they supported the vision for York Central (24% did not support). The hard copy comments received made specific suggestions as to how the vision could be interpreted with many of these focused on ensuring the sustainability of the Planning Framework. The objective 'Heritage as an Asset' received the strongest support (91% agree; 3% disagree), followed by 'Green Infrastructure' (84% agree; 6% disagree) and 'Sustainable Development' (81% agree; 7% disagree).

- **Suggestions regarding the interpretation of the Objectives (Questions 3 and 4)**

A number of respondents provided suggestions as to how the objectives could be measured or realised. Respondents noted the importance of realising the scheme quickly and targeting brownfield land for development. However, some respondents were concerned about the deliverability of the site.

In Question 4, 20 respondents requested that quality public space, green space, and streetscape design be specifically identified as an objective. Question 3 supported this with almost 800 respondents supporting the objective of green infrastructure.

- **Call for the retention of the York Railway Institute (Questions 5, 6, 7, 23 and 31)**

In Question 6, 403 respondents stressed the importance of York Railway Institute being retained as a community facility – a common theme throughout the consultation feedback. This point was reiterated in Question 31 where 141 comments were made regarding the removal of the Institute building, with a further 56 responses (in Question 23) suggesting that the Railway Institute’s sport and leisure uses should be retained on the site.

Respondents particularly noted the importance of the facility for sport and leisure activities and the important role it played in community life. Some respondents noted that they would support the removal of the Institute building on the proviso that alternative like-for-like or enhanced provision is incorporated within the development, citing current problems with the condition and maintenance of the existing Railway Institute buildings.

Sport England, the statutory undertaker for sport, highlighted that “[it has] not been demonstrated by a robust and up to date evidence base that the Institute is genuinely surplus to sporting requirements”, and that it should therefore “be preserved as part of the York Central Plans”.

- **Support for green infrastructure (Questions 8 and 9)**

As suggested in Question 8, there is wide support for providing green infrastructure across the site, with 67% of respondents specifically supporting the proposal to create a linear park. When asked about the suggested landscaping principles (in reference to Question 9), 56 respondents provided specific suggestions on increasing the amount of green infrastructure, and a further 39 respondents stated general support for the landscaping principles as set out.

- **Support for creation of a new public square on the west side of the station (Question 10)**

The majority of respondents (69%) to Question 10 supported the creation of a new public square to the west side of the station. Five respondents provided qualitative comments on this new public square:

- Concern that there public square would be covered by a shadow so would be unappealing;
- The potential for the square depends on the layout and design;
- Merge the western square with the linear park to create a pedestrian and cycle gateway; and
- Has the potential to be a major public space for the City as a whole.

- **Call for reorganisation of the station frontage to reduce conflicts (Questions 11, 12, and 13)**

In response to Question 11, 67% of respondents supported the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis. This corresponds to the issue of conflict between different modes of

transport with comments on the need to improve pedestrian legibility, safety, and accessibility. In Question 13, a significant number of respondents (108) suggested that the station environment would be improved if the approach to vehicle and taxi movement through the drop-off area was altered. The reorganisation of the station frontage was also supported by 333 respondents.

The issue of conflict between different modes of transport was also raised at the various stakeholder events and workshops. Comments noted that the current arrangement makes it difficult to navigate as a pedestrian, and legibility should be improved.

In Question 12, a small majority of respondents (331) supported the removal of the Queen Street Bridge. This was also a recurring theme at many of the Stakeholder sessions. The removal of the bridge could be an important step in reordering the highway network to allow for the reorganisation of the station frontage.

Linking with this, in Question 13, 53 respondents suggested that public realm improvements should be pursued, particularly where additional space could be created for pedestrians.

- **Support for expansion of NRM but careful treatment of Leeman Road required (Questions 14, 15, 16, 20 and 21)**

59% of respondents to Question 15 supported the re-routing of Leeman Road to allow the expansion of the National Railway Museum.

Four proposals were tabled within the consultation documents regarding different options for managing Leeman Road. Option 1 proposed the retention of Leeman Road as a route open to all traffic through the NRM and was marginally the most popular option. 19 respondents to Question 21 specifically supported closure of Leeman Road with a further 9 respondents making qualitative comments in support of Option 2. There was general acceptance that creating a new public square can best be facilitated by closure of a section of Leeman Road. However, no conclusive view was expressed in support of any of the options.

Options 2, 3 and 4 also proposed different proposals for managing traffic through the Leeman Road Underpass (Marble Arch) to reduce “rat running”. There was no clear support for one option over the other.

There were also a number of concerns raised regarding the impact upon the Holgate area, to the north-west of the site, which could result from the closure of Leeman Road. Many concerns raised were from residents living in the area around Garfield Terrace/Livingstone Terrace and Salisbury Road, suggesting that the closure of Leeman Road would negatively impact upon their ability to access the City Centre. Concerns were also raised regarding the impact on bus routes that any closure might represent (i.e. by pursuing Option 4), and in particular the impact that this would have upon the Park and Ride service that currently operates along Leeman Road.

The contradictions in response to these Questions on Leeman Road suggest that greater clarity is needed as to how future options would work.

- **Call for high quality pedestrian and cycle infrastructure (Questions 13, 17, 18 and 19)**

There were 51 responses received to question 13 that suggested the provision of high quality pedestrian and cycling infrastructure was essential. This theme was also picked up across various questions in the consultation, with respondents flagging the need for high quality pedestrian and cycling infrastructure most notably at questions 16, 17, 18, 19, 21, and 31. This theme was also raised at the Stakeholder Event held on the 27th January.

Question 17 supports this with 68% of the respondents supporting the proposed approach to sustainable travel. In response to Question 18, 35% of respondents agreed that the correct routes had been identified, however a significant number of respondents (43%) did not know whether the correct pedestrian or cycling routes have been identified or not.

Responses suggested that consideration should be given to provision of pedestrian and cycle routes separate from highway infrastructure.

- **Concern regarding traffic congestion (Questions 4, 13, 21, 27, and 31)**

A common theme running throughout the responses to all questions was the issue of traffic congestion with numerous residents suggesting that either the proposals in general, or the specific highway management proposals, could result in increased levels of congestion throughout the City. This includes associated air quality issues.

In Question 13, 25 respondents commented on the need to reduce congestion outside of the station; in Question 4, 22 suggested that reducing traffic congestion should be an objective; in Question 21, 47 respondents were concerned about the proposed means of access causing increased congestion; in Question 27, 16 respondents mentioned that consideration should be given to road congestion and capacity issues; and in Question 31, 17 respondents were concerned that the proposed scheme would increase congestion.

Concerns were raised in particular by residents in Wilton Rise/Cleveland Street/St Paul's Square about the negative impact of the proposals on the Holgate area, and from residents in Garfield Terrace/Livingston Terrace and Salisbury Road, and residents within the York Central site about the impact of proposals on the Leeman Road and Salisbury Road area.

- **Concern regarding building heights (Questions 25 and 27)**

Although the general approach to building heights was supported, a number of respondents were concerned about the potential impact of tall buildings and high density development on the historic character of the city and key views.

The response to Question 25 showed that 56% of respondents (820 total) supported the approach to building heights as set out in the consultation document, with only 22% suggesting they did not support the approach.

As stated in Question 27, 76 respondents articulated concerns that the proposed building heights are unsuitable and do not recognise the unique character of York. In particular concerns were raised that tall buildings would detract from the importance of the Minster and impede key views.

- **Proposed uses accepted but views on split of uses divided (Questions 22, 23, 24 and 26)**

There was overall support for the proposed uses, however, there was no conclusive view about the quantum of jobs or housing that should be provided on the site. Question 22 asked respondents whether they agreed with the proposed uses for York Central, with 66% suggesting that they did agree. There were 57 respondents in Question 23 that suggested giving consideration to leisure uses.

Respondents were also asked at Question 26 to specifically give their preference as to the quantum of jobs and housing that they would prefer to see on the site. Option 1, which tabled the largest quantum of jobs and the smallest quantum of housing, had marginally more support, however it should be noted that differences were small and all four options had broadly similar levels of support.

- **Support for residential uses and call for provision of affordable housing (Questions 22, 23, 24 and 26)**

Across all questions, there was large support for residential uses on the site. Respondents also commented on the need to provide housing to meet a range of needs, including affordable housing units and housing for older people. In supporting affordable housing, there was acknowledgement of the impact of the City's high house prices on young people and those on lower incomes. 36 respondents supported residential uses across the site in Question 23; a further 15 mentioned this in Question 24; and, in Question 26, 29 commented on the need for affordable housing units and 8 others stated that various types of housing should be considered.

Several comments suggested that the site would be appropriate for Starter Homes. One comment noted the difficulty in attracting key workers to York owing to the high cost of housing, and suggested the consideration should be given to providing accommodation specifically for key workers on the site.

- **Concern raised regarding the viability of offices at York Central (Questions 24 and 26)**

Whilst Question 26 generally favoured options with higher levels of employment and less housing, a general theme raised across a number of question responses was concern over the viability of the proposed quantum of office space on the site. Respondents cited the conversion of a number of key existing office buildings in the City Centre for residential occupation, with several other office buildings currently vacant, as evidence of there being little demand for B1(a) floor space within the city.

- **Support for leisure uses (Question 23)**

Several respondents (57) felt that leisure uses should be supported on the site. Numerous respondents suggested that the NRM could contribute towards providing a wider leisure offer.

Several comments suggested that leisure uses would be an important part of the overall scheme as these uses will stimulate activity outside traditional office hours.

- **Support for Temporary Uses, but further work required (Questions 28, 29, 30)**

Of the 806 respondents to question 28, 44% gave their support to the proposed temporary uses on the site, indicating an acceptance of the role temporary uses play in creating an active and vibrant environment in advance of comprehensive regeneration.

It is notable however that 32% of respondents indicated that they did not know whether they agreed with the proposed temporary uses, and a further 16% suggested that they had no opinion on the matter.

From the qualitative comments received to Question 29, 19 respondents indicated that leisure uses such as theatres or temporary ice rinks should be considered as temporary uses. This however needs to be considered against the qualitative comments to Question 30, against which 18 respondents suggested that they would not support late night noise generating uses, such as drinking establishments, music venues or festivals.

5.3 CYC Response to Stakeholder Views

The following table summarises the key findings of the consultation based on feedback received for the 31 questions asked relating to the development. The Council's response to the consultation is set out in the third column.

Question	Key Findings	CYC response
Redevelopment Question 1. Do you support redevelopment of the York Central site?	74% of the total number of respondents answered this question. There was significant support for the proposed redevelopment of the York Central site (79% supported; 13% did not support). i) Whilst supportive of the principle of regeneration, a number of respondents were concerned about the deliverability of the site. Particular issues were around the uncertainty of delivery timescales and process, phasing and release of land for development, site capacity/density of development, and financial viability and funding. ii) A number of respondents also noted the importance of developing brownfield land and need for quick delivery of the scheme	The council note and welcome support for the principle of redevelopment at York Central. i) Work to support the delivery of the site is ongoing and significant progress has been made to address the concerns raised. The York Central Planning Framework will establish key delivery parameters. Further more detailed appraisal to substantiate the deliverability of the site will be publicly available as evidence base to support the Local Plan process. ii) The council note the comments made.
Vision Question 2. Do you support the proposed vision for York Central?	73% of the total number of respondents answered this question. There was overall support for the Vision (59% supported; 24% did not support). Key points raised included: i) A number of qualitative comments related to the need to strengthen the Vision in terms of the identity, role and relationship of York Central with the existing historic city, and opportunity for exemplar (particularly sustainable) development on the site. ii) The need to set out how the quality of development will be delivered was also raised.	The Vision will be taken forward into the York Central Planning Framework. i) The council note the comments made. Further work will be undertaken on the city setting which will inform preparation of the Planning Framework. ii) The Planning Framework will articulate quality expectations and these will be used to assess planning applications.
Objectives Question 3. Do you agree with the following proposed objectives for York Central?	69% of the total number of respondents answered this question. There was significant agreement with the objectives. The objective 'Heritage as an Asset' has the strongest agreement followed by 'Green Infrastructure', 'Sustainable Development' and 'the National Railway Museum as a Cultural Epicentre'.	The council note and welcome support for the objectives. The objectives will be taken forward into the Planning Framework. The Planning Framework will consider how the objectives are articulated and how they

Question	Key Findings	CYC response
Heritage as an Asset	(91% agreed; 3% disagreed)	translate into proposals for the site's redevelopment.
Green Infrastructure	(84% agreed; 6% disagreed)	
Catalyst for Economic Development	(69% agreed; 11% disagreed)	
A Vibrant New Community	(66% agreed; 13% disagreed)	
Movement and Access	(74% agreed; 13% disagreed)	
A Gateway	(62% agreed; 15% disagreed)	
Creating and Connecting Communities	(67% agreed; 11% disagreed)	
National Railway Museum as Cultural Epicentre	(78% agreed; 11% disagreed)	
Sustainable Development	(81% agreed; 7% disagreed)	
Question 4. Are there any objectives missing or do you have any other comments?	A large number of qualitative comments were received. Key points raised included: i) Many respondents requested further clarity and specific detail to be reflected within individual objectives. ii) A number of respondents raised significant concerns about the potential impact of tall buildings and high density development on the historic character of the city and key views. See also Question 25. iii) Respondents noted the need to undertake appropriate heritage assessment work and archaeological investigation. Other comments noted the need for robust and up-to-date information on ecology. iv) A number of respondents highlighted the importance of a comprehensive approach to green infrastructure/open space, biodiversity and sustainable networks (e.g. SUDS/district heating/transport). The importance of interaction with areas outside the York Central boundary was also noted. See also Questions 8 and 9.	i) The objectives within the Planning Framework will be further expanded. ii) Further work will be undertaken to model the impact of height and density to understand the implications and inform preparation of the Planning Framework. iii) The council note the comments made. Further work will be undertaken to inform the preparation of the Planning Framework. iv) The council note the comments made. Further work will be undertaken to inform preparation of the Planning Framework.

Question	Key Findings	CYC response
	v) A large number of respondents emphasised the importance of community cohesion and connection with existing local communities inside and outside the boundary of York Central. In particular, comments were made about the provision of leisure and cultural facilities (such as the existing York Railway Institute) as a driver for community establishment and sustainability. See also Question 6i. vi) Comments supported the NRM as a local and national asset and major attraction for the city. Opportunities to enhance the rail investment/engineering /education offer and to improve the route to the NRM from the city and other social attractions were noted. See also questions 14, 15 and 16. vii) Respondents suggested that a new objective relating to quality of place should be included.	v) The council note the comments made. Further work will be undertaken to inform preparation of the Planning Framework. A York Central Community Forum will be established to engage with and represent the views of the local community as the site progresses. vi) The council note the comments made. vii) The council note the comments made. Further work to inform preparation of the Planning Framework will be undertaken.
Heritage Question 5. Do you agree with the proposed classification of buildings?	63% of the total number of respondents answered this question There was overall support for the proposed classification of buildings (47% agreed; 18% disagreed). However, just over a quarter of respondents (26%) did not know. This was reflected in qualitative comments where several respondents also noted that they were unclear about what they were being asked.	Further heritage assessment work to inform preparation of the Planning Framework and clarify the approach to the proposed classification of buildings will be undertaken.
Question 6. Are there any buildings which should be retained? Question 7. Are there any buildings which should be removed?	A large number of qualitative comments were received including: i) Almost a third (403) of the total number of respondents to Question 6 called for the retention of York Railway Institute and associated buildings. Respondents highlighted the value of York RI as a social hub for community sport, leisure and cultural activities (some of which are unique in York) in the heart of York. ii) A number of other buildings were also identified which respondents felt should be either be retained or could be removed.	The council note the comments made. Further work will be undertaken to inform preparation of the Planning Framework. Consultation and engagement with York RI will continue to inform both the Planning Framework and development plans for the site.

Question	Key Findings	CYC response
Landscape & Public Realm Question 8. Do you support the proposal to create a linear park through York Central?	64% of the total number of respondents answered this question. There is a high level of support to create a linear park at York Central (67% supported; 11% did not support).	The principle to create a linear park at York Central will be taken forward in the Planning Framework.
Question 9. Do you have any comments on the landscape principles?	A large number of qualitative comments were received including: i) A number of comments were made that the landscape principles should be expanded to include, for example, spaces for biodiversity (including design to support wildlife) and biodiversity enhancement features; advance, temporary and permanent landscaping; maximising tree planting; communal gardens; food production; and play. ii) Some respondents also commented that Holgate Beck should be de-culverted. See also Question 4v)	Further work will be undertaken to inform preparation of the Planning Framework. i) The council note the comments made. The landscape principles within the Planning Framework will be expanded. ii) The council note the comments made. Further work to understand the implications of de-culverting Holgate Beck will be undertaken.
York Railway Station Question 10. Do you support the creation of a new public square on the west side (the rear) of the station?	63% of the total number of respondents answered this question. There is a high level of support to create a new public square on the west side (the rear) of the station (68% supported; 14% did not support) Qualitative comments included the potential for the square to be a major public space for the city and pedestrian/cycle gateway.	The principle to create a new public square on the west side (the rear) of the station will be taken forward in the Planning Framework. The council note the comments made.
Question 11. Do you support the creation of a new public square on the east side (the front) of the station by re-organising buses and taxis?	63% of the total number of respondents answered this question. There is a high level of support to create a new public square on the east side (the front) of the station (67 % supported; 16% did not support). The extent to which the station environment can be improved and a public space created is potentially influenced by whether Queen street Bridge is retained or removed. Whilst the principle of creating a new public square on the east side of the station was strongly supported, there was no clear majority agreement whether Queen Street Bridge should be retained or removed. See also Question 12 and Question 13.	The principle to create a new public square on the east side (the front) of the station will be taken forward in the Planning Framework. Further work on the potential benefits and impacts of removing Queen Street Bridge will be undertaken to inform the preparation of the Planning Framework.

Question	Key Findings	CYC response
Question 12. Do you agree with either of the following options to reorganise Queen Street? Option1. Keep Queen Street Bridge Option 2. Remove Queen Street Bridge	63% of the total number of respondents answered this question. Option 2, to remove Queen Street Bridge, was marginally the most popular option. However, for each option a similar number of respondents either disagreed or did not know. (39% agreed; 23% disagreed; 22% did not know). (44% agreed; 22% disagreed; 19% did not know).	Further work to inform the preparation of the Planning Framework and clarify the approach to improve the station environment will be undertaken.
Question 13. Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	A high number of qualitative comments were received including: i) A significant number of respondents supported reorganising the station frontage, and improving the station environment by altering current arrangements for vehicle and taxi movement. The issue of conflict between various modes of transport was also raised at various stakeholder events and workshops. ii) It was noted that the current arrangement makes it difficult for pedestrians to navigate and legibility, safety and accessibility should be improved. iii) Some respondents noted that the removal of Queen Street Bridge could be an important step in re-ordering the highway network in order to allow for the reorganisation of the station frontage. iv) A number of respondents suggested that public realm improvements should be pursued, particularly where additional space could be created for pedestrians.	The council note the comments made. Further work to inform the Planning Framework and clarify the approach to improve the station environment will be undertaken.
National Railway Museum Question 14. Do you support the creation of a new public square and events space outside the National Railway Museum?	63% of the total number of respondents answered this question. There is a high level of support to create a new public square and events space outside the National Railway Museum (74% supported; 12% did not support). See also Question 16	The principle to create a new public square and events space outside the National Railway Museum will be taken forward in the Planning Framework.

Question	Key Findings	CYC response
Question 15. Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	63% of the total number of respondents answered this question. There was overall support to re-route Leeman Road to allow the expansion of the National Railway Museum (59% supported; 21% did not support). However, this is contrary to the findings of Question 20, Option 1. See also Questions 16, 20 and 21	Further work to inform the preparation of the Planning Framework and clarify the approach to highway management of Leeman Road will be undertaken.
Question 16. Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	A high number of qualitative comments were received including: i) A large number of respondents suggested that the NRM should be the focal point of York Central and that quality public spaces with good pedestrian and cycle access were needed to incorporate the NRM into York Central. ii) A number of respondents had conflicting views about whether Leeman Road should be retained or re-routed to incorporate the NRM into York Central. See also Questions 4 and 21	The council note the comments made. Further work to inform the preparation of the Planning Framework and clarify the approach to the proposed highway management of Leeman Road will be undertaken.
Access and Movement Question 17. Do you support the proposed approach to sustainable travel?	61% of the total number of respondents answered this question. There is a high level of support for the proposed approach to sustainable travel (68% supported; 10% did not support).	The principle of the proposed approach to sustainable travel will be taken forward into the Planning Framework
Question 18. Have the right pedestrian and cycle routes been identified?	61% of the total number of respondents answered this question. 35% agreed that the right pedestrian and cycle routes had been identified. (10% disagreed; 43% did not know).	The council note the comments made. The approach to pedestrian and cycle routes in the Planning Framework will be further expanded.
Question 19. Do you have any comments on the pedestrian and cycle routes identified?	A high number of qualitative comments were received including: i) A large number of respondents suggested that dedicated pedestrian and cycle routes should be included separate to highway infrastructure. Provision of high quality pedestrian and cycling infrastructure was noted as essential. ii) Other comments included the need to consider flood defences/accessibility of routes and the needs of disabled users.	

Question	Key Findings	CYC response
Question 20. Do you agree with any of the highway management options on the west (the rear) side of the station?	61% of the total number of respondents answered this question. Option 1 was marginally the most popular option. However, this option would constrain the delivery of NRM expansion and contradicts the findings of Question 15. There was no clear support for any of the Options.	Further work to inform the preparation of the Planning Framework and clarify the approach to the proposed highway management of Leeman Road will be undertaken.
Option 1 Leeman Road open for all traffic; No bus gate	(38% agreed; 31% disagreed; 20% did not know).	
Option 2 Bus gate in place on Leeman Road Underpass; Leeman Road through the NRM site open for pedestrians only	(35% agreed; 34% disagreed; 20% did not know).	
Option 3 Bus gate in place on Leeman Road Underpass; Leeman Road though the NRM site fully closed	(29% agreed; 35% disagreed; 23% did not know).	
Option 4 Leeman Road diverted around NRM, NRM expanded, diverted Leeman Road and Underpass remains open for all traffic (no bus gates)	(17% agreed; 44% disagreed; 25% did not know).	
Question 21 Do you have any comments on the highway options presented?	There were a high number of qualitative comments received including: i) Concerns were raised regarding the impact on the Holgate area and in particular Wilton Rise/Cleveland Street/St Paul's Square resulting from the proposed new access bridge into the site from Holgate Road and from the closure of Leeman Road. ii) Many concerns were raised by residents living in the area around Leeman Road, Garfield Terrace/Livingstone Terrace and Salisbury Road about the negative impact on residents' ability to access the city centre	The council note the comments made. Further work to inform the preparation of the Planning Framework will be undertaken. i) Detailed consultation will be undertaken with residents close to the proposed access road.

Question	Key Findings	CYC response
	caused by the volume of traffic passing through the area. iii) Concerns were raised about the impact closure may have on bus routes and in particular the impact on the Park and Ride service. iv) A large number of respondents raised concerns about the proposals leading to increased levels of traffic congestion throughout the city as well as locally to the site. Some respondents were also concerned about the impact this may have on air quality. v) Concerns were raised about the adverse effect of road closure/re-routing Leeman Road on businesses along Leeman Road.	
Development parameters Question 22. Do you agree with the proposed uses for York Central?	59% of the total number of respondents answered this question. There was overall support for the proposed land uses at York Central (56% agreed; 22% disagreed). See also Question 26	The proposed land uses at York Central will be taken forward in the Planning Framework.
Question 23. Are there any other uses that should be considered for York Central? Question 24. Are there any uses which you feel should not be considered for York Central?	A high number of qualitative comments were received including: i) There were split views on comments providing residential uses, commercial/office/employment/industrial uses, hotels and restaurants/cafes, car parks. ii) Specific uses that could be considered for York Central included providing low cost/social housing, educational, community and health facilities, local shops, a concert venue, bus interchange and transport associated facilities. iii) A number of respondents suggested that consideration should be given to leisure uses, including sports facilities. Several comments suggested the importance of leisure uses to stimulate activity outside traditional working hours. iv) Specific uses that should not be considered for York Central included large supermarkets, budget hotels, night clubs/evening entertainment venues, casinos, student accommodation, luxury homes/apartments, and a petrol station.	The council note the comments made. Further work will be undertaken to inform preparation of the Planning Framework.

Question	Key Findings	CYC response
	v) A number of respondents commented about the demand and viability of proposed office space.	
Question 25. Do you support the proposed approach to maximum building heights?	59% of the total number of respondents answered this question. There was overall support for the proposed approach to maximum building heights (56% agreed; 22% disagreed). However, views were divided about what is an acceptable building height. Respondents also noted the need to clarify the proportion of different building heights. See also Question 4iii) and Question 27	Further work will be undertaken to inform preparation of the Planning Framework and clarify the approach to building heights.
Question 26. Do you agree with any of the following development options?	55% of the total number of respondents answered this question. Respondents did not support any of the four development options put forward. The differences between the options were small.	Further work will be undertaken to understand the implications of different options and inform preparation of the Planning Framework.
Option 1 120,000m2 commercial development + 1,000 homes	(15% agreed; 31% disagreed; 21% did not know)	
Option 2 100,000m2 commercial development + 1,500 homes	(16% agreed; 35% disagreed; 23% did not know)	
Option 3 80,000m2 commercial development + 2,000 homes	(16% agreed; 38% disagreed; 22% did not know)	
Option 4 60,000m2 commercial development + 2,500 homes	(16% agreed; 37% disagreed; 21% did not know)	
Question 27. Are there any other issues that you feel should be considered when setting development parameters for York Central?	A large number of qualitative comments were received. These predominantly related to topics covered by the other qualitative questions. See also Questions 4, 21, 24 and 31	

Question	Key Findings	CYC response
Phasing and Temporary Uses Question 28. Do you agree with the proposed temporary uses for York Central?	58% of the total number of respondents answered this question. There was overall agreement with the proposed temporary uses for York Central (44% agreed; 9% disagreed)	The proposed temporary uses will be taken forward in the Planning Framework.
Question 29. Are there any other temporary uses that should be considered for York Central? Question 30. Are there any temporary uses that should not be considered for York Central?	i) Other suggested temporary uses included: leisure uses (e.g. theatres/ skating rink); community uses; temporary housing/homeless shelter; heritage open days; education/research development; and car parking. ii) Suggested temporary uses that should not be considered included: late night noise generating uses/drinking establishments; music venues/music festivals; car parking; and outdoor festivals/markets/catering.	The council note the comments made.
Other comments Question 31. Are there any other comments you would like to make regarding the proposed development at York Central?	There were a high number of qualitative comments made, the majority of which are reflected in qualitative comments relating to previous questions. Other specific points raised included: i) The need to monitor the impacts on nearby communities through the construction period (e.g. air quality/noise levels). ii) The need for open and sustainable communications throughout consultation and development of the scheme.	i) & ii) The council note the comments made and will make due provision as required. The council has committed to undertaking additional consultation with residents living in the vicinity of the proposed new access bridge off Holgate Road.

5.4 Next Steps

Following this informal consultation process, the following actions will be pursued:

1. There is overall support for the redevelopment of York Central. City of York Council will therefore commence work on the Planning Framework, building on the responses received during this initial consultation.
2. The Planning Framework will give more detail on the issues raised during this consultation, as appropriate.
3. A document will be produced accompanying the Planning Framework that will identify how issues raised during this consultation have been addressed in the Planning Framework. In some cases, supplementary/supporting information will be provided to demonstrate how the final design proposals have been arrived at.
4. The Planning Framework will be published in draft format for public consultation. Consultation feedback will be analysed and incorporated into the final draft of the Planning Framework which shall be considered by the Council Executive/Members.

Appendix A

Holgate and Micklegate Joint Ward Committee Notes of Question Session

A1 Holgate and Micklegate Joint Ward Committee Notes of Question Session

Date: Tuesday 19 January 2016, 6-8pm

Venue: St Paul's Church, Holgate Road

Chair: Cllr Crisp

Panel: Cllr Cannon, Cllr Derbyshire, Cllr Gunnell, Cllr Kramm, Cllr Hayes, Neil Ferris, Tony Clarke, Tracey Carter, Catherine Birks, Mike Stancliffe, Richard Bickers, Paul Kirkman

Councillors' aware winners and losers – how to influence decisions, ensure where there is any detriment that officers look at ways of mitigation.

Slides “financially viable” – where can we see appraisal, and what cast iron guarantees, no ifs and buts, mustn't cost York taxpayers.

- Not a straight forward answer, the scheme will evolve over time, have done initial feasibility assessments, financial yield will influence costs
- Taxpayer's subsidy – no decision from members, worked up business case, how risks are shared is complex and commercially sensitive. The next report to members will outline financial commitment and risks between partnerships
- Concept is that the rates from new office premises pay back the debt. The business case will have to be robust. There is no magic funding pot/ plan B, the public sector risk will be outlined during next consultation stage.

Agree imaginative scheme and about time, BUT propose 7000 jobs, York has horrendous congestion, has to be within a coherent transport strategy for the whole city. Will need to restrict parking and move Park & Ride. Need more radical continental solutions – overall transport policy needs more imagination.

- Do need to be imaginative, but it is a very sustainable location next to the railway station, bus routes and cycle networks. The quantity of development will have an impact on the road networks, we will need to minimise the impact and use the existing facilities better including P&R sites

Not heard the word devolution. Have conversations been held with Local Enterprise Partnerships (LEP's)? Are there any benefits of going with either?

- LEP are new city region structures which include funding for transport. We are currently in talks with both LEP's (York, North Yorkshire & East Riding and also Leeds LEP/ West Yorkshire Combined Authority). York Central is the number one priority of both; therefore either will have priority for this scheme.

As a bus user, concerned about cutting the Leeman Road route into the city centre. More traffic will have to use A19/ A59, which will already have extra traffic from British Sugar. It will impact on immediate area and wider routes.

- The impact of any highway changes will be taken into account. Won't divert all routes through the site. New infrastructure will create a quicker service to rear of Station from Park and Ride. The bus service along Leeman Road will not be stopped, but diverted. There will be benefits to all services in avoiding Blossom Street to reach station. Will need more services from the British Sugar site, and this will be included in the transport assessment.

If loose Park and Ride stop at National Railway Museum then Leeman Road will only be left with an hourly bus service. Could the bus stop at Kingsland Terrace instead?

- Will look at park and ride options for express service, and stops in residential areas. Leeman Road could be diverted to the south of the museum.

If improvements to National Railway Museum are made, will residents be charged to enter like the art gallery?

- There may be a charge for any special exhibition. The government policy is currently to have free access to museums, and don't foresee any change to this for the foreseeable future. The National Railway Museum has no plans to charge for access.

Access to and from 7000 jobs and 2000 homes will create a lot of movements. New bridge – concern inevitable strain. Island north of Salisbury Terrace is already an air quality management area; will this be honoured with minimal increase to through traffic?

- Air Quality Management Areas are a statutory target therefore we will look to mitigate any changes.

Unipart Rail service centre located on the site would like reassurance from the team. 100 staff members are concerned about the future of their jobs.

- In discussions with managers to see whether can buy the site and assist in relocating within the city to enable growth of the business. Want to retain and attract new business. Unipart have expressed a big desire to stay within the city.

Share concerns of Salisbury Terrace regarding impact of development. Will the wider infrastructure impact be looked at including impact of more homes on schools and other facilities?

- Regarding the transport infrastructure, aware that any closure cascades traffic elsewhere. More modelling to be done to inform the Planning Framework, including the impact on the broader network across the city.
- Social infrastructure – will need to ensure that it is a good place to live and work, including access to health, education and other facilities. Need to work out the number and mix of homes (1000 – 2500) before this can be modelled. Will work with education colleagues – aware that schools are already heavily

subscribed. May require a new school within the phased development but too early to say.

- Extra infrastructure requirements to accommodate York Central will come from developer contributions. Any developer is required to pay 'Section 106 contribution' to invest in the city's infrastructure.

Impressive scheme. Highly dependent upon Network Rail to enable the development to proceed. Are they a reliable partner/ to what extent are they signed up?

- Network Rail is a fully committed partner. Hope that regulatory process to release land for development will be in place by the end of April.
- Network Rail has made significant movements. Chancellor of Exchequer is asking Network Rail to convert land into housing stock, and it therefore is a committed partner.

Is the commitment from Homes & Communities Agency in terms of housing zone in writing?

- HCA £10million plus capacity grant £365 to support resourcing the scheme. Their Advisory Team for Large Applications (ATLAS) are providing technical support. The Chief Executive visited the site yesterday.

Has CYC got the capacity to deliver York Central given the cutbacks that have taken place?

- It is a complex scheme. Will need ongoing CYC team supplemented by expert technical advisors for legal, financial, commercial matters.

Need an integrated transport hub to avoid shambles at front of station.

- Need to improve the current situation with buses to the front of the station. A single bus station will not work in this location. York needs bus hubs around the city centre. Bus stops and routes at the rear will provide a better interchange

With reference to transport in Micklegate, how will manage traffic off site? Will different scenarios be modelled (Leeman Road open or closed)? Main crunch point is Holgate Bridge – what is the maximum number of car journeys per day will it be able to accommodate?

- CYC will do in house and external modelling of traffic flows, from macro (ring road) to micro (in front of station). Initial results suggested that the development options can be supported, but more detailed work including wider area will be carried out going forward.

Rail based traffic solutions – British Sugar, light rail from station to Poppleton Park and Ride would be totally separated from the road network

- York Central as a development cannot solve York's wider traffic problems. Our Park and Ride system is one of the best in the country. Electric buses have been introduced to help improve air quality.

As one of the 40% of graduates currently working in retail, will training be given to local people to fill the railway/ skilled jobs or will people be shipped in?

- Local growth fund includes up-skilling of the York workforce e.g. apprenticeships and graduate up-skilling is part of the mix.

Is there any European funding?

- Flood prevention was considered through the growth fund but Environment Agency said it was not necessary for this site.

The government has made major changes to affordable housing types in the future. Local plan evidence base suggests 800 affordable homes needed per annum. The bulk of these will be to rent. Need family housing. To what extent will these policy aims be delivered through York Central?

- Affordable housing has changed nationally. Move from historic model of social rented towards affordable to buy, which is £250,000 outside of London. Local Plan will have a policy for affordable housing and housing mix across the city. York Central will be in line with this policy. It is a prime city centre location which will yield premium development values and supply Section 106 infrastructure. York Central is one of the local plan sites. There will be affordable housing on site.

Terry's didn't deliver affordable housing. Must contribute to affordable and family housing needs.

Holgate is used as an unofficial park and ride, with people parking in unrestricted areas and walking into the city to work.

- Will take this on board.

Will phased development qualify for five strikes Section 106 revenue?

Will service charges be affordable?

- There will be affordable housing. Within the Kings Cross redevelopment, a prime location, Camden Borough Council have delivered social rented housing next to private residential and commercial property, without any visual difference to the build quality.

Jobs will be targeting the rail and financial sector. Given the high proportion of graduates, is there scope for small business start-ups and the growth area of high tech digital arts?

- Targeting growth potential and digital media/ creative sector. Guildhall scheme will offer attractive units for creative sector. How build start-up into the facilities at York Central – short / cheap commitments may be better suited to other accommodation across the city.
- The new Hiscox office has desks available for start-up businesses within their top class office environment. Equally keen to create this buzz at York Central.
- Working with both Universities to create a lifecycle for business start-ups to enable them to grow or contract. Create places where they want to stay.

Attendees were invited to complete the questionnaire and consider both issues and solutions.

Appendix B

York Central Stakeholder Event

B1 York Central Stakeholder Event

Date: Wednesday 27th January 2016, 4-6pm

Venue: City of York Council, West Offices

B1.1 Meeting Summary

- Welcome and introduction (Neil Ferris)
- Presentation (Tracey Carter & Paul Kirkman)
- Breakout session – key points noted below
- Summary and next steps (Neil Ferris)

B1.2 Notes from the Breakout Session

Figure 4: Slide reproduced from session presentation

Breakout session – Planning Framework	
Planning Framework Top 3 Things we definitely need to do Top 3 Things we should not do	
1. Access and Movement:	roads/pedestrians/cyclists
2. Place making:	heritage/public realm open space/quality/community facilities
3. Commercial space	
4. Residential	

An overarching comment from Table 2 was that the status quo of an underused and undeveloped York central site should be avoided at all costs – all parties agreed with this.

B1.2.1 Access and Movement

Table 1

- Do Local Plan
- Remove Queen Street Bridge
- Future proofing
- Balanced car ownership – different options for different demographics/ occupiers e.g. young professional/ family have different requirements
- Encourage sustainability

Table 2Do

- Address congestion at Leeman road and wider network
- Seek to extend Park and Ride opening hours and frequency to provide a service that complements the rail station and offsets impacts of Leeman Rd closure
- Deal with immediately adjacent pinch points for all modes of transport
- Leeman Road closure should be an objective decision informed by traffic flow issues only
- Understand the global traffic impacts and seek to deliver net benefit
- Consider options to maintain the way that existing enterprises (e.g. north of Leeman Road) are able to operate

Don't

- Don't lose legibility through splitting of public transport front and rear station
- Don't confuse the rail using community through the new dual facing station
- Don't inhibit free movement through the site for sustainable modes

Table 3

- Key question is vehicular access
- Need to look forward – long timescale. Will we still need car?
- Issues – Holgate Road/ Outer Ring Road congestion
- Opportunity to look at movement around NRM
- Interchange rather than bus station, e.g. Sheffield
- Holgate Road – busy
- Avoid conflict of movement within the site by different modes
- York Station – place other than interchange? Must have return on offer
- Remove Queen Street Bridge – release space, opportunity to use arch
- Remove RI – opposing views/ heritage/ movement
- Consider transport of all kinds
- Walking/ cycling access must be attractive
- Proper entrance on west side of station
- Understand impact of transport on network. Package of options
- Sort Ring Road before YC! YC never happen
- Possible new access – car park outside city?
- Think about connections across river (Scarborough Bridge is being improved)

Table 4

- Increased density could lead to improved viability and provision of better infrastructure, e.g. tram/ train
- The consultation document appears to suggest that the development quantum has been determined around how many cars can you get on the site. Feedback was that doesn't seem to be the right message, i.e. sustainable transport measures should be adopted to encourage increased density.
- Concern about highway capacity and the congestion that could result from increased movements to and from the development site, particularly on the A59 corridor.
- Minimise car trips through provision of sustainable transport and encouragement of modal shift. This could include setting targets for modal shift.
- Encouraging use of car clubs and taxis could provide an alternative to the private car.
- Make sustainable transport as easy as possible
- People's behaviours and attitudes are changing – more people, including within older age groups, are making less use of the car (anecdotal evidence from Civic Trust)
- Modal shift to heavy rail should be encouraged given location of site
- Safeguard space for the Harrogate Line Chord
- Maximise heavy rail connections – interchange
- Provide safe cycling and walking routes that are segregated from other traffic. One stakeholder questioned whether pedestrians / cyclists could be vertically segregated from vehicles, e.g. have raised footways.
- Do not create congestion elsewhere on the highway network, or displace problems to other parts of the city
- Avoid a car dominated development
- It was agreed by all that the congestion at the front of the station should be addressed and that conflicts between pedestrians, cyclists and vehicles should be resolved in that area.
- Need to limit the number of car based trips and respond to constraints.
- Need to maximise the integration with the adjacent communities by improving pedestrian and cycling routes over/under railway.

B1.2.2 Place Making

Table 1

- Local community involvement
- Independent shops
- Opportunities for local small businesses
- Respect existing railway heritage
- Community facilities e.g. schools
- Green spaces e.g., trees
- Not too corporate/ clinical

Table 2

Do

- Protect the availability and accessibility of sports facilities such as the RI
- Ensure High quality
- Ensure Good accessibility
- Ensure delivery through a viable and high quality vision
- Site presents opportunities for bold design solutions (but robustly tested in terms of City Setting and heritage impacts to establish net benefit)
- The City wall is York's 'motif' – extend the site boundary to include the whole wall in the station area
- Make sure this is aligned with local plan process
- Take account of context

Don't

- Don't create unfeasible visioning
- Don't segregate existing local communities and new communities
- Don't lose the 'York-ness' - compact, human scale – ensure local distinctiveness, keep the human scale at micro and macro level

Table 3

- NRM – major cultural investment. Opportunity to expand functions and particularly evening.
- Need sense of arrival and occasion
- Schools – sense of place not really been considered
- Building height –challenge concept of height
- Principles of quality/ design need to be built in at the outset
- Respect heritage but understand there are compromises

- Rail history - 2013 audit of heritage assets
- No buildings higher than guidance in Central Historic Core Conservation Area Appraisal
- No tall buildings – sensitively protect views

Table 4

- Protect and enhance the built heritage assets to reinforce the history of the site
- Retain story of this area by keeping valuable parts of the heritage that contribute to identity of the site. This could include those that are currently not visible.
- This should be an urban development, not suburban
- The development should provide facilities and amenities for the York Central community and neighbouring areas, e.g. healthcare, shops, cafes, crèches etc.
- The zoning of land uses should not be prescriptive and there should be more overlap between residential and other uses than that shown in the consultation document. The ‘commercial’ zone should contain a mix of uses.
- The Railway Institute provides an important function that should be retained for the city (183,000 people use these facilities every year, Source: RI). However, the function is more important than the buildings which need not necessarily be retained.
- It was suggested that building heights proposed may be on the high side, however further discussion indicated this was in part due to a feeling that the proposed parameters may not be suitably well enforced by CYC, and therefore a lower bound should be stated in the document.
- It was felt that further work would be needed on understanding massing and built form.
- More detail will be needed in future on visual impact, including preserving critical views toward the Minster.
- There is no need for iconic buildings – interesting high quality buildings are ok.
- Through good design, there is opportunity to use the height of buildings to provide viewpoints across the development and wider city
- There should be a range of development densities across the site
- There was support for a bridge that would span the full width of the River Ouse, rather than terminating on its southern bank
- The public realm spaces on either side of station were felt key to creating a sense of place
- There was a view that the new buildings should mirror the existing buildings on the site however a pastiche development should be avoided.

B1.2.3 Residential

Table 1

- Family homes 3 to 4 bed
- Sustainability
- Community
- To balance high density 1-2 beds
- Look at demographic needs of the city
- Affordable housing and shared ownership for current residents (not just new)
- Don't underestimate how community helps in crime reduction

Table 2

Do

- Deliver more mixed communities including family accommodation
- Provide new family facilities as part of development e.g. children's swings – there are currently only 2 within the city walls. Make the place family friendly generally
- Provide opportunities for older people to downsize – strong appetite from market and good to maintain local social links and structure
- Opportunity for the NRM to play a role in terms of new primary school provision? STEM education.
- Match the residential model to the types of job being created in terms of target demographic.

Don't

- Don't create a second St Peters quarter in terms of housing mix
- Don't build student housing - the site is potentially a poor location for student accommodation given distance from universities
- Don't under provide - need to deliver a critical mass of family accommodation for it to function socially

Table 3

- Create/ build sense of community – facilities that people need
- YC offer – need to create residential offer and PT links to other areas of the city
- Houses with gardens for families – terraces?
- Urban development
- Live/ work space
- Flexible approach

- Variety – exemplar
- Not repetitive modular house building from volume house builders
- Future proofing so not compromise development in the long term
- Understand demographics
- Attractive routes pedestrian/ cycle
- Night time economy important
- Think about connections across river (Scarborough Bridge is being improved)

Table 4

- There is a need to encourage integration with existing communities, both in terms of linkages but also in the way the development is designed, massing and typology of residential units etc.
- Taller, denser development was supported, provided this translates in to a higher quality scheme with the transport provision and amenities to support it.
- Residential development should provide a range of unit sizes and demographic mix.

B1.2.4 Commercial

Table 1

- GF active uses
- Evening economy
- Retail opportunities
- Consider context of existing city centre – sit alongside, not separate or compete
- Do not kill city centre
- Do not have commercial waste land that only operates during the day

Table 2

Do

- Links to and dialogue with occupiers must be cultivated
- Capitalise on the York brand and identity
- Can use new office development to release existing suburban land and buildings for other uses such as industrial
- The selling point isn't a square foot of office space, it is York's uniqueness and connectivity – national benchmarks could be looked at to establish appropriate values.
- Government office relocations would be ideal for the site.
- The unique opportunity needs to be marketed effectively

Don't

- Don't extrapolate historic York trends – the site offers the opportunity to think more innovatively (in terms of values and more)
- Don't give up - embrace and address scepticism and cynicism through dialogue
- Don't rule options out - need to break mould to “make them come”

Table 3

- Office space – concern existing office space not used.
- Think about target audience and build to meet requirements for sustainable development
- Look at exemplars elsewhere e.g. in Europe – lessons learned

Table 4

- Taller, denser development was supported, provided this translates in to a higher quality scheme with the transport provision and amenities to support it.
- Active uses should be provided on the ground floor of commercial buildings.

B1.2.5 Working Groups

Table 1	Table 2
Birks, Catherine (Facilitator) City of York Council	Murphy, Ben (Facilitator) City of York Council
Kirkman, Paul (Facilitator) National Railway Museum	Stancliffe, Mike (Facilitator) Network Rail
Slater, Mike City of York Council	Redfern, Neil Historic England
Morrell, Phil Unipart Rail	Robinson, Kevin Howarth Timber
Hepworth, Paul Cyclists' Touring Club	McBeath, Andrew McBeath Property
Price, Laura First Trans Pennine Express	Wilkinson, David Freightliner
Simpson, Ursula St. Barnabas Church	Askew, Rob St. Barnabas Church
Goldsborough, Peter Conservation Area Advisory Panel	O'Neill, Janet O'Neill Associates
Ridge, Julian Quality Bus Partnership	Paterson, Frank CPRE
Buchanan, Baz York Cycling Campaign	
Table 3	Table 4
Houghton, Sue (Facilitator) City of York Council	Clarke, Tony (Facilitator) City of York Council
Bickers, Richard (Facilitator) ARUP	White, Phil (Facilitator) ARUP
Hedley-Jones, Tim Virgin Trains East Coast	Kinslow, Tim The Leeman Public House
Witcherley, Phil City of York Council	Grainger, Martin City of York Council
Cllr D'Agorne City of York Council	Weir, Colin York Railway Institute

Hudson, Ben Hudson-Moody	Bixby, Phil Constructive Individuals/ York Environment Forum
Bailey, Chris Without Walls York@large	Hatfield, Keith York Taxi Forum
Sworowski, Nick First Trans Pennine Express	Jones, David Arriva trains North
Sinclair, Alison Conservation Area Advisory Panel	Fraser, David York Civic Trust
Devine, Tom National Railway Museum	Powell, Peter York Local Council's Association
Jones, Dilys Homes & Communities Agency	McNally, Keith Quality Bus Partnership
Philip Thake York Conservation Trust	
Support	Apologies
Ferris, Neil Carter, Tracey Atkinson, Katherine	Richard Flanagan, Property Forum/ C of Commerce Mark Goldstone, WNY Chamber of Commerce Susie Cawood, York & North Yorkshire Chamber Simon Jones, Highways England Mr J Rudd, YNYER LEP Dave Holeksa, York Private Hire Association

Appendix C

Holgate Ward Committee Notes of Question Session

C1 Holgate Ward Committee Notes of Question Session

Date: Thursday 11 February 2016, 6:30-8:30pm

Venue: St Barnabas Church, Jubilee Terrace

Chair: Cllr Derbyshire

Panel: Cllr Crisp, Cllr Cannon, Tony Clarke, Tracey Carter, Catherine Birks, Mike Stancliffe, Richard Bickers, Paul Kirkman

Cleveland Street. Not NIMBY's or BANANA's but route over recreation space used as park, garden and basketball pitch raises concern. Timescale to address concerns. Feel foregone conclusion. Drop in levels. Open cul-de-sac to thieves. Where will the cycle route go on the narrow street? Will exit into busiest park of Holgate Road which is already gridlock. Alternative entrance through the business Park. Don't decimate our community. Cannot afford to move. Didn't come up on property searches. Want commitment to discuss so it doesn't affect us or destroy what we have got.

- Options were evaluated based on issues such as air quality and cost. Millennium Green would require a long bridge which isn't financially viable. We do need to do more work and share the evaluation to prove or be disproved. Cycle route is an indicative high level concept. Needs to further discuss any detail.
- Other options failed on financial viability. The predicted £100M return from the site needs to cover roads and other aspects such as power, water, archaeology and public spaces. The previous retail led scheme stalled. Have looked at access issues in detail, all options have impacts. A benefit of the proposed location is that it can provide bus routes with a short cut to the station. Roads will be designed to minimise traffic and avoid people cutting through the site. More traffic modelling and surveys will be done and shared during the next consultation.
- The site is very sustainable, next to the railway station, bus route and cycle network. There will be an impact on the network. Holgate Road would have a new junction and a possible bus lane behind The Fox pub into the development site.

Cleveland Street has had terrible trouble with parking since the new Network Rail building was built. Is this considered in feasibility work? Concerned that parkland/ green corridor at the end of cul-de-sac will be replaced by a grey corridor at the end of our street/ flyover next to houses. Is this option just the cheapest? Will homeowners be compensated? Park has made the area better, but this proposal does the opposite.

- Recognise the impact on Wilton Rise, Cleveland Street and Leeman Road. There will be more consultation with these streets when more detail is available, including where else amenity space will be provided.

How will buses that run via Leeman Road get through if National Railway Museum expands? Hope re-routing won't add too long a distance. Please retain bus stop from Kingsland Terrace into town.

- Haven't looked at detailed route yet. The majority are commercially operated, so the service is likely to improve. Bus gates on Leeman Road could restrict types of traffic, e.g. just buses and taxis at certain times of day. This would restrict through traffic.

Concerned that 10 storey high buildings are not in keeping with York, and that housing will be mainly apartments as opposed to family housing.

- Housing density – if fewer homes then lower density. However, there is a strong view that this is an urban site, not sub-urban, so apartments will be part of the mix.

Enterprise Zone business rates will be retained by City of York Council. This will drive office provision over homes. If the offices do not let then how will the infrastructure costs be paid for?

- The office development will enable the housing development to happen. If there is no demand then they will not be built. Not building speculative offices. Developers will need to bring tenants and build to suit their needs. The risk of up-front work will be considered in partnership at the next stage.

Will homes be 'Lifetime Homes', adaptable for disabled and lifelong needs?

- Quality standards will be set out in the Planning Framework. Cambridge has undergone a housing expansion programme, with award winning model developments of dense family homes such as Accordia. Many other examples such as Amsterdam and Copenhagen. Lifetime can form part of a mix of housing types, but we are currently way off the detailed design of homes.
- Sustainability standards will also be built into the Planning Framework.

7000 jobs welcome, concerned regarding density. Options include up to 200 dwellings per hectare. Neighbouring Victorian streets are approximately 59 dwellings per hectare, Hungate 135 dwellings per hectare. The maximum proposal is three times denser than neighbouring areas. This will bring a huge increase in movements. What gives – need to bring density down or improve access. Should build a slip road at Water End to north to allow an access road to be built later if required.

- Requirements for 1000 dwellings will be different to 2500 dwellings. If the development is not intense enough it will not happen. Need to work out what the tolerances, and how to make it work for the city. The development will be market driven. If there is no demand, it will not get built.
- Have looked at four access options. Each defines transport options and limitations. More housing will be denser and create a different social mix. The site will be built out over 30 years. More transport studies will come with future phases and adapted and monitored.

- Office developments generate trips. Staff at the Council's West Offices follow a sustainable travel plan and large proportions travel by cycle, train and park and ride. There will be the same push for office development on York Central.

High quality homes and jobs for whom? Existing residents are lower paid. Will the development benefit locals or be colonised by rich incomers from the south?

- Economic aspirations to get 40% York graduates into local jobs through the skills strategy. It was done effectively in Kings Cross redevelopment. Hiscox have recruited the majority of its staff locally. Want to build skills and opportunities.
- Not to build housing supply creates a growing problem of affordability. Have to build more homes.

Salisbury Road is one of the worst air quality roads already. How do you prevent parking in the surrounding areas – there are huge problems in Badger Hill around the University? Will there be resident parking zones?

- Leeman Road is a cut-through. The plan to cut Leeman Road with the use of bus gates will help reduce this. York Central needs to be a destination that people come to, not travel through, which will help air quality in both areas.
- Park and walk is a problem in some areas around the city centre and Universities. Resident parking works well if residents want it. It discourages parking and encourages use of the Park and Ride service.

Limited shopping opportunities in the Leeman Road area, struggle to get basic provisions. Need a retail mix in the area.

- Shopping and ancillary uses will be part and parcel of the scheme. Services will add to the vibrancy of the development. This will be part of the natural market development as phases come forward. This will also help integration with neighbouring communities.
- You can tell us what sense of place you want through this consultation.

The new road will be 75metres from Wilton Rise back gardens. Why can't National Railway Museum relocate to one side of the road? If National Railway Museum didn't close, would the scheme stop? What if visitors don't increase from 750,000 to 1,000,000+? Why shut the road to the detriment of residents?

- Currently saddled either side. Moving the whole thing is too expensive, and more likely that half would have to be given up.
- Could look at edge proposals to redevelop the museum, but big ambitious plans are more likely to gain funding.
- Visitor number projections are based on similar museums and look like plausible figures. The improvements would make the museum and the whole area much better for all.

Attendees were assured that this is not a *fait accompli* and encouraged to submit concerns and proposed solutions during the consultation to show the strength of

feeling on matters. There are positives that will come from the development, but not everyone will be happy. There will need to be give and take.

It was agreed that the consultation deadline could be extended from 15 February to 18 February due to this meeting falling late in the consultation period.

Appendix D

Table of Responses

D1 Table of Responses

A total of 1,224 consultation responses were received including 1,054 online surveys via the Survey Monkey online platform and 170 written responses including emails and letters. This Appendix presents the responses received in tabular form, but has redacted the data from Questions 32-36 to protect confidentiality.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
1	Support	Yes	n/a	Yorkshire Heritage	n/a	n/a	n/a
2	n/a	n/a	n/a	Asbestos on site	n/a	n/a	n/a
3	Don't know	No	Movement and access - don't know. Sustainable Development - don't know.	Need a clearer definition of sustainable development and targets. Movement and access - will there be a limit to vehicluar access? Central site so need need for reliance on the car. Remediation costs.	No	n/a	n/a
4	n/a	No	Heritage as an asset - Yes. Catalyst for economic development - Yes.	Part of site should be used for rail engineering work shops. York to beintegrated with HS2 and possibly HS3. York to be part of the Northern Powerhouse.	No	n/a	n/a
5	Support	Yes	A vibrant new community - Yes. Creating and connecting communities - Yes. National Railway Museum as a cultural epicentre - Yes. Catalyst for economic development - Yes.	Current parking facilities are inadequate.	n/a	n/a	n/a
6	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
7	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
8	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
9	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
10	n/a	n/a	Movement and access - considered disabled users. No steps for wheelchair and scooter users, electric golf carts for mobility in and around station	Disabled user access	n/a	n/a	n/a
11	Support	Yes	Heritage as an asset - Yes.	NRM needs a short running line to run and display steam locos.	n/a	n/a	n/a
12	Support	Yes	Heritage as an asset - Yes. Catalyst for economic development - Yes. National Railway Museum as Cultural Epicentre - Yes.	Accomodation in refurbished sleeping carriages including a restaurant carriage.	n/a	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
13	Support	n/a	Heritage as an asset - Yes.	Current weaknesss is the lack of overall organisation of the smaller railway artefacts (withn the NRM).	n/a	n/a	n/a
14	Support	Yes	Heritage as an asset - Yes.	n/a	n/a	n/a	n/a
15	n/a	n/a	n/a	Designing out crime. Use of Crime Prevention Through Environmental Design (CPTED) and secured by design.	n/a	n/a	n/a
16	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
17	n/a	n/a	Green - Infrastructure - don't know. Recommends a 'Best Practise guide for Green Infrastructure Audit' , planted landscaping, green liviong walls and roofs. Access and movement - don't know. Keep vehicles out of central areas, encourage walking and cycling.	We must design streetscape improvements, parks and open green spaces, green living walls and roofs. Rain gardens and swales, private gardens and squares, pocket plazas, planted landscaping including trees, shrubs & wildflowers. Balcony planters/roof gardens. Some benefits of the above are flood attenuation and management, habitat provision, improved air quality, reduced energy consumption, cooling effect 'heat islans', better health & wellbeing, increase land and property values, supports economic growth and investment.	n/a	n/a	n/a
18	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
19	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
20	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
21	n/a	n/a	n/a	Flood Management	n/a	n/	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
21 (cont.)							
21 (cont.)							

Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
22	n/a	n/a	National Railway Museum as Cultural Epicentre	n/a	n/a	n/a	Post Office Sorting Centre
23	n/a	n/a	National Railway Museum as Cultural Epicentre - Yes.There is plenty of space for a bus station and could be like Harrogate. I see that even now the clogging of people at the front of the station... Though I do not see how the removal of the Queen Street bridge will be such a difference. Just that the street would be lower.Though the amount of traffic in Queen Street will continue to rise. I feel that you want to improve the way people can get off the trains and straight onto buses etc. Option 2 is my choice Access and Movement.....	n/a	n/a	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
24	n/a	n/a	n/a	Movement and Access - The means of access to the site will have a severe and detrimental affect on safety and mobility in the area of Holgate, specifically on the A59 / Poppleton Road between Grantham Drive and Poppleton Road School, which is barely able to accommodate current levels of traffic. The cycle route is non-existent, roadside parking and access to businesses and to the social club causes further bottle necks. The plan not only fails to address this critical transportation hazard, but by bringing more traffic to this section, introduces greater safety risk to cyclists, pedestrians (especially school children using the school) and road users in general. The real solution would be to introduce a new transport corridor from the outer ring road (business park) into the development area along the existing but little used railway sidings north of Water End, and beneath that road.	n/a	n/a	n/a
25	n/a	n/a	n/a	n/a	n/a	n/a	n/a
26	n/a	Don't Know	Access and Movement - Yes. Heritage as an asset - Yes.	n/a	n/a	Warehouse	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
27	n/a	Don't Know	Access and Movement - Don't know. Alternative suggestions given.	Affordable housing for young families	Don't Know.	n/a	Bus station, Rougier Street
28	Support	Yes	Movement and access - Yes. Catalyst for economic development - Yes. National Railway Museum as Cultural Epicentre - Yes.	n/a	Yes	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
29	Support	Yes	Green Infrastructure - Yes.	Different kinds of green spaces e.g. specifically for biodiversity, specifically for recreation.	n/a	A scoping survey in 2009 recommended that some of the areas are likely to be of botanical and invertebrate interest, that there was habitat suitable for reptiles, and buildings on site had potential to support roosting bats.	n/a
30	n/a	Don't Know	n/a	n/a	n/a	n/a	n/a
31	n/a	n/a	Green Infrastructure - Yes.	n/a	n/a	n/a	n/a
32	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
33	n/a	n/a	n/a	n/a	n/a	Queen Street Band Room.	n/a
34	n/a	n/a	n/a	n/a	n/a	n/a	n/a
35	n/a	n/a	n/a	n/a	n/a	n/a	n/a
36	Support	Yes	n/a	n/a	n/a	York RI Development Band practice facilities	n/a
37	n/a	n/a	n/a	n/a	n/a	York RI premises - RI rifle and pistol club.	n/a
38	Support	Yes	n/a	n/a	n/a	York RI facilities.	n/a
39	Support	Yes	All objectives - Yes	n/a	Yes	n/a	n/a
40	Support	Yes	n/a	n/a	n/a	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
41	n/a	n/a	Heritage as an asset - Yes.	n/a	n/a	York Railway Institute - within the Gym and Offices	n/a
42	n/a	n/a	n/a	n/a	n/a	n/a	n/a
43	Support in principle	n/a	Heritage as an asset - Yes.	n/a	n/a	RI gymnasium and associated buildings.	RI Building - If replaced with a new building in the same location.
44	n/a	n/a	Access and Movement - Agree with objective but not seletced routes.	n/a	n/a	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
45	n/a	n/a	n/a	n/a	n/a	n/a	n/a
46	Support	Yes	All objectives - Yes	n/a	n/a	York RI buildings - York Rifle and Pistol Club	n/a
47	n/a	n/a	n/a	n/a	n/a	n/a	n/a
48	n/a	n/a	n/a	n/a	n/a	York RI Buildings - attractive and historic	n/a

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
49	n/a	n/a	Heritage as an asset - Yes.	n/a	n/a	York RI - Gym.	n/a
50	n/a	n/a	Heritage as an asset - Yes.	n/a	n/a	York RI - sports facilities, rifle range.	n/a
51	Support	n/a	Heritage as an asset - The water tank (listed Grade II), former Railway Institute and former railway engine shed should be treated as non-designated heritage assets.	Leisure asset - The railway institute and engine shed have been converted for sports/leisure uses and the loss of these venues would be detrimental to the sports facilities of the city.	No	Railway Institute and 'former railway engine shed' should be retained	n/a
52	n/a	n/a	n/a	n/a	n/a	Urges the council to retain the Railway Institute club as it is indispensable for sports and young people	n/a
53	n/a	n/a	n/a	n/a	n/a	Future of the Railway Institute should be considered	n/a
54	n/a	n/a	n/a	n/a	n/a	n/a	n/a
55	n/a	n/a	n/a	n/a	n/a	n/a	n/a
56	Support	n/a	n/a	n/a	n/a	n/a	n/a
57	n/a	n/a	n/a	n/a	No	Retain York Railway Institute Gymnasium and Associated Buildings	n/a
58	Support	n/a	n/a	n/a	n/a	The York Railway Institute Gymnasium and associated buildings need to be retained for continued community use	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
59	n/a	n/a	n/a	n/a	n/a	n/a	n/a
59 (cont.)							
60	n/a	n/a	n/a	n/a	n/a	The York Railway Institute Gymnasium and Associated Buildings should be retained	n/a
61	n/a	n/a	Catalyst for ecomonic development-Disagree	n/a	n/a	n/a	n/a
62	n/a	n/a	n/a	n/a	n/a	Retain the RI Brass Band Practice Room	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
63	n/a	Vision is ok in parts	Movement and access - agree	n/a	n/a	There should be no problem demolishing the old railway buildings within "Teardrop Central", nothing much there of heritage value to save.	n/a
64	n/a	n/a	n/a	n/a	n/a	n/a	n/a
65	n/a	n/a	n/a	n/a	n/a	Retain Railway Institute. I for one would be sorry to lose any part of the present facilities at the Railway Institute, all of which are well used and of benefit to the people of York. There are very few public spaces available in central York now, i.e. rooms for hire, especially for the use of sport.	n/a
66	n/a	n/a	n/a	n/a	n/a	Retain Railway Institute: The proposed York Central Development plans seem to put the York Railway Institute buildings in Queen Street at risk of demolition. This would be a significant loss to hundreds of people, young and old, who regularly use the sporting and leisure facilities provided there. The location is very central and most importantly, easily accessible by public transport from all over York.	n/a

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
67	n/a	n/a	Whilst appreciating the need for development in the York Central site I should like to see it fit in with the heritage aspects of our city.	n/a	n/a	I am also a regular user of the Railway Institute and its facilities and the loss of a reasonably priced community centre with sports facilities including the rifle and pistol range etc. in a central location accessible by public transport would be a disaster. The new development must take this into consideration and if not leave the premises available as they are then offer equally as good if not improved facilities for the use of the members which are innumerable.	n/a
68	n/a	n/a	n/a	n/a	n/a	Objects strongly to the demolition of the Gymnasium building. The building should be modernised and retained. The Railway Institute building which fronts Queen Street is a most valuable social asset [...] The loss of such facilities would be a backward step. The Railway Institute building which fronts Queen Street is typical of the Victorian/Edwardian era and enhances the Railway Station locale. It is hard yet interesting. Demolition would be a retrograde step and vary much a loss to York's streetscape.	I have no objection to the demolition of the single-storey building which was used at one time as the garage for the British Railways Road Motor Department. I believe that a similar building which was sited next to this building housed the original York Railway Museum.
69	n/a	n/a	n/a	n/a	n/a	The Railway Institute buildings should be preserved; they are a vital resource for all sorts of affordable activities. If they are allowed to go the facilities may be replaced but I can see them going to a commercial concern which would put them out of reach to many. Also, the main building is rather fine.	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
70	n/a	n/a	n/a	n/a	n/a	Retain Railway Institute: Without the YRI facilities York will be the poorer.	n/a
71	n/a	n/a	n/a	n/a	n/a	Concerns about the risk to the former railway buildings adjacent to Queens Street including the Railway Institute, the former locomotive erecting shops and the water tower/locomotive fuelling station, which is one of the earliest surviving examples in the country.	n/a
72	n/a	Don't Know - alternative suggestions provided	Movement and access - no. Creating and connecting communities - no. Sustainable development - no.	Air Quality	n/a	n/a	n/a

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
73	Object	n/a	Heritage as an asset - Yes. Creating and connecting communities - Yes.	n/a	n/a	York RI sports facilities and shooting range.	n/a
74	n/a	n/a	All objectives - Yes	n/a	n/a	York RI facilities. Although supports removal of current buildings and relocation of York RI preferably on the Western Central site not far from the station.	York RI facilities but relocated elsewhere.
75	Support in principle - Therefore I do support, in principle, any development which will make the station function even better than it does already.	Yes	Heritage as an asset - Yes. Creating and connecting communities - yes. National Railway Museum as cultural Epicentre - Yes. A vibrant new community - Yes. Green infrastructure - Yes.	n/a	n/a	York RI facilities - gym.	n/a
76	n/a	n/a	Heritage as an asset- Yes	n/a	n/a	York Railway Institute and Associated Buildings	n/a
77	n/a	n/a	n/a	n/a	n/a	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
78	Support in principle	n/a	n/a	n/a	n/a	Retain heritage railway buildings including the Railway Institute gym	n/a
79	n/a	n/a	n/a	n/a	n/a	n/a	n/a
80	n/a	n/a	n/a	n/a	n/a	Retain the York RI Band Section.	n/a
81	Support in principle	n/a	n/a	n/a	Concerns about the York RI being referred to as 'future development opportunity'. Concerned about the future of the York RI	Retain the York RI	n/a
82	n/a	n/a	n/a	n/a	n/a	Retain The York Railway Institute Gymnasium and Associated Buildings	n/a
83	n/a	n/a	n/a	n/a	n/a	Retain The York Railway Institute Gymnasium and Associated Buildings	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
84	Support in principle	Support	Heritage as an asset- support. Catalyst for economic development- support.	n/a	Yes. Supports the retention of listed buildings and buildings of value.	n/a	n/a
85	n/a	n/a	n/a	n/a	n/a	n/a	n/a
86	n/a	n/a	n/a	n/a	No	RI gymnasium and associated buildings should be retained	n/a
87	n/a	n/a	n/a	n/a	n/a	n/a	n/a
88	n/a	n/a	n/a	n/a	No	n/a	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
89	n/a	n/a	n/a	n/a	n/a	n/a	n/a
90	Support	n/a	n/a	n/a	n/a	York RI and associated buildings should be retained. Re-developed not demolished.	n/a
91	n/a	n/a	n/a	n/a	n/a	York RI and associated buildings should be retained.	n/a
92	n/a	n/a	n/a	n/a	No	York RI and associated buildings should be retained. Please protect the RI.	n/a
93	n/a	n/a	n/a	n/a	No	The Railway Institute should be retained as it can provide the leisure facilities for the site when developed.	n/a
94	n/a	n/a	n/a	n/a	No	York RI and associated buildings should be retained.	n/a
95	n/a	n/a	n/a	n/a	n/a	n/a	n/a
96	n/a	n/a	n/a	n/a	n/a	Concerns that the York Railway Institute may be lost.	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
97	Support in principle	n/a	n/a	n/a	n/a	n/a	n/a
98	n/a	n/a	n/a	n/a	No	Retain York Railway Institute Gymnasium and Associated Buildings	n/a
99	n/a	n/a	n/a	n/a	No	Concerns about the possible closure of the York RI institute and associated buildings	n/a
100	n/a	n/a	n/a	n/a	n/a	Retain York Railway Institute and Associated Buildings - Concerns that the York Central plans will require the demolition of the York Railway Institute. The York RI is a vital resource for York	n/a



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
101	N/A	N/A	Yes - Green Infrastructure	N/A	N/A	N/A	N/A
102	N/A	N/A	N/A	N/A	N/A	N/A	N/A
103	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
104	N/A	N/A	N/A	N/A	N/A	N/A	N/A
105	Yes - support	Yes - Support	Heritage as an asset - agree GI - Agree Catalyst for Eco Dev't - agree Vibrant new community - agree Movement & Access - Agree A gateway - Agree Creating & connecting communities - agree NRM - Cultural Epicentre - No opinion Sustainable Development - Agree	Heritage Objective – It will be difficult to achieve high density development that complements and enhances the existing historic fabric of York. The site has the potential to impact on both above and below ground heritage. A high density approach will be limited in height having regard to its sensitive location so close to a large number of heritage assets.	Yes - agree with the proposed classification of buildings	Comment - It is difficult to provide a meaningful response to this Question and Question 7 without a Heritage assessment of the significance of the buildings.	N/A
106	N/A	N/A	N/A	N/A	N/A	N/A	N/A
107	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
108	Yes - support	York Central will deliver a high-quality car free zero carbon 21st century 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, workers and visitors .	Agree	Add the following objectives: 1) Creating a world class exemplar ‘one planet living’ development, enhancing the low carbon lifestyle available to people living and working in York 2) Creating community by ensuring access to local shops, cafes, sports and community space within or close to the new residential area.	Does not agree with proposed Use Classes	Comment - Retain and enhance the Railway Institute as an accessible sports facility. The Bullnose building is an important railway legacy that should be retained as part of the redeveloped NRM site and incorporated into the museum architecture. This could be retained by making better use of the current open car park area alongside the NRM on the north side of Leeman Road.	Comment - Remove the Unipart building. Remove ramps leading to the rear of the station as part of redesign for a new fully accessible entrance to the station subway and stairs to the station bridge.
108 (cont.)							
109	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
110	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
111	N/A	N/A	N/A	N/A	N/A	N/A	N/A
112	N/A	N/A	N/A	N/A	N/A	N/A	N/A
113	N/A	N/A	N/A	N/A	N/A	N/A	N/A
114	N/A	N/A	N/A	N/A	N/A	N/A	N/A
115	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
116	Yes - support	N/A	N/A	N/A	N/A	N/A	N/A
116 (cont.)							



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
116 (cont.)							



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
116 (cont.)							

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
117	N/A	N/A	N/A	N/A	N/A	Comment - retain York railway institute gymnasium and associated buildings	N/A
118	N/A	N/A	N/A	N/A	N/A	Comment - retain York railway institute gymnasium and associated buildings	N/A
119	N/A	N/A	N/A	N/A	N/A	N/A	N/A
120	N/A	N/A	N/A	N/A	N/A	Comment - Retain York RI Facilities	N/A
121	N/A	N/A	N/A	N/A	N/A	Comment - Please retain York RI band room and dance facilities as these are important to us.	N/A
122	Yes - support	Yes - Support	Supports b,c,d,e,f,g,i Does not support a & h	Comment - chief aims should be to foster economic development by the creation of jobs, and to create a community which has a positive impact on those around it. If York Central can help lift the areas around Leeman Road / Water End and those near the Fox pub it will garner much public support. I think the chief cultural / tourist attractions in the city will always be the Minster, the walls, and the historic centre. Whilst I enjoy my visits to the NRM I don't feel that expanding it or preserving the railway heritage on the site rank as highly.	Yes - agree with the proposed classification of buildings	Comment - I would like No. 10 (Railway institute) and No. 2 (The tea room / York Tap) preserving.	Comment - Happy for any old railway building to be removed
123	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
124	N/A	N/A	N/A	N/A	N/A	N/A	N/A
125	N/A	Comment - It is early stages in the development of the project and the current vision will no doubt become clearer as York Central progresses. Moving forward, the regeneration objectives provide a clear framework for the SPD.	N/A	N/A	N/A	N/A	N/A
126	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
127	Yes - support	No - We find the vision, as set out in the document, to be disappointing. It needs to be strengthened in three key regards: - the document sets out no useful vision of what York Central could bring to the city as a whole - Who is it for? Your vision says that it is 'for York residents' but it also says that it will be (amongst other things) 'a cultural and leisure destination'. That sounds as though it is also for visitors to the City. That's fine but why not say so - We confess not to understand the phrase 'where city life meets beautiful landscape'. The reality of York Central is that it is a major opportunity for York but it is not about beautiful landscape, any more than it is at any of the photographic examples given in the document.	Comment - We are not unsupportive of the objectives as set out but they seem very vague and they overlap. We would suggest that it would be better for these objectives to be sharper and to be measurable.	Comment - we believe that there is insufficient emphasis on the public spaces. York Central is a rare example in York of a scheme that will create city centre streets and public realm where none has previously existed. From the point of view of how workers, residents and visitors experience York Central, the public spaces are key....There should be more emphasis within the objectives on the museum square, the squares in front of both the station entrances and the interlinking public streets and footways. Comment - the objectives as currently crafted are very vague and to some extent repetitive. Surely one objective should clearly focus on homes and community amenities (including a school?) and another ought separately to focus on the commercial uses and job creation, particularly around the station west entrance. It will be important for these objectives to be measurable (although we understand that at this preliminary stage, it is perhaps too early to make categoric numeric commitments.) But without clarity and the establishment of quanta, it will not be possible to monitor and measure success.	Comment - We believe a more in-depth assessment of buildings for retention or disposal is required through the medium of a Conservation Plan.	Comment - We believe a more in-depth assessment of buildings for retention or disposal is required through the medium of a Conservation Plan.	Comment - We believe there are strong grounds for aspiring to the removal of the Post Office sorting office within the context of the scheme as a whole. It generates very significant road traffic, both commercial and private, in a confined part of Leeman Road. It occupies a key site, overlooking the river and controlling desire lines for pedestrian traffic between York Central and the City Centre. Yet the sorting office has lost its historical connection with the railway and it may well be that Royal Mail/Post Office would be not uninterested in a move to a more convenient location.
127 (cont.)		Perhaps the writer meant beautiful urban streetscape – if so, we certainly share that aspiration but landscape means something rather different. - It is good to see the commitment to 'quality' articulated in the Vision. Better still has been the comparison made by City representatives to York Central being seen as 'The Kings Cross of the North'. But such an aspiration will not be met without the most fundamental commitment to quality and without a very clear plan as to how that quality will be delivered.		Comment - a good case to be made for an objective to increase the quantum of cultural facility in York resulting from the York Central scheme. There is vague reference to culture but this is not strong enough. Comment - Fourthly, we believe that the 'green infrastructure' objective should be strengthened to deal more directly with the interaction between the site and neighbouring parts of York. Comment - we are confused by the treatment of the former carriage works site in the document. On the one hand, this is included within the site boundary and in the quoted size of the site.			
128	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
129	N/A	N/A	N/A	N/A	N/A	N/A	N/A
130	N/A	N/A	N/A	N/A	N/A	Comment -Retain Railway Institute	N/A
131	N/A	N/A	N/A	N/A	N/A	N/A	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
132		Comment - The Objectives do not show or start to indicate how a 'high quality and sustainable new urban district' will be delivered. The objectives should include clear statements defining the minimum standards underpinning the envisaged high quality. If not specified at the outset, individual developments within the scheme will simply be to commercial specification – not necessarily reflecting 'high quality'.	Comment - The Objectives require ordering for priority and drafting so as not to be ambiguous. Comment - the over-arching Objective is for the site to be a CATALYST FOR ECONOMIC DEVELOPMENT Comment - the first practical Objective is MOVEMENT AND ACCESS as, without easy and straightforward links with the centre of York, any scheme will fail to attract support Comment - the remaining Objectives can be in pretty much any order Comment - A GATEWAY and NATIONAL RAILWAY MUEUM AS CULTURAL EPICENTRE should, perhaps, be nearer the top			Comment - As already noted, York Station is Grade II* Listed and any proposals affecting the station must be respecting of the importance of the station's buildings and their setting. There is no recognition of the status of the national architectural importance of the station.	
133	N/A	N/A	N/A	N/A	N/A	N/A	N/A
134	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
135	N/A	N/A	N/A	N/A	N/A	N/A	N/A
136	N/A	N/A	N/A	N/A	N/A	N/A	N/A
137	N/A	N/A	N/A	N/A	N/A	N/A	N/A
138	N/A	N/A	N/A	N/A	N/A	N/A	N/A
139	Yes - support - Oakgate/Caddick fully support the redevelopment of York Central	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
140	N/A	N/A	N/A	N/A	N/A	N/A	N/A
141	N/A	N/A	N/A	N/A	N/A	N/A	N/A
142	N/A	N/A	N/A	N/A	N/A	N/A	N/A
143	Yes - Support	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
144	Comment - I appreciate the idea of making the area around the station more attractive. I am also in favour of development on existing sites rather than spreading into green belt land	N/A	N/A	N/A	N/A	N/A	N/A
145	N/A	N/A	N/A	N/A	N/A	N/A	N/A
146	N/A	N/A	N/A	N/A	N/A	N/A	N/A
147	N/A	N/A	N/A	N/A	N/A	N/A	N/A
148	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
149	N/A	N/A	Comment - The “Objectives” are great starting point themes. I believe it would have been consistent and more satisfying to have taken these objectives and expand on them in turn as the bulk content/purpose of this document, rather than only expand on some of them (although sometimes call them different things) and introduce out of sync technical work on some aspects or introduce different themes altogether. This previously suggested way would have gained a more thorough consensus on the detailed nature of the objectives Comment - Heritage still feels “nice to have”- This is partly due to inappropriate phrasings (...phrases like “where possible” or “where practical”)...shows a lack of appreciation for heritage as a driver for a quality plan...contrary to one of the stated objectives.	Comment - Sustainability has been included as an objective...confused by the wording “We believe that the principle of sustainable development lies at the heart of the York Central redevelopment”. This implies sustainability is mostly being thought of in the “reuse-of-brownfield-land-is-inherently-sustainable” sense. However, the concept is much more multi dimensional that this- especially in energy terms, the council as a stakeholder, should be at the forefront of best practice to demonstrate leadership by example. Comment - As an example- Kings Cross, cited in this document as a precedent, has Combined Heat and Power Plant (CHP). Please confirm what are the objectives of York Central are in terms of sustainability?	Comment - I don’t understand the specific question about the “classification of buildings”. What is this question asking?	Comment - The map of listed buildings on site is incomplete. Refer to separate comments from Janine Riley.	N/A
149 (cont.)			Comment - The Archaeology paragraph inaccurately describes the required development methodology and advice should be sought from John Oxley. Comment - Heritage aspect of the framework needs a major boost in quality input to get up to speed with some other document work streams.				



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
150a	N/A	N/A	N/A	N/A	N/A	N/A	N/A
150a (cont.)							



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
150b	N/A	N/A	N/A	N/A	N/A	N/A	Comment - The proposed designation of the delivery office as a ‘building which may or may not be retained’ is accepted as this retains the existing flexibility on the site... However Royal Mail wish to emphasise that the York Delivery Office is fully operational and there are currently no plans to close or relocate it...it is essential that as the site is operational, the policies and/or supporting text to the inclusion of this site explicitly states that the reprovision / relocation of Royal Mail’s operations will be required prior to redevelopment.
150b (cont.)							
151	N/A	N/A	N/A	N/A	N/A	N/A	N/A
152	N/A	N/A	N/A	N/A	N/A	N/A	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
153	N/A	N/A	N/A	N/A	N/A	Comment - Whilst redevelopment of the area is welcome, please can every effort be made to preserve and utilise the old buildings, such as the carriage works canteen, which reflect York's rich industrial heritage.	N/A
154	N/A	N/A	N/A	N/A	N/A	Comment - I am concerned that a whole sale redevelopment may damage the industrial heritage of York. It is important that buildings including the canteen building on the carriageway works are retained and incorporated to enhance any future developments.	N/A
155	N/A	N/A	N/A	N/A	Comment - Office Blocks: There appears to be not enough demand. If there is, perhaps this could be made clearer. The city has enough empty office blocks.	Comment - It's of crucial importance that the Railway Institute buildings are retained on site Comment - The remaining carriageworks buildings should also be retained,	N/A
156					Comment - Office Blocks: There appears to be not enough demand. If there is, perhaps this could be made clearer. The city has enough empty office blocks.	Comment - It's of crucial importance that the Railway Institute buildings are retained on site. They're well-used by so many groups, and the buildings themselves are a crucial part of York's story. Comment - The remaining carriageworks buildings should also be retained, in recognition of the city's proud heritage of train building.	



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
157	N/A	N/A	N/A	N/A	N/A	N/A	N/A
158	N/A	N/A	N/A	N/A	N/A	N/A	N/A
159	N/A	N/A	N/A	N/A	N/A	N/A	N/A
160	N/A	N/A	N/A	N/A	N/A	Comment - feel strongly it is important to retain York Railway Institute Gymnasium and Associated Buildings.	N/A
161	Yes	N/A	Movement & Access - agree Gateway - Agree	N/A	N/A	Comment - only those that are listed	Comment - those not listed
162	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
163	N/A	N/A	N/A	N/A	N/A	N/A	N/A
164	N/A	N/A	N/A	N/A	N/A	N/A	N/A
165	N/A	N/A	N/A	N/A	N/A	N/A	N/A
166	Yes - support the need to redevelop York Central site	N/A	N/A	N/A	N/A	N/A	N/A
167	N/A	N/A	N/A	N/A	N/A	N/A	N/A
168	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Unique ID	Q1 - support	Q2 - vision	Q3 - objectives	Q4 - missing obj	Q5 - building class	Q6 - retained buildings	Q7- removed buildings
169	N/A	N/A	N/A	N/A	N/A	Comment - all listed buildings must be kept and I would like to see the Coal Manager's Office retained and refurbished - the carriage works should also be retained	Comment - all other buildings need not be retained
170	N/A	N/A	Agrees with all objectives	Comment - Sustainable Transport for the whole city	Don't Know	Railway Institute	Don't Know



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
1	n/a	n/a	n/a	n/a	n/a
2	n/a	n/a	n/a	n/a	n/a
3	n/a	n/a	Yes	Yes	Option 1 - Yes. Option 2 - No.
4	n/a	n/a	n/a	n/a	n/a
5	Yes	n/a	Yes	Yes	n/a
6	Yes	n/a	Yes	Yes	n/a
7	Yes	n/a	Yes	Yes	n/a
8	Yes	n/a	Yes	Yes	n/a
9	Yes	n/a	Yes	Yes	n/a
10	n/a	n/a	n/a	n/a	n/a
11	n/a	n/a	n/a	n/a	n/a
12	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
13	n/a	n/a	n/a	n/a	n/a
14	Yes	n/a	Yes	Yes	n/a
15	n/a	n/a	n/a	n/a	n/a
16	n/a	n/a	Yes	Yes	n/a
17	Yes	Inclusion of trees, flowers, planters, living green walls, pocket plazas, balcony planters/roof gardens, rain gardens and swales, parks and open green spaces, streetscape improvements.	Yes	Yes	n/a
18	Yes	n/a	Yes	Yes	n/a
19	Yes	n/a	Yes	Yes	n/a
20	Yes	n/a	Yes	Yes	n/a
21	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
21 (cont.)					
21 (cont.)					



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
22	n/a	n/a	n/a	n/a	n/a
23	n/a	Artwork from Leeman Road to the NRM to interest visitors. more Olympic park than the others and could have a statues for famous people of York and Mr Hudson that bought the Railways to York.	n/a	n/a	Don't Know. Though I do not see how the removal of the Queen Street bridge will be such a difference. Just that the street would be lower.Though the amount of traffic in Queen Street will continue to rise. I feel that you want to improve the way people can get off the trains and straight onto buses etc. Option 2 is my choice Access and Movement



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
24	n/a	n/a	n/a	n/a	Don't Know.
25	n/a	n/a	n/a	n/a	n/a
26	n/a	n/a	n/a	n/a	n/a

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
27	n/a	n/a	n/a	n/a	Option 2 - Yes
28	Yes	Maximum safe access for pedestrians and cyclists.	Yes	Yes	Option 2 - Yes

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
29	Yes	There are opportunities for ambitious enhancement in the opening up of Holgate Beck – a stepped channel provides increased habitat and flood capacity. All green spaces do not need to be multifunctional, some could be specifically for biodiversity and others for recreation e.g. London Olympic Park regeneration. Biodiversity enhancements should feature throughout York Central, such as green/brown roofs and walls, integral bird and bat boxes/features in buildings and a predominance of native species or plants with known benefits to biodiversity in the landscaping schemes. • Provide space for biodiversity e.g. creation of wildflower/pollinator habitat. To avoid difficulties with future changes this can be done with an exit strategy and to ensure that there is ongoing clarity about the temporary nature of a site. • The ecological value of brownfield sites should not be underestimated (see below), so areas may be best left as they are. A scoping survey in 2009 recommended that some of the areas are likely to be of botanical and invertebrate interest, that there was habitat suitable for reptiles, and buildings on site had potential to support roosting bats. The survey also highlighted that York radiate groundsel could occur on the site. This is a recently-evolved plant which is restricted, globally, to urban / brownfield sites around the centre of York. There are two areas noted as Sites of Local Interest within the site boundary (http://tinyurl.com/huxvu45). SLIs are sites that do not fulfil the criteria for Site of Importance for Nature Conservation but on which there is some nature conservation interest that merits consideration as it is from these sites that further SINCS could more easily develop or be established, and they contribute to the network of biodiversity across York. Any development will need to be supported by robust up to date ecological information. Having this information early on in the process can help to inform master planning, minimise delays and achieve higher quality mitigation.	Yes	Yes	n/a
30	n/a	n/a	n/a	n/a	n/a
31	n/a	Best practice examples given: This site below should inspire you and your communities to promote the natural environment, nature and funding to deliver it Delivering Green Infrastructure http://www.landscapeinstitute.org/PDF/Contribute/LocalGreenInfrastructurewebversion_000.pdf Local decision-making, The current interest in local empowerment and decision-making offers good opportunities for action. Local authorities, land owners and communities can apply their local knowledge and interests to investigate how the benefits of green infrastructure can be exploited in their neighbourhoods. The eight case studies are: see site above — Eastern Curve, Dalston, London — Leeds City Region Green Infrastructure Strategy — Manor Fields Park, Sheffield — Dalzell Estate and Baron’s Haugh, Motherwell, North Lanarkshire — Betjeman Millennium Park, Wantage, Oxfordshire — Phoenix Park Gateway Gallery, Castlefields, Runcorn — Greening for Growth in Victoria, London— Bury Mount and Watermeadows, Towcester	n/a	n/a	n/a
32	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
33	n/a	n/a	n/a	n/a	n/a
34	n/a	n/a	n/a	n/a	n/a
35	n/a	n/a	n/a	n/a	n/a
36	n/a	n/a	n/a	n/a	n/a
37	n/a	n/a	n/a	n/a	n/a
38	n/a	n/a	n/a	n/a	n/a
39	Yes	Museum needs a grand entrance	Yes	Yes	n/a
40	n/a	n/a	n/a	Yes	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
41	n/a	n/a	n/a	n/a	n/a
42	n/a	n/a	n/a	n/a	n/a
43	n/a	n/a	n/a	n/a	Option 2 - Yes
44	n/a	n/a	n/a	n/a	No

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
45	n/a	n/a	n/a	n/a	n/a
46	Yes	n/a	Yes	Yes	n/a
47	n/a	n/a	n/a	n/a	n/a
48	n/a	Parking within the site must be minimal.Road users in and around the area (incl. all residents / occupiers / workers) must be encouraged / persuaded or if necessary compelled to use public transport or cycle / walk. There are too many cars in York as is. Buildings should be as "green" and sustainable as possible. New developments must have excellent cycle parking facilities: "Sheffield" type stands are the best by far, not the butterfly types which damage wheels and provide poor security. Cycle bridges must be ramped and not with stairs as at present, e.g. cinder track and Scarborough bridge. Bridges must however not be "visible from space", i.e. the dreadful heavy duty chunky footbridge at Barnetby railway station. Let's have some elegance, i.e. Zubizuri bridge in Bilbao. The development as a whole should celebrate the original "railway town" feel of the area and reflect this in style and content - i.e. offices should be occupied by businesses which actually do something worthwhile and productive... and not call centres / estate agents / financial advisers / insurers, "superficial" type businesses who don't really produce anything. Vulnerable road users should have priority within the development - as with Dutch developments where cars are actively discouraged by the overall road design and built environment. Taxis should be treated as any other cars (i.e use within and around the site discouraged). People using taxis only add to road traffic: one journey for the taxi to get to them, one going to the destination, and another to get back to a rank or to the next fare. Ridiculous. Taxis should not be given the same benefits as buses. The environment as a whole should be designed (as is possible in the 21st century) to discourage anti-social behaviour. Cycle routes must be retained at least, and improved if possible. Conflicts between cyclists and pedestrians MUST be eliminated, unlike many sites in York where there is very little clear signage / road marking. Cinder track" route must be retained or improved, with minimal rerouting. Traffic signalised junctions MUST be linked together to provide efficient traffic management. Traffic signalised junctions MUST include advanced stop lines for cyclists, and cyclists MUST trigger the green phase (unlike many junctions in York currently). Signals which include a pedestrian phase must not show green for this phase when it has not been demanded (unlike many junctions currently).	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
49	n/a	n/a	n/a	n/a	n/a
50	n/a	n/a	n/a	n/a	Don't Know. I write to urge York Central and the York Council to ensure that the full range of sports facilities at York's Railway Institute be maintained when the planned redevelopment of the Queen Street site under the York Central proposals takes place.
51	n/a	n/a	n/a	n/a	n/a
52	n/a	n/a	n/a	n/a	n/a
53	n/a	n/a	n/a	n/a	n/a
54	n/a	n/a	n/a	n/a	n/a
55	n/a	n/a	n/a	n/a	n/a
56	n/a	n/a	n/a	n/a	n/a
57	n/a	n/a	n/a	n/a	n/a
58	n/a	n/a	n/a	n/a	n/a

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
59	n/a	n/a	n/a	n/a	n/a
59 (cont.)					
60	n/a	n/a	n/a	n/a	n/a
61	n/a	n/a	n/a	n/a	n/a
62	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
63	n/a	The idea of 3 new public squares could be ok, depending on the layout and design.	The idea of 3 new public squares could be ok, depending on the layout and design.	The idea of 3 new public squares could be ok, depending on the layout and design.	The bridge could well come down to allow modern improvements but another city area must be found for the 3000 sports members of York RI.
64	n/a	n/a	n/a	n/a	n/a
65	n/a	n/a	n/a	n/a	n/a
66	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
67	n/a	n/a	n/a	n/a	n/a
68	n/a	n/a	n/a	n/a	No objection to the demolition of Queen Street bridge.
69	n/a	n/a	n/a	n/a	Queen Street bridge; to say that its removal would cause ‘short-term disruption’ is either hopelessly optimistic or cynical spin. How would the bus routes to the Mount and beyond be relocated? In addition to the removal of the bridge the city walls would need extensive buttressing to prevent their destabilisation. Also I’m not sure which ‘extensions to the railway station’ would be removed.

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
70	n/a	n/a	n/a	n/a	n/a
71	n/a	n/a	n/a	n/a	n/a
72	Don't know. Green spaces are planned in the development but are being removed from Holgate. It is not sufficient to say that we can visit York Central as this is not local space for our kids to play. The space behind the Fox is highlighted for a bus route but is where people walk their dogs currently and children learn to ride bikes & scoot home from school. The only remaining green space on your map in Holgate that is shown is a marsh down Hamilton Drive. I do not think this is should be shown as green area, certainly not for recreation. It is not clear from your consultation what is happening to Cleveland Street park. My kids have played here since they were small. If part of the plan is for this to be removed I believe you should consult properly with the people of Holgate who will be affected.	Green spaces are planned in the development but are being removed from Holgate. It is not sufficient to say that we can visit York Central as this is not local space for our kids to play. The space behind the Fox is highlighted for a bus route but is where people walk their dogs currently and children learn to ride bikes & scoot home from school. The only remaining green space on your map in Holgate that is shown is a marsh down Hamilton Drive. I do not think this is should be shown as green area, certainly not for recreation. Negative impact on public space in Holgate Road side of the development should be a disadvantge in all options presented. It is not clear from your consultation what is happening to Cleveland Street park. My kids have played here since they were small. If part of the plan is for this to be removed I believe you should consult properly with the people of Holgate who will be affected.	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
73	n/a	n/a	n/a	n/a	Option 1 - Yes. Option 2 - No.
74	n/a	Need more details.	Yes	Yes but need to see more details.	Option 2 - Yes
75	Yes	Nice landscaping.	Yes	Yes	Option 2 - Yes. But do not remove the RI Facilities with it.
76	n/a	n/a	n/a	n/a	n/a
77	n/a	n/a	n/a	n/a	n/a

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
78	n/a	The plans appear to neglect the potential of the river frontage between Scarborough and Lendal bridges. The over-stretched and crumbling existing rowing club building could do with replacement with a more fit-for-purpose modern building. This should be a community facility with capacity for coping with large scale youth coaching, as well as general community fitness. More life on the river front would dissuade the current anti-social drinking parties, drugs and graffiti gangs prevalent in the evenings and at night. A new building could usefully include a balcony café.	n/a	Disagrees with any increase in bus or taxi traffic at the front (east side) of the station. Buses and taxis should not be left to race unhindered in what is supposed to be a pedestrian zone and the high speed of taxis along Coney Street at night is not something to be encouraged. Instead any new bus and taxi hub should be concentrated at the back of the station.	Option 1- Keep Queen Street bridge
79	n/a	n/a	n/a	n/a	n/a
80	n/a	n/a	n/a	n/a	n/a
81	n/a	n/a	n/a	n/a	n/a
82	n/a	n/a	n/a	n/a	n/a
83	n/a	n/a	n/a	n/a	n/a

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
84	n/a	Supports green space and connectivity principles.	Support	Support	n/a
85	n/a	n/a	n/a	n/a	n/a
86	n/a	n/a	n/a	n/a	n/a
87	n/a	n/a	n/a	n/a	n/a
88	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
89	n/a	Retain Memorial Gardens	n/a	n/a	The option to demolish Queen Street Bridge provides the opportunity for much greater space for the development of the station frontage. Concerned that if the bridge isn't demolished as part of this large development, that it will never happen and continue to be a redundant asset.
90	n/a	n/a	n/a	n/a	n/a
91	n/a	n/a	n/a	n/a	n/a
92	n/a	n/a	n/a	n/a	n/a
93	Creating and connecting communities - yes	n/a	n/a	n/a	n/a
94	n/a	n/a	n/a	n/a	n/a
95	n/a	Requests proposals for green areas around the road.	n/a	n/a	n/a
96	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
97	n/a	Options other than three hard squares around the station should be considered. If green space can be created as an alternative then this should form part of the planning. Concerns that the squares will only be utilised fully in good daytime weather - the open spaces can create wind tunnels which are not conducive for spending time in and are cold and unwelcoming. More thought is needed to ensure that York has a more conducive gateway environment that blends with the rest of the city. Supports the recommendation for clear control of lines of sight around the Minster view and that of the wider city. As part of the plans it is also important to develop green spaces that can be used for leisure, healthy activity and for sustaining a good environment. Green spaces should not be an afterthought but seen as a central part of planning and of itself could be made into an attraction for the city. For instance, a rail heritage themed park could run through the site.	n/a	n/a	n/a
98	n/a	n/a	n/a	n/a	n/a
99	n/a	n/a	n/a	n/a	n/a
100	n/a	n/a	n/a	n/a	n/a



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
101	N/A	N/A	N/A	N/A	Option 2 Comment (Support??): "Ignore those who complain about disruption and the possible impact on the Railway Institute. This is short term and the outcome of demolishing the bridge will be far more important to the city as a whole than any impact felt by the RI who can either be compensated or live with it, or both". Comment: "Once demolished you could divert private cars under the walls and along a new road to the war memorial. You would need to move the war memorial to a new place and then join up the road with Station Rise to form a new X-roads with Rougier Street and Lendal Bridge. This will take traffic away from the Station Road/Station Rise junction enabling you to widen pavements, cycle routes and to have buses and coaches only. The northern most arch through the walls (closest to lendal bridge could be pedestrianised and also rationalised as a better coach drop off alongside memorial gardens - the foot paths here are really narrow so this would be good but you'd probably need to chop some of the garden opposite Aviva".
102	N/A	N/A	N/A	N/A	N/A
103	N/A	N/A	N/A	N/A	N/A

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
104	N/A	N/A	N/A	N/A	Removal of Queen St. Bridge (object): I am writing to object to the plans to re-develop the Railway Institute sports facilities at Queen Street - the badminton courts are an outstanding facility, and form one of only six public venues in the country which offer that number of courts. Most sports centres are multi-purpose and cannot cater for the needs of badminton specifically. They do not come anywhere close to the standard of the facilities at Queen Street, hence its popularity on the national and county circuits.
105	Yes - support	There is no reference to the area being in Flood Zone 2. Given the flooding in York in December 2015, the 'Holgate Beck and Water Management' section should make specific reference to flood risk alleviation alongside sustainable drainage.	Yes - support creation of a new public square at west	No opinion re the creation of a new public square at east	No opinion re either option at Queen St.
106	N/A	N/A	N/A	N/A	Comment - The RI is the historic home of Yorkshire badminton. It cannot be replaced and would be a huge loss
107	N/A	N/A	N/A	N/A	Comment - [the Railway Institute] is a great space for everyone in the community. please keep it that way.

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
108	Supports Linear Park	Comment - This has to incorporate biodiversity through creating a green corridor. Also needs to be based on the principle of sustainable urban drainage helping to provide the facility to attenuate peak run off from the site without endangering flooding to the railway and key road links around the site. The design should attract safe walking and cycling to and from the development with direct safe accessible links into the city centre across the river.	Support - The western square should be merged with the linear park so it acts as a pedestrian and cycle gateway into the park and so that the square incorporates more green infrastructure. Active daytime and evening uses will make it feel safe at night, and a place to relax as well as pass through. Short stay/ taxi pick up and covered secure cycle parking covered by CCTV needs to be incorporated as well. Traffic should be focussed on access only from the new Holgate Bridge to prevent through traffic.	Support - Active daytime and evening uses will make it feel safe at night, and a place to relax as well as pass through. Short stay/ taxi pick up and covered secure cycle parking covered by CCTV needs to be incorporated as well. Traffic should be focussed on access only from the new Holgate Bridge to prevent through traffic.	Support Option 2 - remove Queen St bridge and negotiations to open up the walking (and cycling?) route under the walls and out onto Tofts Green/ Micklegate.
108 (cont.)					
109	N/A	Treemendous is concerned that in the proposals for the new development full consideration is given to advance landscaping and maximising the number of trees to be planted on site.	N/A	N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
110	N/A	Comment - For older people, fully accessible pedestrian areas are absolutely essential. But these spaces must not be too big, as to “over-face” them. Areas of green need be used to break these spaces up – and broad leafed trees and bushes should be employed for the purpose, rather fences and concrete walls.	N/A	N/A	N/A

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
111	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge - I regularly play badminton at York RI with my family and friends and it is a valuable local facility
112	N/A	N/A	N/A	N/A	Comment - The RI is the historic home of Yorkshire badminton. It cannot be replaced and would be a huge loss
113	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge- Closing York RI will be a huge mistake...There is no where else as affordable or accessible in York for residents who don't have cars. Removing this resource will penalise residents living centrally without cars
114	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge - the Railway Institute continues to deliver in many ways a wholly unique and cherished service to the people of York which is not delivered by any other sports and leisure facility in the city, and which we believe would inevitably not be delivered by any substitute facility which may or may not eventually be provided.
115	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge -I believe that the Railway Institute should at all costs be kept or replaced by a new sports facility in the central area. This is a well used building for local and national sports and social events. It is easily accessed being at the main transport hub. Having a sports centre in the centre of York fits in with the government agenda of reducing obesity and the number of cases of type 2 diabetes as there are no other facilities that encompass a wide range of activities in the centre of York



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
116	N/A	N/A	N/A	N/A	N/A
116 (cont.)					



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
116 (cont.)					



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
116 (cont.)					

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
117	N/A	N/A	N/A	N/A	Comment - removal of Queen St. bridge - It is absolutely vital therefore that if the development includes demolition of adaptation of the site, that new accommodation be provided as part of the development which is equal or better than that currently offered
118	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge - retain York RI facilities
119	N/A	N/A	N/A	N/A	Comment - writing in petition against the closure of RI sport facilities
120	N/A	N/A	N/A	N/A	Comment - - removal of Queen St. bridge - Retain York RI
121	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge - Please retain the York RI band room and dance facilities as these are important to us.
122	Yes - support	Support - I am very much in favour of a green space running through York Central, provided cyclists and pedestrians are kept separate (as on the excellent scheme coming out of Leeds along the A64). To maximise the benefits an underpass should allow access to the north of the site near Millennium Green (end of Garfield Terrace), and potentially make one of the station underpasses at the southern end facilitate a cycle route through the station, out along the current short-stay car park, and over a new footbridge towards Marygate and Museum Gardens.	Yes - support creation of a new public square at west	Yes - support creation of public square at east	Option 2, removing the bridge, is my preference
123	N/A	N/A	N/A	N/A	Comment - removal of Queen Street Bridge - I would be most disappointed if the York Central redevelopment did not include provision for [railway institute], and it would seem extremely short sighted not to do so given that you'd be adding to the number of people who would be likely to use it.



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
124	N/A	N/A	N/A	N/A	N/A
125	N/A	N/A	N/A	N/A	N/A
126	N/A	N/A	N/A	N/A	Comment - removal of Queen St. Bridge - objection to removal of facilities at York RI

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
127	Yes - but we believe that the impact of this park is at risk of being minimal if some of the highest densities of development set out in Q26 are adopted.	Comment - We are concerned that there is a lack of recognition that the ‘landscape’ or -we would prefer- the public realm and the streetscape should lie absolutely at the heart of the vision for York Central. It is this that everyone who lives or works in, who passes through or visits York Central will experience and this which will set the tone of the whole development, both aesthetically and from a quality point of view. It is fundamental that this is got right.	Support/Comment - We see the three public squares as perhaps the primary building blocks of the entire scheme. Station Square West should be far more than ‘a new arrival space’ it has the potential to be a major public space for the City as a whole.	Support/Comment - Yes. We hope that proposed improvements to the Tea Room Square traffic system will not have to await full scale implementation of the York Central scheme.	Yes – this development is much awaited and has the potential to unblock a host of improvements to transport interchange at and around York Station
127 (cont.)					
128	N/A	Comment - a Green Infrastructure Audit would benefit York Central Comment - supplied GI Audit for Victoria and Westminster district in London as a precedent Comment - provided 'the value of trees' document as a precedent	N/A	N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
129	N/A	Comment - As ARUP are employed consider ‘Best Practise Guide for Green Infrastructure Audit’ one done for Victoria and Westminster district. Benefit of doing an audit for York Central it will bring with it an appreciation, empowerment of GI to developers, supplies and the community of York of the multiple benefits if GI Comment - The external realm needs to form the design basis for any proposal; issues such as green infrastructure, sustainable drainage, green streetscaping etc need to be considered and a strategy adopted which then shapes the built environment (rather than buildings being designed piecemeal and space inbetween simply ending up whatever it is).	N/A	N/A	N/A
130	N/A	N/A	N/A	N/A	Comment - Removal of Queen Street Bridge - Retain Railway Institute
131	N/A	N/A	N/A	N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
132					
133	N/A	N/A	N/A	N/A	N/A
134	N/A	N/A	N/A	N/A	Comment - I also think that the York Railway Institute should have new premises as part of the development, this is an institution which provides affordable community sport to local people in York and is very important.



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
135	N/A	N/A	N/A	N/A	Comment -removal of Queen Street Bridge - [in line with paras 73/74 of the NPPF] As it has not been demonstrated by a robust and up to date evidence base that the institute is genuinely surplus to sporting requirements, then it should be preserved as part of the York Central Plans. Comment - Sport England considers that York Central offers the opportunity to preserve and enhance this sporting facility as it will provide opportunities for visitors, residents and people working in the York Central area to participate in sport and contribute to a healthy community which will help in meeting the York Central objective of a vibrant new community with a mix of leisure and amenity uses.
136	N/A	N/A	N/A	N/A	N/A
137	N/A	N/A	N/A	N/A	- Comment - removal of Queen St. Bridge - As a member of the R.I. I am dismayed to see that such a wonderful organization is under threat. It would be a very sad day if it does indeed get closed down...Please Don't close down the RI and all it's community/big society facilities.
138	N/A	N/A	N/A	N/A	N/A
139	N/A	N/A	N/A	N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
140	N/A	N/A	N/A	N/A	Comment - I would like to register my concerns regarding Queen st Bridge, the Railway Institute buildings, and the associated railway workshops. The loss of these structures, would be a massive loss to Yorks industrial heritage, and I ask if these buildings should be incorporated as part of the development, rather than being removed for something of far less value.
141	N/A	N/A	N/A	N/A	Comment - It would be a grave mistake to get rid of the Railway Institute buildings, or to interfere with Holgate Road.
142	N/A	N/A	N/A	N/A	Comment - Why is there a lack of regard for older buildings in the proposed development area which are not only significant historically but represent the very heritage of our city? These include the Holgate Road railway canteen and the Railway Institute building on Queen Street, which if proposals go ahead in their present form look like they are to be demolished.
143	N/A	N/A	N/A	N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
144	N/A	N/A	N/A	N/A	N/A
145	N/A	N/A	N/A	N/A	Comment - In planning for the development of the teardrop site, please ensure a place for the R.I. I use the facility twice a week and would neither be able to afford to go elsewhere nor be mobile enough to do so.
146	N/A	Comment - The apparent intention to include a substantial green infrastructure indicated by your documents and drawings is most welcome. However, it is important to quantify this provision in the York Central 'Development Parameters'	N/A	N/A	N/A
147	N/A	N/A	N/A	N/A	Comment - I attended York RI playing Squash for many years, mainly due to its location being in the city centre and therefore easily accessible. The RI caters for many sporting and cultural requirements and is, and has been for many years, a direct asset to the City.... In order to continue catering for many hundred regular users its retention within the scheme is a must.
148	N/A	N/A	N/A	N/A	Comment - The retention of the RI buildings, apart from being historic to the site, is essential in providing all these activities to citizens in York.



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
149	N/A	N/A	N/A	N/A	N/A
149 (cont.)					



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
150a	N/A	N/A	N/A	N/A	N/A
150a (cont.)					



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
150b	N/A	N/A	N/A	N/A	Comment - when considering the option for the demolition of Queen Street bridge, the impact of the associated temporary closure of the road route to Blossom Street from Leeman Road via Station Road upon Royal Mail’s operations, and the wider transport network as a result of the redirection of Royal Mail vehicles, should be taken into account.
150b (cont.)					
151	N/A	Comment - We note and welcome the proposal to provide green space and the objective to linking the plan area into the wider green infrastructure network. We encourage you to consider the multifunctional opportunities of green infrastructure including high quality wildlife habitats alongside space for recreation, access to nature, flood storage and urban cooling to support climate change mitigation, food production and health & well-being improvements.	N/A	N/A	N/A
152	N/A	N/A		N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
153	N/A	N/A	N/A	N/A	N/A
154	N/A	N/A	N/A	N/A	N/A
155	N/A	Comment - Any park area needs to be large enough to accommodate the planting of larger trees, oak, beech -Small rowans etc would look rather daft and out of scale next to the enormous buildings proposed for the site.	Comment - It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.	Comment - It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.	Support - option 1 - keep Queen St bridge
156		Comment - Any park area needs to be large enough to accommodate the planting of larger trees, oak, beech -Small rowans etc would look rather daft and out of scale next to the enormous buildings proposed for the site.	Comment - It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.	Comment - It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.	Support - option 1 - keep Queen St bridge

Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
157	N/A	N/A	N/A	N/A	N/A
158	N/A	N/A	N/A	N/A	Support - I would like to make it clear that I support Option 1 – Keep the bridge. Comment: I am very concerned at what would happen to the community clubs, groups, activities and events that take place at the York Railway Institute and associated buildings, which could be lost if Option 2, to remove the bridge, were to go ahead.
159	N/A	Comment - the proposal to divert pedestrian access along a new route along the river is insufficient due to the way the current flood gates are used	N/A	N/A	N/A
160	N/A	N/A	N/A	N/A	N/A
161	N/A	Support - but only as a means of providing a series of linked spaces through which pedestrians, birds and animals can go through. If built as shown on the plan there is not much room for development Comment - Landscape needs to provide a visual buffer to the railways lines to help deaden sound and to reduce pollution from traffic as well as open space for residents	Support - yes to good attractive access (no to a fanciful public square) - the addition of shops/cafes might make an attraction	Support - yes to improvements but not at the expense of access inc. drop off and collect - consider there is insufficient space for such a grandiose notions	Support - Option 1 - keep Queen St bridge Comment - a nice idea but too expensive - what is needed is a new footbridge over the river
162	N/A	Comment - it is difficult to comment properly without a landscape/townscape appraisal	N/A	N/A	Comment - the scheduled city walls are not included as relevant heritage features and the improved setting/exposure of the walls at this critical entry to York is a major consideration and one of the biggest reasons for removing the Queen Street Bridge. Comment - Page 18 shows inconsistency with the development boundary shown elsewhere



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
163	N/A	N/A	N/A	N/A	Comment - demlition of Queen Street Bridge would open up views of the station from the road, and reveal the former railway arch in the city walls
164	N/A	N/A	N/A	N/A	Comment - this is an opportunity to provide modern facilities at the Railway Institute Comment - the removal of the bridge does seem to be advantageous in enhancing the Station Area
165	N/A	N/A	N/A	N/A	N/A
166	N/A	N/A	N/A	N/A	Comment - the York RI Gymnasium complex should be retained in the final proposal Comment - The York RI is a principal provider of sport and leisure facilities in the city
167	N/A	N/A	N/A	N/A	N/A
168	N/A	N/A	N/A	N/A	N/A



Unique ID	Q8 - linear park	Q9 - landscape principles	Q10 - west public square	Q11 - east public square	Q12 - Queen Street
169	N/A	N/A	N/A	N/A	N/A
170	Support - Yes	N/A	Yes - support creation of a new public square at west	Yes - support creation of public square at east	Don't know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
1	Maintain Yorkshire Heritage	n/a	n/a	n/a	n/a
2	Concerns over asbestos at Carriage Works	n/a	n/a	n/a	n/a
3	Support the NRM being at the heart of development, make the most of the public spaces. There may be other alternatives.	Yes	Yes	Make the most of the public spaces created at the core	No
4	Should try to encourage HS2 to come into York. Station should be focussed around rail investment and rail engineering.	n/a	n/a	n/a	n/a
5	n/a	Yes	Yes	n/a	n/a
6	Present museum is let down by dreary surroundings. Plans 'are great'	Yes	Yes	n/a	n/a
7	The proposal is an excellent way of addressing current issues of access and limited space.	Yes	Yes	n/a	n/a
8	Approve of the plans to redevelop and improve the area around the National Railway Museum.	Yes	Yes	n/a	n/a
9	York Central plan a wonderful idea and another good reason to visit York.	Yes	Yes	n/a	n/a
10	Disabled user access. No steps, better mobility options.	n/a	n/a	No steps for disabled users in wheelchairs and scooters.	n/a
11	Question the need for the retention of the freight avoiding lines from Holgate Jn to Skelton. The freight lines are primarily used for coal trains from the North East to the Yorkshire power stations. This traffic has almost ceased and within a couple of years will entirely stop. The remaining freight traffic through York is mainly Freightliner container trains and most of these are routed through the station already as it avoids pathing conflicts. The Freightliner maintenance depot at present on the York Central site primarily maintains coal wagons which, as noted, will soon be scrapped. There is space through the station for four additional tracks with remodelling. This would be an opportunity to add tracks for additional capacity. Southbound freight now has to cross the northbound lines at Skelton to access the freight lines. If the freight lines were retained, it has been proposed that a new platform for Harrogate trains be built close to the ROC. Given that Network rail are unlikely to approve any level crossings then this platform would be some distance from the main station. In any case an enhanced track layout north of the station would give many more paths for the service to use the existing route.	Yes	Yes	Short running line to run and display steam locos.	n/a
12	n/a	Yes	n/a	Sleeping carriages accommodation. Restaurant carriage.	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
13	n/a	n/a	n/a	n/a	n/a
14	n/a	Yes	n/a	n/a	n/a
15	n/a	n/a	n/a	n/a	n/a
16	n/a	Yes	n/a	The present old buildings really do need a facelift, (or rebuilding)	n/a
17	n/a	Yes	n/a	No	n/a
18	n/a	Yes	Yes	n/a	n/a
19	n/a	Yes	Yes	n/a	n/a
20	n/a	Yes	Yes	n/a	n/a
21	n/a	n/a	n/a	No	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
21 (cont.)					
21 (cont.)					

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
22	n/a	n/a	Could Leeman Rd be tunnelled under the current alignment as far as the old car park entrance, this would allow easy ground level connection between both parts of the site.	Possibility of shuttles from York Stn to NRM Station Hall using EMU, DMU or loco hauled stock during major event weekends. What additional land requirements would the NRM need to look to secure for the long term esp as the National Collection is unlikely to ever stop growing. The Truck depot/Warehouse off Leeman Rd is a possible addition to NRM land. Establishment of an excursion train Station/Platform by the Station Hall. Connect both parts of the NRM site via a connection through the Unit stabling sidings to the Station Hall, also allowing for a triangle to be installed from the East Coast Main Line, this allows	n/a
23	There is plenty of space for a bus station and could be like Harrogate. I see that even now the clogging of people at the front of the station... Though I do not see how the removal of the Queen Street bridge will be such a difference. Just that the street would be lower.Though the amount of traffic in Queen Street will continue to rise. I feel that you want to improve the way people can get off the trains and straight onto buses etc. Option 2 is my choice Access and Movement	n/a	Don't Know. Though I do not see how the removal of the Queen Street bridge will be such a difference. Just that the street would be lower.Though the amount of traffic in Queen Street will continue to rise. I feel that you want to improve the way people can get off the trains and straight onto buses etc. Option 2 is my choice Access and Movement	Artwork. Statues. Bus station.	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
24	n/a	n/a	Don't Know.	n/a	The cycle route is non-existent, roadside parking and access to businesses and to the social club causes further bottle necks.
25	n/a	n/a	n/a	n/a	n/a
26	n/a	Yes	Yes	An improved pedestrian route between the NRM and York station would be a good idea.	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
27	A new bus terminal integrated with the rail station.The new bus terminal could be sited on the existing car park on the west side of Queens street. Queens Street bridge to be demolished. Closure of the bus station in Rougier Street and regeneration of that area. Sufficient car parking for commuters by train from York.	n/a	Don't know. Alternative access suggestions given.	n/a	n/a
28	Removal of the Queen St bridge to form a bus/rail interchange which York desperately needs. As the government have made substantial cuts to museums, resulting in redundancies and reduction of access to the Search Engine at the NRM, we fail to see how the ambitious new capital development plans will fit into such restrictions. For example until recently the NRM housed the Institute of Railway Studies, jointly with the University of York, which attracted visitors, research students and projects from all over the UK and abroad. Cuts to government funding and the NRM have reduced this to a shadow of its former self.	Yes	Yes	As the government have made substantial cuts to museums, resulting in redundancies and reduction of access to the Search Engine at the NRM, we fail to see how the ambitious new capital development plans will fit into such restrictions. For example until recently the NRM housed the Institute of Railway Studies, jointly with the University of York, which attracted visitors, research students and projects from all over the UK and abroad. Cuts to government funding and the NRM have reduced this to a shadow of its former self.	Yes



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
29	Landscaping, recreational planting, biodivrsity green spaces, green walls and roofs, integral bird and bat boxes/features in buildings and a predominance of native species or plants with known benefits to biodiveristy in the landscaping schemes.	Yes	n/a	n/a	n/a
30	n/a	n/a	n/a	n/a	n/a
31	n/a	n/a	n/a	n/a	n/a
32	n/a	n/a	n/a	n/a	n/a

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
33	n/a	n/a	n/a	n/a	n/a
34	n/a	n/a	n/a	I like the NRM as it is. It has the feeling of an old museum.	n/a
35	n/a	n/a	n/a	n/a	n/a
36	n/a	n/a	n/a	n/a	n/a
37	n/a	n/a	n/a	n/a	n/a
38	n/a	n/a	n/a	n/a	n/a
39	One of the joys of travelling by train is the possible surprise of a steam engine to be stationed outside of the museum building. The disappointment of getting to the museum via the station is the walk down the steps and through the car park, for such an iconic museum it needs a grand entrance and the new plans certainly will do it justice and enhance it reputation as a great attraction. The development of the area can only benefit the museum and the city as a whole and if there is plenty of seating perhaps more food could be sold by the museum for eating within its grounds thus boosting much needed income. It was also great to see the creation of public green spaces which will be good for the environment and hopefully attract wildlife.	Yes	Yes	Such an iconic museum needs a grand entrance and the new plans certainly will do it justice and enhance it reputation as a great attraction. The development of the area can only benefit the museum and the city as a whole and if there is plenty of seating perhaps more food could be sold by the museum for eating within its grounds thus boosting much needed income. It was also great to see the creation of public green spaces which will be good for the environment and hopefully attract wildlife.	n/a
40	n/a	Yes	n/a	n/a	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
41	n/a	n/a	n/a	n/a	n/a
42	n/a	n/a	n/a	n/a	n/a
43	n/a	n/a	n/a	n/a	n/a
44	n/a	n/a	No	n/a	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
45	On the attached .png extract from the Consultation brochure, I’ve added in the top LH corner a possible light rail and cycle route link from the York NW site. There may just be space to get a single light rail track plus cycle route alongside Network Rail infrastructure, beneath Water End bridge. I will however defer to any greater wisdom on this. A bridge crossing of the Freight Avoiding lines would be needed, to get into the rail locked York Central site. This would not form a part of York Central, but would require a future light rail corridor to be reserved now within York Central. The full scheme may be worth investigating as part of York NW (former British Sugar site) when its redevelopment comes on stream.	n/a	n/a	n/a	n/a
46	n/a	Yes	n/a	n/a	n/a
47	I’m looking at the on-line plans for York Central, prior to responding to the consultation. The one element I cannot see is how the two sides of York Station would be connected. The present route through the tunnel is most unpleasant and unattractive and, without a significantly better link, the York Central site cannot be integrated into the wider city location. Please advise.	n/a	n/a	n/a	n/a
48	Network Rail / rail infrastructure companies must be encouraged to use / continue to use, or even begin to use, the site. This would reflect the site's original use and purpose. The development as a whole should celebrate the original "railway town" feel of the area and reflect this in style and content.	n/a	n/a	n/a	Yes. Cycle routes maintained improved wherever possible. Actively encourage people to use public transport. Reduce car reliance. Use of electric buses. Good cycle parking facilities. Cars discouraged by road design.



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
49	n/a	n/a	n/a	n/a	n/a
50	n/a	n/a	n/a	n/a	n/a
51	n/a	n/a	n/a	n/a	n/a
52	n/a	n/a	n/a	n/a	n/a
53	n/a	n/a	n/a	n/a	n/a
54	n/a	n/a	n/a	n/a	n/a
55	n/a	n/a	n/a	n/a	n/a
56	n/a	n/a	n/a	n/a	n/a
57	n/a	n/a	n/a	n/a	n/a
58	n/a	n/a	n/a	n/a	n/a

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
59	n/a	n/a	n/a	There is currently a space problem with the museum’s archive yet no mention of improving and enlarging this storage area has been mentioned.	n/a
59 (cont.)					
60	n/a	n/a	n/a	n/a	n/a
61	n/a	n/a	n/a	n/a	n/a
62	n/a	n/a	n/a	n/a	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
63	The road area around the current rail station main entrance has to be drastically altered - it is chaotic, just observe any day, ask any taxi driver. The RI sports area is both good but very tatty with old buildings, poor road surface, dreadful parking facilities and poor access. The bridge could well come down to allow modern improvements but another city area must be found for the 3000 sports members of York RI.	The idea of 3 new public squares could be ok, depending on the layout and design.	The only access cannot possibly be just Leeman road.	n/a	n/a
64	As a mere local, could I please put in a plea for a BUS STATION instead of a “bus exchange” close to the railway station. As a city that relies on tourism this is vital for both visitors and locals arriving by train or bus. Instead of the present chaotic arrangement of buses in front of the station which looks terrible, a BUS STATION would provide a safe, pleasant shelter with buses easily accessible to take people around York and more especially to the city centre (Stonebow or Exhibition Square) which at present entails a good walk. A “bus exchange” would be a cold and windy place, and possibly dirty – just look at the filthy metal and glass stand and the state of the pavements at Rougier Street bus stops!	n/a	n/a	n/a	n/a
65	The plan should include some sort of bus hub. This could have the added advantage of easing congestion around the station.	n/a	n/a	n/a	n/a
66	n/a	n/a	n/a	n/a	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
67	n/a	n/a	n/a	n/a	n/a
68	n/a	n/a	n/a	n/a	n/a
69	n/a	n/a	Joining the parts of the Railway Museum is a good idea but care should be taken that the Leeman Road streets should not be cut off. This is an opportunity to make the Leeman Road underpass a less unpleasant experience; I would not like to walk that way after dark.	n/a	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
70	n/a	n/a	n/a	n/a	n/a
71	n/a	n/a	n/a	n/a	n/a
72	n/a	n/a	No	n/a	No

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
73	n/a	n/a	n/a	n/a	n/a
74	I think that Queen Street bridge should be demolished and that the Railway Institute buildings should not prevent making the maximum use of the area as a transport interchange, car park access and road improvements. Obviously the Railway Institute would have to have all their facilities reinstated on an alternative convenient site preferably on the western central site not far from the station. This may seem a bit of a tall order, but I see this as a great and last opportunity to create an attractive transport hub. The only listed building here is the York & North Midland Railway water tower which must be retained and could be a central feature in the centre of enhanced car parking with some small scale landscaping. 7. To facilitate the expansion of the Railway Museum is a good idea together with the proposed changed rail access. If through access for all traffic was to be retained on Leeman Road then to accommodate this expansion as suggested, the route would have to be with the cycle/pedestrian route round the outside of museum shown on Highway options 2,3 &4. This must not lead to a direct through route from Holgate Road to the City Centre past the western station entrance and Leeman Road 'marble arch' as shown on option 1.	n/a	Yes. To facilitate the expansion of the Railway Museum is a good idea together with the proposed changed rail access. If through access for all traffic was to be retained on Leeman Road then to accommodate this expansion as suggested, the route would have to be with the cycle/pedestrian route round the outside of museum shown on Highway options 2,3 &4. This must not lead to a direct through route from Holgate Road to the City Centre past the western station entrance and Leeman Road 'marble arch' as shown on option 1.	n/a	n/a
75	Queen St Bridge. I can see that this bridge (an eyesore, really) stands in the way of a more open access to the station. But it cannot be allowed to take the R.I. buildings with it.	Yes	Don't Know	n/a	n/a
76	n/a	n/a	n/a	n/a	n/a
77	n/a	n/a	No. Against the closure of Leeman Road due to the impact on Poppleton Road which is already very busy	n/a	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
78	n/a	n/a	n/a	n/a	n/a
79	n/a	n/a	n/a	n/a	Concerned about whether the development will increase sustainable travel modes or lead to more traffic.
80	n/a	n/a	n/a	n/a	n/a
81	n/a	n/a	n/a	n/a	n/a
82	n/a	n/a	n/a	n/a	n/a
83	n/a	n/a	n/a	n/a	n/a

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
84	Supports future-proofing for HS2.	Supports the expansion of the NRM. Supports the creation of an event space/public square between the NRM buildings	Supports the closure/restriction of Leeman Road		
85	n/a	n/a	n/a	The NRM should receive investment. Need by NRM for improved pedestrian access. More space needed by the NRM: improvement to and increase in the NRM's footprint is needed.	n/a
86	n/a	n/a	n/a	n/a	n/a
87	Are any new stations planned under this scheme? Such as Copmanthorpe, Haxby, Strensall. I know of people living in these areas that would be delighted to travel into York by train, if it was available. Surely York Central should not be seen in isolation, but as part of the wider City of York plan for the future.	n/a	n/a	If this is to be a destination that people will aspire to visiting, why not give the whole site a theme (Railway Museum or Industrial Heritage). I don't think the NRM will object to expanding some of their exhibits into parks and squares around the whole site.	n/a
88	n/a	n/a	n/a	n/a	n/a

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
89	The proposed new layouts retain the existing problems/conflicts at the station frontage. Transport Interchange: By locating the transport interchange and stops within the station, and not on the road, will enable some services to terminate at the Railway Station. Currently services that terminate at the station (mainly those operating from locations outside the city) have to complete a loop round Nunnery Lane to turn the vehicles ready for the return journey. Other services operate cross town routes to avoid the need to terminate in the centre of York, which isn't possible for many 'out of town' services.	n/a	Leeman Road has a low bridge which is too low for some vehicles, acting as a barrier. Such a barrier should be removed as part of the scheme. There is a further low bridge at the north end of Leeman Road which also restricts access. Thought could be given to not opening up a new access and bridge to the site and instead using this money to treat Leeman Road Bridge and using Leeman Road as the main access/egress to the site. Option 2 or 3 is preferred.	n/a	No
90	n/a	n/a	n/a	n/a	n/a
91	n/a	n/a	n/a	n/a	n/a
92	n/a	n/a	n/a	n/a	n/a
93	n/a	n/a	n/a	n/a	A rail and bus interchange is essential, and any opportunities offered by the site to promote use of public transport for future residents and users of the site and to alleviate current congestion in, coming into, and around the
94	n/a	n/a	n/a	n/a	n/a
95	n/a	n/a	n/a	n/a	n/a
96	n/a	n/a	n/a	n/a	n/a



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
97	Options other than three hard squares around the station should be considered. If green space can be created as an alternative then this should form part of the planning. Concerns that the squares will only be utilised fully in good daytime weather - the open spaces can create wind tunnels which are not conducive for spending time in and are cold and unwelcoming. More thought is needed to ensure that York has a more conducive gateway environment that blends with the rest of the city.	n/a	There are serious concerns about future congestion and the impact of new road infrastructure around Leeman Road	I am fully supportive of the plans to develop the museum including the development of the new engineering educational experience, new exhibition space and the opportunity for the museum to reach a wider audience.	n/a
98	n/a	n/a	n/a	n/a	n/a
99	n/a	n/a	n/a	n/a	n/a
100	n/a	n/a	n/a	n/a	n/a

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
101	N/A	N/A	N/A	N/A	N/A
102	N/A	N/A	(Comment - Support?) The potential movement of leeman road would not cause any hardship as between the former roundhouse and the answer isn't a vital artery route technically view.	The museum is such a big attraction that is not disability complian[t] and you should allow their project to go ahead [because of the] long-term benefits	N/A
103	N/A	N/A	(Objection) I would like to object most strongly to the closure of Leeman Road - Leeman Road has only two ways to access and leave the area...you would be turning Leeman Road into cul-de sac with only one way in and out and that is onto Water End which is horrendous at busy times...[traffic will be displaced and] Poppleton road/Holgate Road and Water end/Bootham will be gridlocked...It will add to journey times for people using cars from Leeman Road to Get to Rougier Street...that is a mile all that extra pollution from cars at a standstill is just not acceptable	[RE closure of Leeman Rd] Remember that not everyone can ride a bike or walk due to health reasons.For once can we think about the residents and not the tourists	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
104	N/A	N/A	N/A	N/A	N/A
105	N/A	No support for the creation of NRM Square	No opinion	In recent years, not enough focus has been made on the space on Parliament Square in the Centre of the City. If there is to be an events space, it would make more sense to make better use of the under-used central locations before considering making provisions for additional locations.	Supports proposed approach to sustainable travel
106	N/A	N/A	N/A	N/A	N/A
107	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
108	Access to and through the area east of the station by private car must be reduced – car parking should focus on long stay (perhaps two storeys behind the retained Railway Institute) to minimise vehicle movements outside the station. The new area created by removing the bridge should have the ‘feel’ of a large pedestrian area (traffic speeds of max 10mph) with more soft landscaping to absorb sound and traffic pollution. Pedestrian access through the station (without barriers) as the most direct route to some bus services and the city centre from York Central must be maintained. Consideration should be given to some bus routes using the Marble Arch and the new Holgate access bridge via western station entrance to reduce congestion and serve the new community. eg routes 1, 5,44	Supports the creation of a new public square and events space outside the National Railway Museum	Support - We support the creation of a new public square, (incorporating elements such as the bullnose building) but this should be designed to allow penetration by pedestrian and cycle access through the new site (Option 2 with cycle access) The public square should be designed for daytime rail related events and social space with hard and soft landscaping.	Comment - The rail link to get steam engines onto and off the mainline should be retained.	Supports proposed approach to sustainable travel. Comment -[Vision] needs to be more radical – attractive sustainable travel facilities are vital to the success of the development and achieving modal share maximum of 20% access across the site by private car. The whole site should be identified as ‘no car’ with the only off street parking provision being for disabled, visitor (eg health visitors) car club vehicles, deliveries etc. Where appropriate the commercial developments could have access to car club vehicles and a park and ride service linking directly to the Poppleton park and ride facility.
108 (cont.)					Such an approach would also help to make the financial case for possible light rail or tram train solutions linking Poppleton/ British Sugar/ York Central to York Hospital/ Clifton Moor/ Haxby. This would help to relieve city centre and ring road congestion by providing a fast direct alternative link between some key sites and York Central/ the station.
109	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
110	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
111	N/A	N/A	N/A	N/A	N/A
112	N/A	N/A	N/A	N/A	N/A
113	N/A	N/A	N/A	N/A	N/A
114	N/A	N/A	N/A	N/A	N/A
115	Comment - Improved access to the railway station for dropping off and picking up rail travellers needs to be considered seriously. The current situation is an accident waiting to happen both in the station and nearby roads with congestion caused by cars trying to enter the car park and bad visibility at the pedestrian crossings	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
116	N/A	N/A	N/A	N/A	N/A
116 (cont.)					



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
116 (cont.)					



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
116 (cont.)					

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
117	N/A	N/A	N/A	N/A	N/A
118	N/A	N/A	N/A	N/A	N/A
119	N/A	N/A	N/A	N/A	N/A
120	N/A	N/A	N/A	N/A	N/A
121	N/A	N/A	N/A	N/A	N/A
122	Comment- If the removal of the bridge affords enough space, all motor vehicles using the station should use the area between the Railway Institute and Cycle Heaven i.e. drop-off point, taxi rank, bus stands. Some of the long stay car park may have to go, and some would become short-stay car park, so Network Rail may need to consider an extra storey or two on the remaining car park. I would like to see the other side, by Tea Room Square and the current short-stay car park, become an area for pedestrians and cyclists only. The area directly in front of the station would be well served by a small supermarket and possibly a branch of Visit York or Welcome to Yorkshire. The crossing over the road should be widened.	Yes - support	No - does not support	Comment - Improvements to the rear of the station would likely boost visitor numbers at the NRM anyway. Comment - I don't think re-routing buses is a good idea. In the interests of the environment the section of Leeman Road going through the NRM could be made passable by electric buses, bikes and pedestrians only. Comment - Surely a grand plan to Unify the site could involve a linked section above the road?	Yes - support
123	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
124	N/A	N/A	Objection - I want to strongly protest at the proposed plan to close the Leeman Road underpass access to the City. The only alternative routes, Holgate Road and Bootham are already incredibly congested. Removing routes does not reduce traffic it will merely put other routes under more pressure.	N/A	N/A
125	N/A	N/A	N/A	N/A	N/A
126	N/A	N/A	N/A	N/A	N/A

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
127	Support - We agree entirely with remarks in the document concerning the future-proofing of York Station, including provision for new Harrogate platforms. Support - We believe the York Central project should include a commitment to resolve York's lamentable lack of a bus station. Whilst the scheme creates several possible sites, our initial preference is for this facility to be provided east of the Railway Station, assisted by the removal of Queen Street Bridge.	Support - We agree entirely with the proposal to close Leeman Road, the creation of Museum Square and the realisation of the resulting scope for future development of the NRM.	Support - We agree that closure of Leeman Road should take place through the Museum site. It is not only desirable it is essential because it: • integrates the museum • creates a new public square • creates a new highway spine to open up the southern part of the site Comment - Of the various options, it is not clear to us why the Leeman Road diversion needs to be seen as hugging the NRM perimeter. It is surely better to think of the highway system within the new development in an integrated way and as one which provides alternative access from Leeman Road tunnel to the western part of the site, bypassing the museum and, in so doing providing highway access to the southern and western parts of the site.	Comment - we would point out that the retention by the NRM of two separate links to the national rail system will mean that management of the museum will continue to be dependent on Network Rail for the transfer of vehicles between the two halves of the site. Better surely to have one access and an internal link as proposed in earlier schemes	No - We believe this is currently a major weakness of the scheme. It seems unthinkable that the York Central scheme might move to completion without excluding through traffic from the housing at Salisbury Terrace Comment - Ideally there should be a bridge to Water End but, failing that, any highway arrangement should allow the bridge from Leeman Road to Salisbury Road to be closed to all except buses, cyclists and pedestrians, thus transforming life for residents of this area.
127 (cont.)					
128	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
129	N/A	N/A	N/A	N/A	N/A
130	N/A	N/A	N/A	N/A	N/A
131	N/A	N/A	N/A	N/A	N/A

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
132		Comment - Any plans within the scheme for enabling the National Railway Museum to create a unified site (particularly involving the closure of Leeman Road) should be tested against the circumstance of a possible closure of the museum and the site also being available for redevelopment. What ‘anchor’ cultural use for the site would require a site of that size and act as a generator for an increased number of visitors to the area?			
133	N/A	N/A	N/A	N/A	N/A
134	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
135	N/A	N/A	N/A	N/A	N/A
136	N/A	N/A	N/A	N/A	N/A
137	N/A	N/A	N/A	N/A	N/A
138	N/A	N/A	N/A	N/A	N/A
139	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
140	N/A	N/A	N/A	N/A	N/A
141	N/A	N/A	N/A	N/A	N/A
142	N/A	N/A	N/A	N/A	N/A
143	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
144	N/A	N/A	N/A	N/A	N/A
145	N/A	N/A	N/A	N/A	N/A
146	N/A	N/A	N/A	N/A	N/A
147	N/A	N/A	N/A	N/A	N/A
148	N/A	N/A	N/A	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
149	N/A	N/A	N/A	N/A	N/A
149 (cont.)					



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
150a	N/A	N/A	N/A		N/A
150a (cont.)					

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
150b	N/A	N/A	Objection - Royal Mail wish to object to the draft proposals within the Consultation Brochure for traffic restrictions on Leeman Road and the re-organisation of access arrangements in front of the York Railway Station on Station Road and Queen Street. Comment - The need to protect Royal Mail sites from development that may adversely affect mail services provided from them should be taken into account, given Royal Mail's obligation to provide a 'universal postal service' pursuant to the Postal Services Act 2000.	N/A	N/A
150b (cont.)			Comment - Currently vehicles enter and exit the delivery office from Leeman Road, arriving from the east and west, while Options 2 and 3 would only allow access from the eastern side. Therefore... the proposed restriction of movement of vehicles travelling to and from the delivery office could have significant implications for Royal Mail's operations and for the wider transport network Support - Option 1 - this should allow for the free flow of private vehicles through the site, retaining existing access arrangements along Leeman Road		
151	N/A	N/A	N/A	N/A	N/A
152	N/A	N/A	Comment - Illustration showing re-routing of Leeman Road up to 1.5 metres, reduced speeds and light controlled. Retain resident access and permits. Improving double decker bus service circular for A59 and A19 corridor Local Bus Only.	N/A	N/A



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
153	N/A	N/A	N/A	N/A	N/A
154	Support - I support [making] the station entrance more free flowing	Support - I support the development of York central, especially in ensuring The rail museum is more prominent	N/A	N/A	N/A
155	N/A	Comment - It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.			
156		Comment - It will be in shadow for most of the day from the enormous office blocks proposed, so, no, it doesn't seem appealing.			



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
157	N/A	N/A	N/A	N/A	N/A
158	N/A	N/A	N/A	N/A	N/A
159	N/A	N/A	N/A	N/A	N/A
160	N/A	N/A	N/A	N/A	N/A
161	N/A	Support - yes it it is compatible with keeping Leeman Road open i.e. a modest space	No - if means closure of Leeman Road	Comment - most important link is NRM to rail station Comment - NRM sites could be linked by building over Leeman Rd.	N/A
162					

Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
163	N/A	N/A	N/A	N/A	N/A
164	N/A	N/A	Support - Option 4 Comment - there must be another road into the site from Water End to try and avoid congestion	N/A	N/A
165	N/A	N/A	N/A	N/A	N/A
166	N/A	N/A	N/A	N/A	N/A
167	N/A	Comment - expand the NRM on the site behind the Station Hall and use the space in the South Yard - this would create a much larger Museum on a par with the Great Hall	Comment - as the NRM opening times are roughly 10 - 6 it would be possible to reduce through traffic flow on Leeman Road for most of the opening hours Comment - Traffic calming measures could be used Comment - underpass could still be used as now with the upgrade of the lifts to make more user friendly	N/A	N/A
168	N/A	N/A	N/A	N/A	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q13- station comments	Q14 - NRM square	Q15 - Leeman Road	Q16 - comments NRM	Q17 - sustainable travel
169	N/A	Objection - I strongly oppose the NRM's desire to close Leeman Road Comment - Little consideration has been given to the impac this would have on the residents of SPQ, Martin	N/A	N/A	N/A
170	N/A	N/A	N/A	N/A	Support Comment - Require better public transport than proposed

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
1	n/a	n/a	n/a
2	n/a	n/a	n/a
3	No	Restrict vehicular access to encourage more walking and cycling.	Option 1 - No. Option 2 - No opinion. Option 3 - Yes. Option 4 - Yes.
4	n/a	n/a	n/a
5	n/a	n/a	n/a
6	n/a	n/a	n/a
7	n/a	n/a	n/a
8	n/a	n/a	n/a
9	n/a	n/a	n/a
10	n/a	n/a	n/a
11	n/a	n/a	n/a
12	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
13	n/a	n/a	n/a
14	n/a	n/a	n/a
15	n/a	n/a	n/a
16	n/a	n/a	n/a
17	n/a	n/a	n/a
18	n/a	n/a	n/a
19	n/a	n/a	n/a
20	n/a	n/a	n/a
21	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
21 (cont.)			
21 (cont.)			



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
22	n/a	n/a	Don't know - alternative option suggested.
23	n/a	n/a	Don't Know.



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
24	No	The cycle route is non-existent, roadside parking and access to businesses and to the social club causes further bottle necks.	Don't Know
25	n/a	n/a	n/a
26	Yes	An improved pedestrian route between the NRM and York station would be a good idea	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
27	n/a	n/a	Don't Know
28	Yes	Maximum safe access for pedestrians and cyclists to the area.	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
29	n/a	n/a	n/a
30	n/a	n/a	n/a
31	n/a	n/a	n/a
32	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
33	n/a	n/a	n/a
34	n/a	n/a	n/a
35	n/a	n/a	n/a
36	n/a	n/a	n/a
37	n/a	n/a	n/a
38	n/a	n/a	n/a
39	n/a	n/a	n/a
40	n/a	n/a	n/a

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
41	n/a	n/a	n/a
42	n/a	n/a	n/a
43	n/a	n/a	n/a
44	No	The space behind the Fox is highlighted for a bus route but is where people walk their dogs currently and children learn to ride bikes & scoot home from school. The only remaining green space on your map in Holgate that is shown is a marsh down Hamilton Drive. I do not think this is should be shown as green area, certainly not for recreation. It is not clear from your consultation what is happening to Cleveland Street park. My kids have played here since they were small. If part of the plan is for this to be removed I believe you should consult properly with the people of Holgate who will be affected. I am still not clear on why the access should be so far into the city. There is access from Holgate Park, near CPP. Could the cars not come down the back of the current railway buildings on Chancery Rise parallel with the railway and then across a bridge? You could then use Chancery Rise for cyclist and pedestrians.	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
45	n/a	I've added in the top LH corner a possible light rail and cycle route link from the York NW site. There may just be space to get a single light rail track plus cycle route alongside Network Rail infrastructure, beneath Water End bridge. I will however defer to any greater wisdom on this.	n/a
46	n/a	n/a	n/a
47	n/a	n/a	n/a
48	Don't Know.	Cycle routes must be retained at least, and improved if possible. Conflicts between cyclists and pedestrians MUST be eliminated, unlike many sites in York where there is very little clear signage / road marking. "Cinder track" route must be retained or improved, with minimal rerouting. Traffic signalised junctions MUST be linked together to provide efficient traffic management. Traffic signalised junctions MUST include advanced stop lines for cyclists, and cyclists MUST trigger the green phase (unlike many junctions in York currently). Signals which include a pedestrian phase must not show green for this phase when it has not been demanded (unlike many junctions currently). Road users in and around the area (incl. all residents / occupiers / workers) must be encouraged / persuaded or if necessary compelled to use public transport or cycle / walk. There are too many cars in York as is.	Don't Know.



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
49	n/a	n/a	n/a
50	n/a	n/a	n/a
51	n/a	n/a	n/a
52	n/a	n/a	n/a
53	n/a	n/a	n/a
54	n/a	n/a	n/a
55	n/a	n/a	n/a
56	n/a	n/a	n/a
57	n/a	n/a	n/a
58	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
59	n/a	n/a	n/a
59 (cont.)			
60	n/a	n/a	n/a
61	n/a	n/a	n/a
62	n/a	n/a	n/a

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
63	n/a	Buses in to this new "teardrop" should not have to give way to cyclists and pedestrians.	n/a
64	n/a	n/a	n/a
65	n/a	Public transport, bikes and pedestrians should have priority. York is trying to reduce road traffic for many reasons including air pollution and this would be an opportunity to plan in such a reduction. The plan might include a light rail corridor to enhance travel to the hospital, Haxby and Strensall: this could be a very good thing.	n/a
66	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
67	n/a	n/a	n/a
68	n/a	n/a	I see some advantages in providing a coach/bus station on York Central land which would tie-in closely with York Station. This would cater for tourists and visitors but would be of little benefit to local people.
69	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
70	n/a	n/a	n/a
71	n/a	n/a	n/a
72	No.	I am still not clear on why the access should be so far into the city. There is access from Holgate Park, near CPP. Could the cars not come down the back of the current railway buildings on Chancery Rise parallel with the railway and then across a bridge? You could then use Chancery Rise for cyclist and pedestrians.	Don't Know

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
73	n/a	n/a	n/a
74	Yes.	If through access for all traffic was to be retained on Leeman Road then to accommodate this expansion as suggested, the route would have to be with the cycle/pedestrian route round the outside of museum shown on Highway options 2,3 &4. This must not lead to a direct through route from Holgate Road to the City Centre past the western station entrance and Leeman Road 'marble arch' as shown on option 1.	Option 2 - Yes.
75	n/a	n/a	n/a
76	n/a	n/a	n/a
77	n/a	n/a	Against the closure of Leeman Road



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
78	n/a	Favours dedicated cycle paths – not just “white lines on the road” – and total separation of cyclists from pedestrians. Many cyclists using the esplanade on the river front at the edge of the York Central site are extremely inconsiderate of pedestrians – expecting to cycle at high speed and ring their bells persistently expecting unhindered travel. More separation of pedestrians cycles and cars is essential.	n/a
79	n/a	n/a	n/a
80	n/a	n/a	n/a
81	n/a	n/a	n/a
82	n/a	n/a	n/a
83	n/a	n/a	n/a

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
84		n/a	n/a
85	No	At present pedestrian access to the NRM from the City is awkward and unattractive by either route. Redesign of the underpass route might sensibly combine its two walkways so that they are on one side only of the road, be in a sound-proofed, properly lit, and safety barriered environment, and with prominent CCTV. Vehicle traffic should be slowed and possibly be single-lane and controlled by lights. Presumably the new bridge will facilitate and justify this. On exit from the underpass at the NRM end there should be light-controlled pedestrian crossings, and decent signage.	n/a
86	n/a	n/a	n/a
87	n/a	Marble Arch will become the natural entrance, for most visitors. It is astonishing that it only merits a side note. Surely Mable Arch can be cleaned up, paved and well lit. To give the impression that people on foot are taking a journey to somewhere special. Cars shouldn't be allowed through Marble Arch.	n/a
88	n/a	n/a	n/a

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
89	No	Regarding Option A and B: There is still through traffic going directly through a modern and busy transport interchange. Passengers wishing to travel to the North and West of the city will still have to cross this main road, which seems a major conflict between large numbers of pedestrians and cars.	n/a
90	n/a	n/a	n/a
91	n/a	n/a	n/a
92	n/a	n/a	n/a
93	n/a	n/a	n/a
94	n/a	n/a	n/a
95	n/a	n/a	n/a
96	n/a	n/a	n/a



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
97	n/a	It is vital that pedestrians and cyclists are also integrated well into the York Central transport infrastructure and this provides opportunity for safe segregated paths to serve the new site, as well as a safe alternative route to take cyclists off current roads.	n/a
98	n/a	n/a	n/a
99	n/a	n/a	n/a
100	n/a	n/a	n/a

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
101	N/A	N/A	Objects to Options 2 and 4 - . Objection: It will be very tempting to think you are being sustainable by only allowing buses through the underpass but you must think more strategically about traffic movement through the city. Micklegate/Blossom Street/Queen Street and Bootham can't cope properly and therefore enabling traffic to get in and out of the new commercial sector is important but also to transit the city. It may actually solve some issues for Holgate Road/Blossom Street. You will also need this when you demolish Queen Street Bridge. Do not go for Option 2 go for Option 4. Comment: "Yes shut Leeman road, yes build a new road to replace it south of the railway museum and yes build a new road and bridge to connect it with Holgate Road. Yes, crucially, allow private traffic to use the whole road and the underpass linking Station Rise"
102	N/A	N/A	N/A
103	N/A	N/A	N/A

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
104	N/A	N/A	N/A
105	No opinion	In relation to Access and Movement – we would encourage the ‘city car’ scheme and something similar to the ‘Santander Transport for London’ city bike scheme.	No opinion on all 4 options
106	N/A	N/A	N/A
107	N/A	N/A	N/A

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
108	No - there should be a sustainable travel route from the western end of the site to allow direct off road cycle route to both the British Sugar site (to allow cycling to the station from the new development) and to Manor School (to allow walking and cycling to school from the new residential area. This is essential to minimise additional traffic on Salisbury Rd/ Holgate /Poppleton Rd. and was modelled in detail in a council commissioned feasibility study in 2012. This could be more valuable than the proposed new bridge over the East Coast Mainline to the north which can be served by Marble Arch – Scarborough Bridge for access to the riverside paths.	Comment - there should be a sustainable travel route from the western end of the site to allow direct off road cycle route to both the British Sugar site (to allow cycling to the station from the new development) and to Manor School (to allow walking and cycling to school from the new residential area. This is essential to minimise additional traffic on Salisbury Rd/ Holgate /Poppleton Rd. and was modelled in detail in a council commissioned feasibility study in 2012. This could be more valuable than the proposed new bridge over the East Coast Mainline to the north which can be served by Marble Arch – Scarborough Bridge for access to the riverside paths.	Support - We support the ‘bus gate’ concept for Marble Arch, although emergency vehicles may also need to be allowed through. We believe that as part of discouraging car ownership and promoting sustainable travel this should be 24/7 with buses, taxis, emergency vehicles and cycles only (modified version of Option 2. Leeman Rd should be closed to all through traffic becoming a cul de sac except for buses taxis and cycles etc. With significantly reduced traffic Marble Arch could be reduced to single lane alternate working (signal controlled) allowing space for a segregated on road cycle lanes or a two way cyclepath with the pedestrian tunnel barred to cycles.
108 (cont.)		Comment - It is crucial that segregated bike and pedestrian direct routes are planned in from the outset on Dutch style principles, with 10mph and cycle priority designed into crossings of estate and service roads. Development should be designed around these greenways with overlooking, secure covered cycle parking more directly accessible to dwellings and commercial premises than provision for vehicle access and parking (other than disabled parking)	
109	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
110	N/A	Comment - Older residents’ main mode of transport around the City and its suburbs is by bus. Older people like to walk and cycle when they are able to...the basic concept of a “cross” of these routes will certainly find favour; and be used enthusiastically by many older people. But one thing that must be taken into account is that Double Deck Buses cannot traverse Marble Arch....need to be selective as to which routes one diverts Comment - Many older visitors come to the City by Coach. Tourist Publicity for the City states it welcomes Coaches. Nowhere in the consultation document is any mention made of access by Coach. But surely here is an opportunity to make some improved provision for Coaches.	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
111	N/A	N/A	N/A
112	N/A	N/A	N/A
113	N/A	N/A	N/A
114	N/A	N/A	N/A
115	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
116	N/A	N/A	N/A
116 (cont.)			



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
116 (cont.)			



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
116 (cont.)			

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
117	N/A	N/A	N/A
118	N/A	N/A	N/A
119	N/A	N/A	N/A
120	N/A	N/A	N/A
121	N/A	N/A	N/A
122	Yes - support	Comment - As per my answer to question 9, a link to Water End (somewhere near the RSPCA) needs making so that cyclists and pedestrians heading down Boroughbridge Road or along Water End from Clifton can access the site easily. A link near Millennium Green would possibly be usable when other routes next the River Ouse were flooded.	Does not support any option
123	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
124	N/A	N/A	N/A
125	N/A	N/A	N/A
126	N/A	N/A	N/A

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
127	See Response to Q19	Comment - We submit that no amount of tinkering with the tunnels will create the perception that York Central is an integrated and ‘vibrant’ part of the city centre. There is no way that the vision can be met when the connection between the area and the city centre is via the Leeman Road tunnels. The scheme MUST include more than a tweak to the existing provision. A new tunnel, a footbridge, or the 2006/7 scheme concept of a living bridge over the Scarborough Junction at the Newcastle end of the station is necessary	Comment - Whilst Option 3 seems superficially the most appropriate means of controlling traffic, it is difficult to be prescriptive in the absence of a much fuller understanding of development and highway proposals for the area and, indeed, elsewhere in York, not least Lendal Bridge.
127 (cont.)			
128	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
129	N/A	N/A	N/A
130	N/A	N/A	N/A
131	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
132			
133	N/A	N/A	N/A
134	N/A	N/A	Comment - I am concerned that the access road off Holgate Road seems to be already decided, since there are no alternatives proposed, and there has been no consultation on this. Comment - I am surprised that the impact on Holgate Road is not listed as a disadvantage in the consultation options for Leeman Road access as the traffic down Holgate Road will invariably increase with the closure of Leeman Road access to the city centre

Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
135	N/A	N/A	N/A
136	N/A	N/A	N/A
137	N/A	N/A	N/A
138	N/A	N/A	N/A
139	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
140	N/A	N/A	N/A
141	N/A	N/A	N/A
142	N/A	N/A	N/A
143	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
144	N/A	N/A	N/A
145	N/A	N/A	N/A
146	N/A	N/A	N/A
147	N/A	N/A	N/A
148	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
149	N/A	N/A	N/A
149 (cont.)			



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
150a	N/A	N/A	N/A
150a (cont.)			



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
150b	N/A	N/A	N/A
150b (cont.)			
151	N/A	N/A	N/A
152	N/A	N/A	N/A



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
153	N/A	N/A	N/A
154	N/A	N/A	N/A
155		Comment - the tunnels under Queen Street bridge could be opened up as a cycle and pedestrian route to West Offices. Comment - The line of the old rail lines in to the former station should be converted for pedestrian and cycle use	
156		Comment - the tunnels under Queen Street bridge could be opened up as a cycle and pedestrian route to West Offices. Comment - The line of the old rail lines in to the former station should be converted for pedestrian and cycle use	



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
157	N/A	N/A	N/A
158	N/A	N/A	N/A
159	N/A	N/A	N/A
160	N/A	N/A	N/A
161	Support - Yes	Comment - a new pedestrian bridge is required alongside or near Lendal Bridge	Support Option 1
162			



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
163	N/A	N/A	N/A
164	N/A	N/A	N/A
165	N/A	N/A	N/A
166	N/A	N/A	N/A
167	N/A	N/A	N/A
168	N/A	N/A	Objection - main access road is to run along the private rear of Wilton Rise - should be behind ex-railways buildings, nobody sleeps there

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q18- have the right ped and cycle routes been identified	Q19- comments on ped routes	Q20 - highway management
169	N/A	N/A	N/A
170	Don't know	N/A	Don't know to all options

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
1	n/a	Yes	n/a	n/a	n/a
2	n/a	n/a	n/a	n/a	n/a
3	Restrict vehiclar access to reduce reliance on the car and encourage more walking and cycling.	No	Mixed uses including residential/student living above businesses.	n/a	n/a
4	n/a	No	Rail Engineering Workshops	Office space - already plenty empty throughout the City.	n/a
5	n/a	n/a	Parking Facilities	n/a	n/a
6	n/a	Yes	n/a	n/a	n/a
7	n/a	Yes	n/a	n/a	n/a
8	n/a	Yes	n/a	n/a	n/a
9	n/a	Yes	n/a	n/a	n/a
10	n/a	n/a	n/a	n/a	n/a
11	Removing the Freight lines gives extra space and improves flexibility. Consideration could be given to road access from Water End so traffic off the A59 would not need to use Poppleton Rd and Holgate Rd and traffic from the A19 could access the area and station thus relieving Bootham.	Yes	NRM running line for running and display of steam locos.	Freight lines.	n/a
12	n/a	n/a	Sleeping carriages. Restaurant Carriage	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
13	n/a	n/a	n/a	n/a	n/a
14	n/a	Yes	n/a	n/a	n/a
15	n/a	n/a	n/a	n/a	n/a
16	n/a	Yes	n/a	n/a	n/a
17	n/a	n/a	n/a	n/a	No
18	n/a	Yes	n/a	n/a	n/a
19	n/a	Yes	n/a	n/a	n/a
20	n/a	Yes	n/a	n/a	n/a
21	n/a	n/a	n/a	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
21 (cont.)					
21 (cont.)					

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
22	Could Leeman Rd be tunnelled under the the current alignment as far at the old Car Park entrance, this would allow easy ground level connection between both parts of the site. Longer term could the York Station Long Term Car Parking be relocated to the land currently between the West Side of the Station and The Station Hall Entrance (museum parking as well), this would allow the current Long Term parking to be used for short term station activities as well as rental car operations. And could the car parks perhaps be partially Underground to increase capacity but no ruin the outlook of the historic area. Could the current Freight Avoiding lines be returned to the centre of the York Station, this frees up an additional quantity of land as well as making connections and access to the streets on the West Side of the Avoiding Lines easier, providing an alternative route for local traffic and potentially avoiding traffic issues around the York Station Front and the NRM. Or if unable to relocate them perhaps covering over the lines effectively turning to a Cut and Cover type tunnel.	Don't Know	Hotel on site of Post Office Sorting Centre	n/a	n/a
23	Do not see how the removal of the Queen Street bridge will be such a difference. Just that the street would be lower.Though the amount of traffic in Queen Street will continue to rise. I feel that you want to improve the way people can get off the trains and straight onto buses etc. Hope that the bridge by the Mount School can be cleared up as Well.	n/a	Restaurants, Cafes, Ice Rink, Outdoor Concert Venue - interchangeable uses throughout the year.	n/a	Concerns over heights of office buildings (10 stories). Hope that the area will be developed in a sympathetic way.



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
24	The means of access to the site will have a severe and detrimental affect on safety and mobility in the area of Holgate, specifically on the A59 / Poppleton Road between Grantham Drive and Poppleton Road School, which is barely able to accommodate current levels of traffic.The plan not only fails to address this critical transportation hazard, but by bringing more traffic to this section, introduces greater safety risk to cyclists, pedestrians (especially school children using the school) and road users in general. The real solution would be to introduce a new transport corridor from the outer ring road (business park) into the development area along the existing but little used railway sidings north of Water End, and beneath that road.	n/a	n/a	n/a	n/a
25	n/a	n/a	n/a	n/a	n/a
26	Leeman Road is definitely an impediment to the museum site, but it is also an important road leading to York city centre. As such, I think that re-routing it would be preferable to outright closure	Yes	n/a	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
27	If we cannot find a new way of getting into,and out of, this large area it will be disastrous for the future of York to proceed with anything other than a quite modest levels of development. It may be possible to increase the access points to the Central Site from Poppleton Road and Holgate Road by moving the Freight Avoiding Lines (FAL) further north or even parallel with the main line northern section. The high wall embankment on the Holgate Road side of the FAL may complicate addition access points from the Holgate Road end. Moving the FAL could produce a development on the south side of new line of the FAL with better access from Poppleton Road and Holgate Road and, possibly, a smaller development on the north side of the new line of the FAL with access from Leeman Road. Possibly only one bridge would be needed over the new line of the FAL connecting the two developments; this bridge would replace the intended bridge from Holgate Road no longer needed (see page 21 of the consultative document). Moving the FAL could facilitate a new road from the York Central to the western by-pass/ A1237 using the existing line of the FAL.	n/a	A new bus terminal integrated with the rail station.The new bus terminal could be sited on the existing car park on the west side of Queens street. Queens Street bridge to be demolished. Closure of the bus station in Rougier Street and regeneration of that area. Sufficient car parking for commuters by train from York. (c) Warehousing on the York Central site for storage of goods delivered from outside York. Low cost housing for young families.	n/a	n/a
28	Support re-routing of Leeman Road. Support removal of Queen St Bridge to form a bus/rail interchange	n/a	n/a	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
29	n/a	n/a	n/a	n/a	n/a
30	n/a	n/a	n/a	n/a	n/a
31	n/a	n/a	n/a	n/a	n/a
32	n/a	n/a	n/a	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
33	n/a	n/a	n/a	n/a	n/a
34	n/a	n/a	n/a	n/a	n/a
35	n/a	n/a	n/a	n/a	n/a
36	n/a	n/a	n/a	n/a	n/a
37	n/a	n/a	n/a	n/a	n/a
38	n/a	n/a	n/a	n/a	n/a
39	n/a	n/a	Restaurants, cafes, seating areas	n/a	n/a
40	n/a	n/a	n/a	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
41	n/a	n/a	n/a	n/a	n/a
42	n/a	n/a	n/a	n/a	n/a
43	n/a	n/a	n/a	n/a	n/a
44	Holgate Road already breaches local air quality standards. There is continual standing traffic between 8am and 9am in the morning. I cannot see that with only 2 access routes and cutting a route through Leeman Road to the city, how traffic can be accommodated without breaching these levels further. Is it legal to plan a development that will breach air quality standards further? I do not believe that the mitigation proposed in the form of park and ride will be sufficient. The buses will juts be stuck in the same queues as everyone else on Holgate and Poppleton Road. There must be still other proposals for a bridge and access routes from the Holgate Road side but these options are not presented. Has a full cost benefit been carried out including NOx damage levels? Access and movement in the proposals focus on Leeman Road. In option 2, one of the disadvantages is still increased traffc and noise for the residents of Holgate Road and Wilton Rise. However, you omit to mention this and focus on Leeman Road.	n/a	Green spaces are planned in the development but are being removed from Holgate. It s not sufficient to say that we can visit York Central as this is not local space for our kids to play. Green spaces left in Holgate.	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
45	n/a	n/a	n/a	n/a	n/a
46	n/a	n/a	n/a	n/a	n/a
47	n/a	n/a	n/a	n/a	n/a
48	Traffic flows in general in & around the site must be reduced as gridlock exists now in peak times. The proposals risk making this far worse. Residents' Parking must be extended around the general area to prevent spaces being take by commuters. Parking within the site must be minimal. Existing traffic management in Poppleton Rd nr. no. 31 must be examined and amended. The existing traffic island at the end of the bus lane is squashed in between the junction of Windmill Rise and the end of the existing residents' parking. The road alignment / road markings / traffic signal loop locations here are poor and the scheme from a few years ago has led to many conflicts and several accidents. I know this as I live adjacent to this part of Poppleton Rd and see problems most days. York must be included in the West Yorkshire transport metropolitan area to make commuting between Leeds & York more attractive (i.e. cheaper). Works should not encourage construction traffic outside of normal working hours. Works on / near the public highway must cater for safe and efficient passage of vulnerable road users. See the ongoing "Leeds - Bradford Cycle Superhighway" works for an example of how NOT to install a cycle route safely... all very "bitty", some parts finished, others not, some half done, very few signs, poor signage of works, cyclists daring to use the new routes suddenly come across an unexpected barrier / pile of rubble / unsurfaced section. Vulnerable road users should have priority within the development - as with Dutch developments where cars are actively discouraged by the overall road design and built environment. Taxis should be treated as any other cars (i.e use within and around the site discouraged). People using taxis only add to road traffic: one journey for the taxi to get to them, one going to the destination, and another to get back to a rank or to the next fare. Ridiculous. Taxis should not be given the same benefits as buses.	Don't Know	n/a	n/a	No. Buildings should be no higher than Aviva / similar. 10 storeys is not appropriate for York, regardless of any sight lines to the Minster.



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
49	n/a	n/a	n/a	n/a	n/a
50	n/a	n/a	n/a	n/a	n/a
51	n/a	n/a	Existing sports/leisure uses (at Railway Institute) to be retained	n/a	n/a
52	n/a	n/a	Existing sports/leisure uses (at Railway Institute) to be retained	n/a	n/a
53	n/a	n/a	Future of the various Railway Institute activities should be considered	n/a	n/a
54	n/a	n/a	n/a	n/a	n/a
55	Strong concern about greatly increased traffic flow on Holgate Road with the proposals for York Central. Emissions are at dangerous levels, above EU limits at the Holgate Road/Blossom Street junction and area around.	n/a	n/a	n/a	n/a
56	An effective solution is needed to ease traffic flow and pollution on Holgate Road	n/a	n/a	n/a	n/a
57	n/a	n/a	Retain York Railway Institute Gymnasium and Associated Buildings for continued use	n/a	n/a
58	n/a	n/a	The York Railway Institute Gymnasium and associated buildings need to be retained for continued community use	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
59	n/a	n/a	There is currently a space problem with the museum's archive yet no mention of improving and enlarging this storage area has been mentioned. The facilities needed for the day to day work of conservation and renovation also do not get a mention. This should include improvements to workshops and office facilities.	n/a	n/a
59 (cont.)			The improved workshops facilities would also be interesting to the general public. Such activities as steam engine conservation or artwork conservation, which can be viewed in a safe manner, would surely increase visitor numbers. At the moment the museum's research faculties are rather hidden away they should be made more prominent and interesting to the general public by providing features and exhibitions which describes what is going on here.		
60	n/a	n/a	York Railway Institute Gymnasium and Associated Buildings be retained for continued use	n/a	n/a
61	n/a	n/a	n/a	Speculative office development should not be considered due to so many offices remaining empty in York city centre and outskirts (or being converted to flats). There is little or no demand for additional office space. By all means provide sites for a limited number of office blocks but only sell them off on specific orders or a proven demand.	n/a
62	n/a	n/a	Retain York RI Brass Band Practice for continued use	n/a	n/a

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
63	A new road could come in via Holgate road. The road area around the current rail station main entrance has to be drastically altered - it is chaotic, just observe any day, ask any taxi driver.	n/a	n/a	What our city does NOT need is more office space, more pubs, more restaurants. The new if ever built York Community Stadium should not be part of or built in this "Central" area	Houses to be no more than 4 storeys high, flats no more than 8 storeys high, offices no more than 8 storeys high
64	As for new roads, I am afraid I do not know much about this but the letter from Mr Jeremy Taylor in THE PRESS Letters, February 1 sounds very sensible to me. Also the letter from Mr Matthew Laverack on the same page sounds like common sense and I would hope that the FREE offer of advice or consultation by various local professional people like himself will be taken up.	n/a	n/a	n/a	No 10 storey blocks of offices or apartments please – don't block the beautiful views across York.
65	The plan should include some sort of bus hub. This could have the added advantage of easing congestion around the station.	n/a	I for one would be sorry to lose any part of the present facilities at the Railway Institute, all of which are well used and of benefit to the people of York. There are very few public spaces available in central York now, i.e. rooms for hire, especially for the use of sport.	n/a	n/a
66	n/a	n/a	The proposed York Central Development plans seem to put the York Railway Institute buildings in Queen Street at risk of demolition. This would be a significant loss to hundreds of people, young and old, who regularly use the sporting and leisure facilities provided there. The location is very central and most importantly, easily accessible by public transport from all over York.	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
67	n/a	n/a	Retain Railway Institute: I am also a regular user of the Railway Institute and its facilities and the loss of a reasonably priced community centre with sports facilities including the rifle and pistol range etc. in a central location accessible by public transport would be a disaster. The new development must take this into consideration and if not leave the premises available as they are then offer equally as good if not improved facilities for the use of the members which are innumerable.	n/a	n/a
68	Traffic on and off the York Central site when completed will, whatever the mix of offices and homes, cause absolute chaos to an already unacceptable situation. Traffic on roads in the vicinity are already subject to queues and delays throughout the day (not only at peak times).	n/a	n/a	n/a	n/a
69	To cope with the travel, particularly at peak times, maybe another access road from Poppleton Road could be included. Will there be sufficient and affordable car parking for all the new office workers? Much as the council would like to wish away the curse of the car they are here to stay. (An option would be to re-open branch lines around the city, undoing some of the long term damage done by Beeching). If workers can't get to work they'll go and work somewhere else and the offices will stay empty)	n/a	The Railway Institute buildings should be preserved; they are a vital resource for all sorts of affordable activities. If they are allowed to go the facilities may be replaced but I can see them going to a commercial concern which would put them out of reach to many.	Concerns about office demand. Hudson House (one of the most inappropriate buildings in the city) is under-occupied; perhaps that could be demolished and turned into a - lower in height - carpark. It would be a pity to create a desert of empty office buildings.	8 & 10-storey blocks will be very dominating; 6 storeys would be more appropriate for the area. Even a 6 storey block would seriously compromise the views from the walls of the station and beyond.

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
70	n/a	n/a	Retain Railway Institute: Without the YRI facilities York will be the poorer.	n/a	no
71	Concerns about access to the site	n/a	n/a	n/a	Recommendations for maximum building heights should be set down. Concerns about views into and out of the site.
72	Holgate Road already breaches local air quality standards. There is continual standing traffic between 8am and 9am in the morning. I cannot see that with only 2 access routes and cutting a route through Leeman Road to the city, how traffic can be accommodated without breaching these levels further. I do not believe that the mitigation proposed in the form of park and ride will be sufficient. The buses will juts be stuck in the same queues as everyone else on Holgate and Poppleton Road. There must be still other proposals for a bridge and access routes from the Holgate Road side but these options are not presented. Has a full cost benefit been carried out including NOx damage levels? Access and movement in the proposals focus on Leeman Road. In option 2, one of the disadvantages is still increased traffc and noise for the residents of Holgate Road and Wilton Rise. However, you omit to mention this and focus on Leeman Road. I am still not clear on why the access should be so far into the city. There is access from Holgate Park, near CPP. Could the cars not come down the back of the current railway buildings on Chancery Rise parallel with the railway and then across a bridge? You could then use Chancery Rise for cyclist and pedestrians.	n/a	n/a	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
73	n/a	Don't Know	n/a	n/a	n/a
74	I think that Queen Street bridge should be demolished and that the Railway Institute buildings should not prevent making the maximum use of the area as a transport interchange, car park access and road improvements. Obviously the Railway Institute would have to have all their facilities reinstated on an alternative convenient site preferably on the western central site not far from the station. This may seem a bit of a tall order, but I see this as a great and last opportunity to create an attractive transport hub. The only listed building here is the York & North Midland Railway water tower which must be retained and could be a central feature in the centre of enhanced car parking with some small scale landscaping. 7. To facilitate the expansion of the Railway Museum is a good idea together with the proposed changed rail access. If through access for all traffic was to be retained on Leeman Road then to accommodate this expansion as suggested, the route would have to be with the cycle/pedestrian route round the outside of museum shown on Highway options 2,3 &4. This must not lead to a direct through route from Holgate Road to the City Centre past the western station entrance and Leeman Road 'marble arch' as shown on option 1. I would like to table a further idea for removing through traffic from flowing past the eastern side of the station in conjunction with the demolition of Queen Street bridge, which I admit would be a much higher cost option and would be dependent upon road alignment feasibility, and more civil engineering works. A. Remove war memorial and relocate in say railway museum square as a central feature. B. Form through road on inside of City Walls over existing private road. This would entail some considerable retaining wall construction. C. This scheme would depend upon the practicality of reconstructing the existing arch through the obtuse angle of the city walls, also the proximity of development within notably Hudson House. D. Divert through traffic on to new road and eastern side of station would be signed for station traffic, parking, cycle/pedestrian, buses and taxis only. What an improvement this would be for the area in front of the station!!	n/a	n/a	n/a	n/a
75	n/a	Yes in principle	n/a	n/a	n/a
76	n/a	n/a	The York Railway Institute Gymnasium retained for continued community use	n/a	n/a
77	Against the closure of Leeman Road due to the impact on Poppleton Road which is already very busy	n/a	n/a	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
78	Favours dedicated cycle paths – not just “white lines on the road” – and total separation of cyclists from pedestrians. Many cyclists using the esplanade on the river front at the edge of the York Central site are extremely inconsiderate of pedestrians – expecting to cycle at high speed and ring their bells persistently expecting unhindered travel. More separation of pedestrians cycles and cars is essential.	n/a	Retain heritage railway buildings including the Railway Institute gym	n/a	n/a
79	Concerned about traffic in York City Centre. Concerned that an increase in traffic would contradict the councils own policy on sustainable travel. Concerned that the development will result in even more traffic gridlock and will present a real design challenge.	n/a	n/a	n/a	n/a
80	n/a	n/a	York RI Band Section must retain, whether old or new, the facilities required so that it can continue to offer to the community the opportunity to be part of a valuable organisation.	n/a	n/a
81	n/a	n/a	Retain the York RI. Concerned the development may make the York RI more expensive. Concerned about the 'future development opportunity' designation creating serious doubt around the future of the York RI.	n/a	n/a
82	n/a	n/a	Retain The York Railway Institute Gymnasium and Associated Buildings for continued community use	n/a	n/a
83	n/a	n/a	Retain The York Railway Institute Gymnasium and Associated Buildings for continued community use. Concerned about cost and safety to members if the RI had to re-locate.	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
84	n/a	Supports proposed uses. Supports Grade A offices. Concerns about the quantum of development proposed and the issues relating to the delivery and viability of the scheme. No evidence to support the deliverability of the development proposals.	n/a	n/a	No- Proposed heights are inappropriate. A cluster of tall buildings would have an adverse impact on the historically important skyline. There is no evidence that harms to views
85	n/a	n/a	n/a	n/a	n/a
86	n/a	n/a	Retain The York Railway Institute Gymnasium and Associated Buildings for <u>continued community use</u>	n/a	n/a
87	Thought it was already decided to provide an access from Water Lane. Concerns of problems of crossing the ECML, which is raised above the surrounding ground level. York Central should not become an island in the middle of York. It should have multiple road access routes. New access from Water Lane, down the existing road through Kingsland Terrace and an access from Holgate. - At the meeting I got the impression that the access from Holgate was through Wilton Rise. Now looking at the rather unimpressive budget quality drawings, it looks like the access is behind Wilton Rise. Both routes are obviously unsuitable. The rather feeble excuse of not going down Holgate Park Drive because some sidings are needed is a distraction. With all the redundant railway land around York. I'm sure somewhere else can be found for the sidings.		On one of the plans, it indicates separate areas for housing and offices. I think both should be intermingled. And I think some craft workers should be encouraged. This should be in keeping with a theme of Railway History and industrialisation.	n/a	n/a
88	n/a	n/a	Maintain the facilities of the York RI and associated buildings for the community	n/a	n/a

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
89	Regarding Option A and B: There is still through traffic going directly through a modern and busy transport interchange. Passengers wishing to travel to the North and West of the city will still have to cross this main road, which seems a major conflict between large numbers of pedestrians and cars. We would suggest that the transport interchange be placed in the area indicated on your map by short stay and drop off areas and have the taxi rank incorporated into this, again to reduce pedestrian and vehicle conflict. Perhaps the short stay car park and taxi rank could be moved further back into the development. This would mean that this huge conflict of pedestrians and cars is removed. If the area for a new interchange encroaches into the long stay car park, perhaps some of this parking area could be re-created to the rear of the station, further reducing the traffic in Queens Street/Station Road. The development area includes Memorial Gardens, although there appear to be no specific plans to re-develop this. Memorial Gardens is one of only two central pick up and set down points for coaches, who then leave the area to park elsewhere. The area also acts as a layover area for buses terminating at Exhibition Square and a bus stop of Megabus express coach services. The layout of this area isn't ideal but does provide a very important function that needs to be retained within any new proposals for the area.	n/a	n/a	n/a	n/a
90	n/a	n/a	Retain York RI and associated buildings for continued community use.	n/a	n/a
91	n/a	n/a	Retain York RI and associated buildings for continued community use.	n/a	n/a
92	n/a	n/a	Retain York RI and associated buildings for continued community use. ~~Please protect the RI~~	n/a	n/a
93	Bus interchange is essential, and any opportunities offered by the site to promote use of public transport for future residents and users of the site and to alleviate current congestion in, coming into, and around the city.	Rail and bus interchange is essential.	The Railway Institute should be retained as it can provide the leisure facilities for the site when developed.	n/a	Height of buildings must respect York Minster, its domination a special feature of York and its setting. On such a large site, heights of buildings must be varied to ensure the site has a special character.
94	n/a	n/a	York RI and associated buildings should be retained for continued community use	n/a	n/a
95	Requests information on the proposed link road from the A59 across the railway onto the site.	n/a	n/a	n/a	n/a
96	n/a	n/a	Essential that the developers guarantee, as part of the project, to provide facilities of a similar nature.	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
97	Good parking facilities around the York Central site are crucial. York has a historic congestion problem and the development carries a serious risk of exacerbating this problem - this will not only bring more car journeys into the city, but greater emissions and thus worsen York’s current air pollution problem. Requests a transport review to ensure that the development and the wider infrastructure seeks to solve the current congestion problems and air quality challenges as well as future ones - nothing should be ruled out in this review. There are serious concerns about future congestion and the impact of new road infrastructure around Leeman Road	n/a	n/a	n/a	No - Urges caution around developing high rise offices which could take away some of the aspects which make people value their local community, urges that proposals to build apartments up to eight stories in particular is revisited. York is not a high-rise city and therefore the development should be in keeping with this. In addition high rise accommodation is far from ideal for family housing and can often reinforce serious problems like social isolation. York’s family housing needs are not best suited to a high density, contemporary urban living environment. Families need to be rooted in community style developments served by the right infrastructure to accommodate their needs with safe space for recreation. Supports the recommendation for clear control of lines of sight around the Minster view and that of the wider city.
98	n/a	n/a	Retain York Railway Institute Gymnasium and Associated Buildings for continued use	n/a	n/a
99	n/a	n/a	Retain York RI and associated buildings for continued use. It is essential that these services are maintained	n/a	n/a
100	n/a	n/a	Retain York Railway Institute and Associated Buildings for continued use	n/a	n/a



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
101					
102	N/A	N/A	N/A	N/A	N/A
103	N/A	N/A	N/A	N/A	N/A

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
104	N/A	N/A	N/A	N/A	N/A
105	N/A	Does not agree with the proposed uses for York Central	Should be a small amount of residential development in this area and...the proportion of residential development should not dominate the scheme. There is a case for making the best use of this site for jobs growth and adopting the lowest level of residential development. The area could be considered an Enterprise Zone. There is a growing shortfall of City Centre Sites for high grade employment uses within a short distance from the rail station. In terms of meeting housing need, high density apartment schemes will need to control occupation to ensure that the apartments are occupied by residents and not sold for use as holiday homes/second homes/ business lets.	While there is a case to be made for apartments above commercial development, this should be done in a manner with well-designed green space. There is no case to be made for low level traditional housing in this central location, it would be an inefficient use of the limited space available and is at the lower level at risk from flooding.	- Do not agree with the proposed approach to maximum building heights. It is considered there should be a maximum building height for all development of 5 to 6 storeys, as anything above this breaks the skyline and has the potential to intrude upon defined views towards York Minster which have been long protected under planning policy. - Reference in the text to exceptional circumstances leading to even taller buildings is not justified on the bases of it being of exceptional architectural merit.
106	N/A	N/A	N/A	N/A	N/A
107	N/A	N/A	N/A	N/A	N/A

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
108	N/A	Agree with proposed uses for York Central, except for car parking	Comment - Should be options for live-work spaces active sports/ leisure provision, some residential in the business district so that it remains vibrant in the evenings. Some railside locations alongside the freight avoiding line should be reserved for light industrial or manufacturing uses.	Comment - Should not be comparison retail, drive in restaurants, vehicle services, private car parks or major traffic attractors. Existing car park provision should be reduced or made two level to free up development space eg the NRM car park.	Comment - Commercial heights should be up to 6 storeys and exceptionally stepped up to 8 storey incorporating roof gardens (for example for family dwellings) and green roofs in environmentally sustainable designs. Comment - Designs should be innovative and should emphasise space between buildings and avoid a standard linear ‘office block’ approach and any canyon effect. Comment - Designs will have to avoid negatively impacting on the grandeur of nearby listed buildings such as the Royal Station Hotel and York Station, as seen from the city and the City Walls. Comment -Designs should also allow a sense of perspective and connection from the residential area towards the city centre along the landscape corridor. A design guide with examples of the best environmentally sustainable urban design from around the world should be produced.
108 (cont.)					
109	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
110	N/A	N/A	N/A		



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
111	N/A	N/A	N/A	N/A	N/A
112	N/A	N/A	N/A	N/A	N/A
113	N/A	N/A	N/A	N/A	N/A
114	N/A	N/A	N/A	N/A	N/A
115	N/A	N/A	N/A	N/A	N/A

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
116	N/A	N/A	N/A	N/A	N/A
116 (cont.)					



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
116 (cont.)					



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
116 (cont.)					



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
117	N/A	N/A	N/A	N/A	N/A
118	N/A	N/A	N/A	N/A	N/A
119	N/A	N/A	N/A	N/A	N/A
120	N/A	N/A	N/A	N/A	N/A
121	N/A	N/A	N/A	N/A	N/A
122	Comment - NRM needs to plan a linkage that allows for buses to continue to use Leeman Road.	Yes - support	Yes - I would like the educational and leisure uses to be centred on one site, as at York High School on Cornlands Road. If one evening per week of leisure centre time could be subsidised for residents near to York Central it would be appreciated as a gesture of thanks for the inconvenience caused during construction. It would be good to have a community centre on the new site.	Comment - Bingo Halls & Casinos should not be considered for York Central	Supports the proposed approach to maximum building heights
123	N/A	N/A	N/A	N/A	N/A

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
124	N/A	N/A	N/A	N/A	N/A
125	N/A	N/A	It is noted that the document includes a focus upon viable development. It will be interesting to better understand the evidence base behind the potential uses for York Central, particularly as they relate to offices, apartments, retail and leisure uses. Some of these segments of the economy have struggled to deliver through the recession.	N/A	N/A
126	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
127	Comment - a corridor from Station Road to the outer ring road could give considerable relief to Holgate/Poppleton Road and to Bootham/Clifton.	Yes - but we would like to see a stronger vision and more weight being given to the use of the York Central site for the strengthening of York’s cultural offer.	N/A	N/A	Comment - A crucial element in York’s character is its generally low building heights, the lack of competition with the height of the Minster and the maintenance of long-distance views, particularly of the Minster. There is no getting away from the fact that it would change the character of York in an essential way if tall buildings were to be introduced.
127 (cont.)					
128	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
129	N/A	N/A	N/A	N/A	N/A
130	N/A	N/A	N/A	N/A	N/A
131	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
132	Objection - That stretch of road, while far from perfect, combined with the railway underbridge that incorporates the so-called Marble Arch, provides the current most direct form of access for existing residents of the Leeman Road area and it will be of spinal significance in any scheme for the comprehensive development of the area. As an existing resident of Phoenix Boulevard (off Leeman Road) I strongly oppose the closure of Leeman Road along its present alignment and would only support Option 1.				
133	Comment - There was some concern about bridge strikes at Leeman Arch/ northern ECML rail bridge, with a view that positioning the coach set down/ pick up point on the western side of the Station increased the risk of this because that would create use of the facility by drivers who did not necessarily know the area. Consideration should be given to increasing the height of one or both of the bridges/ tunnels on Leeman Road to accommodate double deck buses/ coaches if this is technically feasible/ deliverable at an acceptable cost. Comment -The operators said that they would like (if possible) to have more than the indicated two stand spaces adj. the south-eastern end of the station trainshed Comment - The operators commented that there may be a need to provide electric bus charging equipment at the new bus stops to support York’s proposed use of electric buses in the city Comment - In terms of development types, the bus operators had a preference for office and commercial development as they felt that this was likely to generate significant numbers of bus-borne in commuting trips to the area. Comment - Operators felt that inclusion of the turning circle on the eastern side of the Station was a very important part of the scheme, and said that they really valued it and didn’t want the scheme to go ahead without it Comment - Operators said that CYC needed to be clear how any development at the Station would impact upon Memorial Gardens and the layover space/ coach set down arrangements there.	N/A	N/A	N/A	N/A
134	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
135	N/A	N/A	N/A	N/A	N/A
136	N/A	N/A	N/A	N/A	N/A
137	N/A	N/A	N/A	N/A	N/A
138	N/A	N/A	N/A	N/A	N/A
139	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
140	N/A	N/A	N/A	N/A	N/A
141	N/A	N/A	N/A	N/A	N/A
142	N/A	N/A	N/A	N/A	N/A
143	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
144	Comment - to close Leeman Road to traffic will inevitably lead to a much greater traffic flow, putting pressure on a road that is already congested at peak times. Whilst I recognise the limitations this will put on the scheme, I would say that Leeman Road being re-routed rather than closed is vital. Comment - significant concerns about how the cut off the closure of Leeman Road would make residents Comment - It won't help York's future if people find that travelling to the station - or the Central site - means sitting in traffic jams.	N/A	N/A	N/A	N/A
145	N/A	N/A	N/A	N/A	N/A
146	N/A	N/A	N/A	N/A	N/A
147	N/A	N/A	N/A	N/A	N/A
148	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
149	N/A	N/A	N/A	N/A	N/A
149 (cont.)					

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
150a	N/A	Object - The York VSC is fully operational and there are currently no plans to close or relocate it. Should the site come forward as a redevelopment site, then it is essential that as the site is operational, the policies and or supporting text to the inclusion of this site explicitly states that the reprovision / relocation of Royal Mail's operations will be required prior to its redevelopment. Comment - This will ensure that Royal Mail's operations will not be prejudiced and that they can continue to comply with their statutory duty to maintain a 'universal service' for the UK pursuant to the Postal Services Act 2000	N/A	N/A	N/A
150a (cont.)		Comment - If the VSC is to be retained in its current location, any development proposed nearby will need to be cognisant of and sensitive to Royal Mail's operations at the VSC. The VSC generates noise through vehicle movements and servicing operations which could impact upon the amenity of nearby residential occupiers.			



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
150b	N/A	N/A	N/A	N/A	N/A
150b (cont.)					
151	N/A	N/A	N/A	N/A	N/A
152	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
153	N/A	N/A	N/A	N/A	N/A
154	N/A	N/A	N/A	N/A	N/A
155					
156					



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
157	N/A	N/A	N/A	N/A	N/A
158	N/A	N/A	N/A	N/A	N/A
159	N/A	N/A	N/A	N/A	N/A
160	N/A	N/A	N/A	N/A	N/A
161	Comment - closing Leeman Road would seriously impinge on the local existing residents freedom of movement Comment - Access to Holgate Rd. not a good spot - traffic issues at this lcoation Comment - Holgate Bridge - already an existing bottleneck - extra pedestrian bridge would allow for 3 lanes	Support - agree with proposed uses	Comment - School,. Shops. Pub, Start-up workshops, community workshops, Starter Homes, Housing Association Development	Comment - Expensive detached houses	Comment - no - too high, 6 stories okay
162					

Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
163	N/A	N/A	N/A	N/A	N/A
164	N/A	N/A	N/A	N/A	N/A
165	N/A	N/A	N/A	N/A	N/A
166	N/A	N/A	N/A	N/A	N/A
167	N/A	N/A	N/A	N/A	N/A
168	N/A	N/A	N/A	N/A	N/A



Unique ID	Q21 - comments on highway options	Q22 - proposed uses	Q23 - uses	Q24 - uses not considered.	Q25 - max building heights
169	N/A	N/A	N/A	N/A	N/A
170	N/A	N/A	Comment - manufacturing and social housing should be added	N/A	Don't know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
1	n/a	n/a	n/a	n/a	n/a
2	n/a	Asbestos on site	n/a	n/a	n/a
3	n/a	Ancillary car parking listed as a land use. Some essential parking will be required for some uses but car access and avoidance of parking should be preferred unless compelling reasons as to why it is needed.	n/a	n/a	n/a
4	n/a	Investment in the engineering sector.	n/a	n/a	n/a
5	n/a	Car parking facilities inadequate.	n/a	n/a	n/a
6	n/a	n/a	n/a	n/a	n/a
7	n/a	n/a	n/a	n/a	n/a
8	n/a	n/a	n/a	n/a	n/a
9	n/a	n/a	n/a	n/a	n/a
10	n/a	n/a	n/a	n/a	n/a
11	n/a	Retention of freight lines - remodelling of station could add extra capacity and more flexibility.	n/a	n/a	n/a
12	n/a	n/a	n/a	Sleeping carriages, restaurant carriage.	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
13	n/a	n/a	n/a	n/a	n/a
14	n/a	n/a	n/a	n/a	n/a
15	n/a	Crime should be considered and designed out at an early stage	n/a	n/a	n/a
16	n/a	n/a	Yes	n/a	n/a
17	n/a	n/a	n/a	n/a	n/a
18	n/a	n/a	n/a	n/a	n/a
19	n/a	n/a	n/a	n/a	n/a
20	n/a	n/a	n/a	n/a	n/a
21	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
21 (cont.)					
21 (cont.)					



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
22	n/a	Could the current Freight Avoiding lines be returned to the centre of the York Station, this frees up an additional quantity of land as well as making connections and access to the streets on the West Side of the Avoiding Lines easier, providing an alternative route for local traffic and potentially avoiding traffic issues around the York Station Front and the NRM. Or if unable to relocate them perhaps covering over the lines effectively turning to a Cut and Cover type tunnel. Tunnel under Leeman Rd. York Station Long Term Car Parking be relocated to the land currently between the West Side of the Station and The Station Hall Entrance (museum parking as well), this would allow the current Long Term parking to be used for short term station activities as well as rental car operations. And could the car parks perhaps be partially Underground to increase capacity but no ruin the outlook of the historic area.	n/a	n/a	n/a
23	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
24	n/a	n/a	n/a	n/a	n/a
25	n/a	n/a	n/a	n/a	n/a
26	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
27	n/a	Increase the access points to the Central Site from Poppleton Road and Holgate Road by moving the Freight Avoiding Lines (FAL) further north or even parallel with the main line northern section. The high wall embankment on the Holgate Road side of the FAL may complicate addition access points from the Holgate Road end. Moving the FAL could produce a development on the south side of new line of the FAL with better access from Poppleton Road and Holgate Road and, possibly, a smaller development on the north side of the new line of the FAL with access from Leeman Road. Possibly only one bridge would be needed over the new line of the FAL connecting the two developments; this bridge would replace the intended bridge from Holgate Road no longer needed (see page 21 of the consultative document). Moving the FAL could facilitate a new road from the York Central to the western by-pass/ A1237 using the existing line of the FAL.	n/a	n/a	n/a
28	n/a	n/a	n/a	n/a	n/a

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
29	n/a	Existing ecological interest on site: A scoping survey in 2009 recommended that some of the areas are likely to be of botanical and invertebrate interest, that there was habitat suitable for reptiles, and buildings on site had potential to support roosting bats. The survey also highlighted that York radiate groundsel could occur on the site. This is a recently-evolved plant which is restricted, globally, to urban / brownfield sites around the centre of York. There are two areas noted as Sites of Local Interest within the site boundary (http://tinyurl.com/huxvu45). SLIs are sites that do not fulfil the criteria for Site of Importance for Nature Conservation but on which there is some nature conservation interest that merits consideration as it is from these sites that further SINCs could more easily develop or be established, and they contribute to the network of biodiversity across York. Any development will need to be supported by robust up to date ecological information. Having this information early on in the process can help to inform master planning, minimise delays and achieve higher quality mitigation.	• Provide space for biodiversity e.g. creation of wildflower/pollinator habitat. To avoid difficulties with future changes this can be done with an exit strategy and to ensure that there is ongoing clarity about the temporary nature of a site. • The ecological value of brownfield sites should not be underestimated (see below), so areas may be best left as they are.	n/a	n/a
30	n/a	n/a	n/a	n/a	n/a
31	n/a	n/a	n/a	n/a	n/a
32	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
33	n/a	n/a	n/a	n/a	n/a
34	n/a	n/a	n/a	n/a	n/a
35	n/a	n/a	n/a	n/a	n/a
36	n/a	n/a	n/a	n/a	n/a
37	n/a	I understand that the main RI building may be demolished and the existing facilities relocated into a smaller footprint. If this is to happen, it is vital that the RI continues to provide as wide a range of facilites as possible on the current site. Being located in the city centre is a major benefit for many of its users, who may rely on public transport.	n/a	n/a	n/a
38	n/a	n/a	n/a	n/a	n/a
39	n/a	n/a	n/a	n/a	n/a
40	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
41	n/a	n/a	n/a	n/a	n/a
42	n/a	n/a	n/a	n/a	n/a
43	n/a	n/a	n/a	n/a	n/a
44	n/a	Noise and traffic levels on Holgate and Poppleton Road. Impacts on air quality.	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
45	n/a	n/a	n/a	n/a	n/a
46	n/a	n/a	n/a	n/a	n/a
47	n/a	n/a	n/a	n/a	n/a
48	n/a	Any works, esp. on the live public highways, MUST follow regular, correct public information (especially residents). Works should not encourage construction traffic outside of normal working hours. Any works outside normal working hours MUST have adequate public information - especially residents. I work shifts and would not appreciate being woken on Sunday mornings for example by the sound of a piling rig hammering away. Works on / near the public highway must cater for safe and efficient passage of vulnerable road users. See the ongoing "Leeds - Bradford Cycle Superhighway" works for an example of how NOT to install a cycle route safely... all very "bitty", some parts finished, others not, some half done, very few signs, poor signage of works, cyclists daring to use the new routes suddenly come across an unexpected barrier / pile of rubble / unsurfaced section. Vulnerable road users should have priority within the development - as with Dutch developments where cars are actively discouraged by the overall road design and built environment.	n/a	n/a	n/a

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
49	n/a	n/a	n/a	n/a	n/a
50	n/a	n/a	n/a	n/a	n/a
51	n/a	n/a	n/a	n/a	n/a
52	n/a	n/a	n/a	n/a	n/a
53	n/a	n/a	n/a	n/a	n/a
54	n/a	Concerned about the deliverability and viability of the site due to significant related infrastructure costs and the failure to bring the site forward to date. Concerned that the high housing densities do not provide an adequate range of housing for the City. Emphasises the importance of bringing forward other sites to address housing.	n/a	n/a	n/a
55	n/a	n/a	n/a	n/a	n/a
56	n/a	n/a	n/a	n/a	n/a
57	n/a	n/a	n/a	n/a	n/a
58	n/a	n/a	n/a	n/a	n/a

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
59	n/a	n/a	Concerned about exhibition space (whose original purpose was to exhibit the museum art collection). Wants to know if 'temporary exhibition space - new gallery for hosting major exhibitions' can/will be used as an exhibition space or something else.	n/a	n/a
59 (cont.)					
60	n/a	n/a	n/a	n/a	n/a
61	n/a	Housing on this site can never be 'low cost for rent'. By all means provide sites for a limited number of office blocks but only sell them off on specific orders or a proven demand.	n/a	n/a	n/a
62	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
63	In favour of the area having 3000 more houses, including flats, hotels and "starter" "affordable" homes	Maximum office area to be 45,000 sq feet. Houses to be no more than 4 storeys high, flats no more than 8 storeys high , offices no more than 8 storeys high.	n/a	n/a	n/a
64	n/a	We need more houses than office blocks – a maximum of 80,000 square metres of office space plus 2000 homes. We already have so much empty office space in York that many are being converted into apartments.	n/a	n/a	n/a
65	n/a	n/a	n/a	n/a	n/a
66	n/a	n/a	n/a	n/a	n/a

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
67	n/a	n/a	n/a	n/a	n/a
68	n/a	n/a	n/a	n/a	n/a
69	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
70	n/a	n/a	n/a	n/a	n/a
71	n/a	n/a	n/a	n/a	n/a
72	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
73	n/a	n/a	n/a	n/a	n/a
74	Option 3 - Yes.	n/a	n/a	n/a	n/a
75	n/a	n/a	n/a	n/a	n/a
76	n/a	n/a	n/a	n/a	n/a
77	n/a	n/a	n/a	n/a	n/a

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
78	n/a	n/a	n/a	n/a	n/a
79	n/a	n/a	n/a	n/a	n/a
80	n/a	n/a	n/a	n/a	n/a
81	n/a	n/a	n/a	n/a	n/a
82	n/a	n/a	n/a	n/a	n/a
83	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
84	Concerns that the residential component of the scheme is undeliverable within the plan period.	Concerns that the residential component of the scheme is undeliverable within the plan period.	n/a	n/a	n/a
85	n/a	n/a	n/a	n/a	n/a
86	n/a	n/a	n/a	n/a	n/a
87	n/a	n/a	n/a	n/a	n/a
88	n/a	n/a	n/a	n/a	n/a

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
89	n/a	n/a	n/a	n/a	n/a
90	n/a	n/a	n/a	n/a	n/a
91	n/a	n/a	n/a	n/a	n/a
92	n/a	n/a	n/a	n/a	n/a
93	n/a	n/a	n/a	n/a	n/a
94	n/a	n/a	n/a	n/a	n/a
95	n/a	n/a	n/a	n/a	n/a
96	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
97	n/a	The housing plan seeks to maximise use of the land and drive maximum value out of the land. However the initial discussion that I have had concerning this does not match the housing need in York and, if anything, could put greater strain on York’s infrastructure. Would prefer well-planned family accomodation as has been developed in Derwenthorpe. Planning must take into account all local housing needs and it must address the concerns of the local public sector requirements as well as those of business. Urges that more suitable and needs-based housing is the first criteria for the new development, integrated into mixed housing areas. In talking to the Homes and Communities Agency, they have opportunities to support equity share housing schemes. These must also be considered in the house tenure mix.	n/a	n/a	n/a
98	n/a	n/a	n/a	n/a	n/a
99	n/a	n/a	n/a	n/a	n/a
100	n/a	n/a	n/a	n/a	n/a



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
101					
102	N/A	N/A	N/A	N/A	N/A
103	N/A	N/A	N/A	N/A	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
104	N/A	N/A	N/A	N/A	N/A
105	Does not agree with Options 2,3,4 (no comment re Option 1)	Comment - We consider Option 1 to be the most appropriate but even then consider that 1,000 homes is too many to deliver in this area. - The area is in Flood Zone 2. There are lower risk locations for housing elsewhere in the City of York. Local Plan needs to consider those alternatives as required by the Framework, paragraphs 99 – 102. There is a risk that by running ahead with proposed residential allocations in the Local Plan without having regard to other lower flood risk areas via a Sequential Test, then the Plan may be found unsound on this basis alone. - The site sits between main rail and road lines with high levels of diesel use. Air quality and levels of pollution need to be considered in detail. There is no reference to potential air quality issues in relation to new residential development. - The road and rail activity is high and constant. A noise assessment will be required. Residential areas should be sited below the WHO 55 dba. This again, is not referenced in the document. - It would be reassuring if the document made reference to these constraints, as these will have an impact on the delivery of residential development.	Agrees with the proposed temporary uses for York Central	N/A	N/A
106	N/A	N/A	N/A	N/A	N/A
107	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
108	Comment - We believe that options 2 or 3 are the most appropriate development options	Comment - The better the design and environmental sustainability, the higher the density that is feasible. A significant level of ‘affordable’ housing should be included and a specific allocation made for low cost community housing including self-build and co-housing. Some provision for families should be included - families should be able to choose to live close to the centre with a high quality of life. Comment - Designs must take account of the need to minimise wind tunnel effect and protect opportunities for solar PV/ passive solar gain (ie. building orientations) and microclimate in landscaped corridors and public spaces. The residential development nearest to the commercial could include higher density flats up to 6 – 8 storeys with minimal underground parking and any lower density housing or mixed development further away from the commercial area, including allotments and community gardens backing onto the railway lines. Even if not an immediate option the design should allow for a pedestrian and cycle link across the rail line to the north to link up with Water End / British Sugar.	Comment - Temporary activities are welcome. The areas identified as landscape corridors should be planted now, even with short term planting so as to establish wildlife corridors and help to make the site more attractive to potential developers.	N/A	Comment - Temporary car parks should not be considered unless they are replacing existing provision during the course of redevelopment work or providing parking for on-site contractors.
108 (cont.)					
109	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
110	Support - Option 4, the minimum jobs/maximum housing balance, would have to be the preferred Option of the York Older Peoples' Assembly [owing to high house prices]. Comment - At present accommodation is likely to be "yuppy flats". Whilst the attraction of a city centre location is obvious for that group, the attractiveness for older people must also be recognised.				



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
111	N/A	N/A	N/A	N/A	N/A
112	N/A	N/A	N/A	N/A	N/A
113	N/A	N/A	N/A	N/A	N/A
114	N/A	N/A	N/A	N/A	N/A
115	N/A	N/A	N/A	N/A	N/A

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
116	N/A	Comment - It is our considered view that the Council’s proposals for the York Central site currently present a significant number of uncertainties in respect of their deliverability: - The proportionate uplift in new homes to meet the need generated from 7,000 new jobs currently not catered for within the Council’s proposed housing requirements; - The number, size and proposed use of the individual development parcels within the site; - The impact of the proposed types of development on the historic - Whether there is an identified demand for the proposed types of housing; - Whether there is a known developer who is willing to invest and deliver the quantum and type of homes proposed; - The total lead in time associated with the delivery of the infrastructure needed and the completion of the new dwellings on the site; - The proceeding annual delivery rates of new homes at the site; & - The number of new homes that the site can deliver within the City of York Local Plan period. When considered holistically these uncertainties lead to the conclusion that the Council’s current proposals for the York Central site could have an adverse impact on the overall soundness of the emerging Local Plan.	N/A	N/A	N/A
116 (cont.)		Comment - It is clear that both the Government’s and the Council’s aims for the York Central site are to encourage high skilled employment opportunities to the City, with the retention of business rates providing the catalyst to deliver the required infrastructure to unlock the site and to provide a multiplier effect in respect of encouraging further employers to the City. Notwithstanding these aims, the proposed predominant land use area of the site will be residential use. Though we appreciate the site also has Housing Zone status it is our view that the focus of the site should be on maximising economic value.			



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
116 (cont.)		Comment - Should the predominant areas of the site be proposed for commercial uses then the economic benefits to the wider City would be proportionately increased, delivering a sufficient level of funding that could provide a large majority of the infrastructure requirements associated with the emerging City of York Local Plan in combination with future Community Infrastructure Levy payments linked to new developments...Whilst we acknowledge the site’s potential in respect of the delivery of new homes on previously developed land and the subsequent potential to reduce the amount of land released from the Green Belt, we believe that there are a number of deliverability concerns associated with this approach linked with the types of new homes that could be delivered and their potential timescales of delivery. Comment - the potential delivery of 7,000 new jobs at the York Central site requires the Council to consider a proportionate increase in respect of the City’s housing needs. However, as the finer details and timescales associated with the delivery of new employment opportunities at the site are currently unknown it is impossible to predict how many new homes would be proportionately required per annum over the emerging City of York Local Plan period. Comment - various differences between Consultation Document and Publication Draft Local Plan with regard to net developable area and potential uses			



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
116 (cont.)		Comment - level of development proposed would have a severe impact on the local highway network given existing traffic levels within vicinity of the site Comment - concerns in respect of whether the residential element of the proposals can be considered “achievable” on account of the significant number of apartments the Council are seeking to deliver at the site. Comment - The national house builders who are part of the consortium wish to place on record as part of these representations that they would not be granted board approval to progress with [family-sized apartments] on account of the risk associated with the significant level of initial investment required to build high rise apartment blocks when measured against the predicted level of demand. Comment - Without the support of an identified developer the residential element of the site could be considered undeliverable against the criteria established by Footnote 11 of Paragraph 47 of the NPPF. Which of course could have an adverse impact on the overall soundness of the emerging City of York Local Plan. Comment - Various comments relating build-out rate queries - suggested that the site is undeliverable as a result			



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
117	N/A	N/A	N/A	N/A	N/A
118	N/A	N/A	N/A	N/A	N/A
119	N/A	N/A	N/A	N/A	N/A
120	N/A	N/A	N/A	N/A	N/A
121	N/A	N/A	N/A	N/A	N/A
122	Supports option 2	Comment - Care should be taken that not all the housing stock will appeal to the same potential buyers (20-40 year olds and buy-to-let investors). I think upto 10% of the housing should be suited to elderly or disabled residents, as this is a great chance to build such homes close to the city centre and its amenities. On the commercial property side, if rules and regulations permit, one office block should be set aside for SMEs in the York area who wish to expand.	N/A	N/A	N/A
123	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
124	N/A	N/A	N/A	N/A	N/A
125	N/A	N/A	N/A	N/A	N/A
126	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
127	Comment - Too little information is available to the Civic Trust to allow a meaningful choice to be made from these options. York’s lack of a Local Plan means that we have no consensus on housing needs and consequently, it is difficult to form a view on how York Central can contribute to meeting those needs.	N/A			
127 (cont.)					
128	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
129	Comment - Whatever the height of buildings, (and there were arguments in favour of tall buildings in the right context), a humane scale must be maintained for occupants/users/visitors, using good design and mix of uses and activities, and the value of terraced housing for higher-density housing should not be forgotten. Comment - Provision of employment space appears key in combating the drain of relatively well-paid jobs from the city, but this provision needs to be forward-looking in catering for rapidly-changing patterns of employment and self-employment.	N/A	N/A	N/A	N/A
130	N/A	N/A	N/A	N/A	N/A
131	Comment - I'd like to express my views about the large office blocks as vehemently as possible: these are brutal, ugly, mediocre, and ill-advised. Comment - The city currently has a large number of vacant offices which are due to become student rooms, flats, or are being used as studio space. There is simply not the demand for office space Comment - The city's future will be best assured if you create a new residential development and cultural area so pleasant and attractive that it becomes a magnet.	N/A	N/A	N/A	N/A

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
132		Comment - I would also question why the scope of the new development is seen as essentially commercial with no reference to the provision of affordable housing. In terms of public facilities I would also hope a site might be found to provide, for example, a psychiatric hospital as a replacement for Bootham Park.			
133	N/A	N/A	N/A	N/A	N/A
134	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
135	N/A	N/A	N/A	N/A	N/A
136	N/A	N/A	N/A	N/A	N/A
137	N/A	N/A	N/A	N/A	N/A
138	N/A	N/A	N/A	N/A	N/A
139	N/A	N/A	N/A	N/A	N/A

Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
140	N/A	N/A	N/A	N/A	N/A
141	N/A	N/A	N/A	N/A	N/A
142	N/A	Comment - The proposal to create many new offices. It is not clear how these will be filled - what sort of businesses / jobs are to be miraculously created here? Particularly given that there are many offices spaces already available in York which are completely empty - why is there a need for more?	N/A	N/A	N/A
143	N/A	Comment - The City of York has to address considerable requirements for housing and employment land over the life of the emerging Local Plan and beyond. This will require the allocation of a variety of sites in and around the City as has already been proposed in the Draft Local Plan. The York Central site can certainly make a contribution to meeting those development needs. However, it should not be considered in isolation or as a panacea for the majority of York’s development requirements. Comment - We do have concerns surrounding the proposed massing and overall viability of the development of the site as currently outlined, and would welcome further information regarding: the scale of work required to prepare the site for development (such as remediation work); the infrastructure required to enable development to proceed: and particularly the costs attached to these elements and details of how this is to be funded.	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
144	N/A	N/A	N/A	N/A	N/A
145	N/A	N/A	N/A	N/A	N/A
146	N/A	N/A	N/A	N/A	N/A
147	N/A	N/A	N/A	N/A	N/A
148	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
149	N/A	N/A	N/A	N/A	N/A
149 (cont.)					



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
150a	N/A	N/A	N/A	N/A	N/A
150a (cont.)					



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
150b	N/A	N/A	N/A	N/A	N/A
150b (cont.)					
151	N/A	N/A	N/A	N/A	N/A
152	N/A	N/A	N/A	N/A	N/A



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
153	N/A	N/A	N/A	N/A	N/A
154	N/A	N/A	N/A	N/A	N/A
155					
156					



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
157	N/A	N/A	Comment - Temporary uses could include ways of responding to the warming climate, mitigation measures as well as adaptation measures.	N/A	N/A
158	N/A	N/A	N/A	N/A	N/A
159	N/A	N/A	N/A	N/A	N/A
160	N/A	N/A	N/A	N/A	N/A
161	Support - Option 1	Comment - site is not attractive in any way - visually, noise, vibration are all major negatives	No opinion	Comment - car parking and tree planting	N/A
162					



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
163	N/A	N/A	N/A	N/A	N/A
164	Support - Option 4	Comment - Doubts have been raised as to whether we need so many ore offices when some in the city are being turned into residential accomodation	N/A	N/A	N/A
165	N/A	N/A	N/A	N/A	N/A
166	N/A	N/A	N/A	N/A	N/A
167	N/A	N/A	N/A	N/A	N/A
168	N/A	N/A	N/A	N/A	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q26 - development options	Q27 - comments on development para	Q28 - temporary uses	Q29 - other uses	Q30 - temporary uses not be considered
169	N/A	N/A	N/A	N/A	N/A
170	Support Option 4	N/A	Don't know	N/A	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q31 - other comments
1	Development welcome but do not comapre to Kings Cross. Give the development a Yorkshire Name.
2	Concerns that the central site may be contaminated with asbestos, from when asbestos was used on the Carriage Works Site in Holgate Road.
3	This is a classic bit of York Consultation where silence has been maintained over a lengthy period. People of York are being presented with a half-finished picture rather tha being invited to shape it from the start. Why only a monyh for consultation? Lack of vision for this development. On what basis was transport modelling done. Can the public see the base information? P9. Development history states that the overall quanity of development is set by "the surrounding highway network". No suggestion that alternative connections have been considered. Will car use be critical in ten years? - Short term vision.
4	Understand that the site needs bringing into the 21st Century but part of the site should be set aside for rail engineering. York shuold try to integrate with HS2 and possibly HS3, and the Northern Powerhouse.
5	Current parking facilities are woefully inadequate, the current spaces become full very quickly on busy days.
6	
7	
8	
9	
10	Clear signage on site and messages in any web pages or leaflets would be welcomed. Recently avoided York due to issues mentioned.
11	
12	Would like to have at least a couple of days for the visit



Unique ID	Q31 - other comments
13	For me the current weakness is the lack of overall organisation of the the smaller railway artefacts. One large hall is crammed with stuff with little or no interpretative material. If you expand how you present material is vital. I like old trains but I am not an aficionado. I would want to be able to learn from the exhibits at least being made aware of where they came from, a date and background history.
14	The project will bring energy to the area, and additional educational and pleasure opportunities for residents and visitors.
15	
16	
17	Multiple benefits and value (a lot at no charge) of green infrastructure and trees. Appreciate biodiversity benefits. High rise building design balcony planters and window boxes and green roof gardens (Edible York). Water management - consider opening up Holbeck, use open swales and deep/shallow pond as drainage to River Ouse. Concern of too high buildings, must keep views clear towards Minster.
18	
19	It will be good for the local economy and future preservation of railway history.
20	
21	The Ainsty (2008) Internal Drainage Board maintain Holgate Beck; a watercourse currently running at capacity, and many of its tributaries. The IDB would therefore like to mitigate any negative impact that may arise from development. This site represents a large area to be developed and, as such, presents an opportunity to mitigate surface water flows entering this watercourse. Despite being managed by the EA and being culverted through the site, this development could affect the upper reaches of Holgate Beck and put more strain on tributary watercourses. The Board would like to affirm that, where practicable, the risk of flooding should be reduced. Surface water emanating from a developed site should be managed in a sustainable manner; mimicking or improving on the predevelopment surface water drainage conditions. This should especially be considered when surface water directly or indirectly discharges into a watercourse within the IDB district. The applicant should be advised that the Board’s prior consent is required for any structures or planting within 9.00m of the bank top of any watercourse within or abutting a site. Any proposal directly affecting the watercourse will also require the Board’s prior consent. The site is in an area where drainage problems exist and development should not commence until the Local Flood Risk Authority is satisfied that surface water drainage has been appropriately considered. Any approved development should not adversely affect nearby property’s amenity. Any water which is proposed to enter Holgate Beck should be attenuated to either: a greenfield rate of 1.4 l/s/ha; or to a brownfield rate where existing connections to Holgate Beck are proven and providing that flows are attenuated to 70% of the existing rate. Any alteration to or new discharge proposed to enter the Board’s asset would necessitate an application for consent from the Board. If discharge rates entering the watercourse were reduced, it would reduce stress on tributary assets which discharge into Holgate Beck. In turn, this could represent an opportunity to reduce flood risk in York which has become a prevalently necessary endeavour in recent weeks. At present the Board is not aware of a drainage strategy accompanying this development and would like to see this be considered in order to reduce flood risk for the wider area. No development approved by this permission shall be commenced until the Local Planning Authority in consultation with the Internal Drainage Board has approved a Scheme for the provision of surface water drainage works. Any such Scheme shall be implemented to the reasonable satisfaction of the Local Planning Authority before the development is brought into use. The following criteria should be considered:



Unique ID	Q31 - other comments
21 (cont.)	- Any proposal to discharge surface water to a watercourse from the redevelopment of a brownfield site should first establish the extent of any existing discharge to that watercourse. - Peak run-off from a brownfield site should be attenuated to 70% of any existing discharge rate (existing rate taken as 140lit/sec/ha or the established rate whichever is the lesser for the connected impermeable area). - Discharge from “greenfield sites” taken as 1.4 lit/sec/ha (1:1yr storm). - Storage volume should accommodate a 1:30 yr event with no surface flooding and no overland discharge off the site in a 1:100yr event. - A 20% allowance for climate change should be included in all calculations. - A range of durations should be used to establish the worst-case scenario. - The suitability of soakaways, as a means of surface water disposal, should be ascertained in accordance with BRE Digest 365 or other approved methodology. REASON: To ensure the development is provided with satisfactory means of drainage and to reduce the risk of flooding. FLOOR LEVELS The Site is adjacent to a ‘main river’ under the control of the Environment Agency. No development approved by this permission shall take place until details of the finished property floor levels have been submitted to the Local Planning Authority, in conjunction with the Environment Agency and the Internal Drainage Board, and are to the Authority’s satisfaction FLOOD RISK ASSESSMENT In accordance with PPS 25 it is considered appropriate that a more detailed Flood Risk Assessment should be carried out for this proposed development.
21 (cont.)	PPS 25 PREMISE The Board wishes to highlight the premise within PPS 25 that developers, where possible, reduce flood risk overall (paragraph 22) and that, as far as is practicable, surface water arising from a developed site should be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development (paragraph F6). This should be considered whether the surface water discharge arrangements from the site are to connect to a public or private sewer before outfalling into a watercourse or to outfall directly into a watercourse. CONSENT - GENERAL Under the terms of the Land Drainage Act. 1991 and the Board's Byelaws, the prior written consent of the Board is required for any proposed works or structures in, under, over or within 9 metres of the top of the bank of any watercourse. CONSENT - OUTFALL Any new outfall to a watercourse requires the prior written consent of the Board under the terms of the Land Drainage Act. 1991 and should be constructed to the satisfaction of the Board. CONSENT - DISCHARGE Under the Board’s Byelaws the written consent of the Board is required prior to any discharge into any watercourse within the Board’s District. DRAINAGE ROUTES All drainage routes through the Site shall be maintained during the works on Site. Provisions shall be made to ensure that the upstream and downstream riparian owners and those areas that are presently served by the drainage routes are not adversely affected. The Applicant should ensure that prior to development commencing the Site has been checked for all drainage routes and any necessary consents obtained for working adjacent to the route. Drainage routes shall include :- (i) surface water sewers (ii) land drainage culverts (iii) foul sewers The Board’s comments have been made following consideration of the information provided by the applicant through the Planning Authority. Should these details change the Board would wish to be re-consulted.



Unique ID	Q31 - other comments
22	An Ability to move stock between sites without the need to touch mainline rails (handy for non certified stock)
23	I hope that the bridge by the Mount School can be cleared up as Well. Odd Buildings. There are a number of odd buildings and these are privately owned. Arc light Nrm and Network Rail owns the Hydraulic Power House.... I thought this would make a good Weatherspoons. Its main problem is the size of it and the funny front with high brick wall etc. Best feature a good view of the East Coast Line



Unique ID	Q31 - other comments
24	
25	Pgs 13 & 14 – there are two other structures listed in their own right close to the former goods station (grade 11). These are the former weigh office and its weighing machine, and the iron gatepiers. Both structures are listed independently of the goods station. Pg 29 – the strategic views identified here were part of the Views and Heights survey included within the Conservation Area Appraisal for the Central Historic Core (dated Nov 2011). They are not viewing corridors established as part of the emerging local plan. These strategic viewpoints were prioritized from many others around the city. The impact of any proposals would need to be assessed against a fuller set of views. It is important to note that they show the Minster in the wider setting of the historic city ie not just as a landmark in the distance. The wider setting of the historic walled city is important in its own right as well as in forming the context for the Minster. It would be useful to read section 3 of the Central Historic Core conservation area appraisal regarding the importance of views in and around York, and also Historic England’s “Good Practice Advice in Planning Note 3” supporting the NPPF. The latter is a guide to managing change within the setting of heritage assets*.
26	the NRM is without doubt the best railway museum in the world. I hope that this project will be conducted with the care and planning needed to preserve that status. Several recent NRM projects (initial unveiling of Flying Scotsman, aborted redevelopment of the Great Hall) did not receive good press, so this is important. • I see that the larger development project sees much of the former railway land redeveloped as residential and commercial space. I think that it is important for the NRM to retain direct connections to the ECML - notably the balcony overlooking the main line. • The NRM is housed in a collection of former railway buildings alongside the ECML. I hope that the project will allow the railway heritage of the buildings to be preserved. The recent renovation of the Station Hall did this admirably. • I notice that the NRM plans to use the space currently known as the “warehouse” for interactive exhibits. I do not believe this is wise because the warehouse, effectively an open store of artefacts, is one of the most ingenious displays I have ever come across. This is especially true because it helps to reinforce the idea that railway history is more than the rolling stock and shows how diverse the NRM’s role is in the preservation of heritage.



Unique ID	Q31 - other comments
27	
28	



Unique ID	Q31 - other comments
29	
30	York has a rich cultural heritage, as befits a university and cathedral city. Part of this representation of the arts comes from the three brass bands at the RI There is, moreover, a strong and illustrious tradition of brass banding in the north of England and the RI band can trace its history back to its formation by one Noah Bruce in 1883. Originally known as the Chaucer Street Mission Band, it went through several metamorphoses and became allied to the RI in 1952. It would certainly not reflect well on the city were this long and valued tradition to be jeopardised. The fact that the RI band comprise three separate entities enables it to attract players from the whole wide spectrum of brass playing. It caters for everyone from complete beginner to advanced performer and attracts all age groups. Viewed from a social perspective alone this represents a really valuable opportunity for those who love brass playing to offer their concerts to a wide and appreciative public. I will not be alone in urging you to consider carefully the impact any development will have on our bands and the negative signal that disregarding their needs might send out.
31	
32	I campaigned on York Central in 1992. See Proposals on York Central (1992). I also introduced (Name Removed) to York Council. They got a commission to do a masterplan for York Central. I have uploaded a presentation they prepared. See it on dropbox.com. YORKdicke.ppt I am still in touch with the main architect, (Name Removed), who did several schemes in York before going down to London.



Unique ID	Q31 - other comments
33	I am a member of the Y.R.I. Golden Rail Band which meets on Tuesday and Thursday evenings at the Queen Street Band Room. The Band Room is a most valuable resource, used by many people across three Bands to rehearse, to have meetings and to store band equipment. If anything, we need more space, including a lock-up for a trailer. The Bands are extremely worried about losing their band room and a meeting will be held tomorrow evening in the R.I. building. The Bands need plenty of free-parking space in the evenings and a cycle shed would be most useful. I can only hope that the Band Room will be included in the redevelopment plans.
34	
35	Why are the items in consultation labelled option 4 when in Halcrow Masterplan & Infrastructure study of 2011 & 21012 the drawings are the same access point yet a cost difference of £17 million ? Online it quotes option 4 with your presentation yet that is option 7 according to the body text and not the preferred option. It states <u>that option 4 is from water end as it rightly ought to be.</u>
36	I attended the presentation yesterday evening at the RI to hear about the redevelopment plans for York Central, and although I embrace change, and think the new development will look wonderful and be good for the city, I would like to appeal very strongly for the continued use of our bandroom facilities, albeit in a new purpose-built building. I have been playing in the York RI Development Band for 5 years now, and it is a most wonderful hobby. We perform at concerts all over York and surrounding area and enjoy entertaining the public. Our band has an Open Door policy for beginners and returners, who would otherwise struggle in one of the higher level bands. We enjoy meeting up every Wednesday night for rehearsals and I would be sad to think that all this could disappear, and we would all go our separate ways. The Railway Institute Band Section can trace its history back about 100 years, and is part and parcel of the cultural heritage of York. All three of our bands provide an important community function, and cater for different levels of playing, from absolute beginner to Championship Section. Please would you help us to keep our band section alive for yet another 100 years, by providing us with the facilities to rehearse every week, so that we can carry on with our good work.
37	I am writing to express my concerns about the initial proposals for the development of the York RI premises and surrounding area. I understand that the main RI building may be demolished and the existing facilities relocated into a smaller footprint. If this is to happen, it is vital that the RI continues to provide as wide a range of facilites as possible on the current site. Being located in the city centre is a major benefit for many of its users, who may rely on public transport. As a member of the RI rifle and pistol club, I am particularly concerned that target shooting facilities should be maintained in any new development. This is an Olympic sport and there are very few other target shooting venues in the area. Many of our members are elderly or disabled and shooting is one of the few competitive sporting activities that they can participate in on equal terms.
38	York desperately needs the York Central site to be developed and the proposals look exciting and hopefully will come to fruition. There will inevitably be some aspects which will prove detrimental to existing facilities. One of these is the potential impact on the York RI. This sports club is a tremendous asset to the citizens of the city, and the wider community. If it proves necessary, to allow access to and development of the site, to affect the facilities of the York RI it is, in my view, imperative that the existing, well used, facilities are safeguarded. This may well need the facilities affected being remodelled and retained in the city centre. In this event the overall scheme should be sufficiently robust to allow funding of any costs so that no disadvantage or expense falls on the York RI.
39	
40	I think that this development is worth the money. When are you going to start it? How long will it take to do?



Unique ID	Q31 - other comments
41	With regard to the above and in particular plans for the York Railway Institute. I consider the RI as it is affectionally known is an Icon of the city going back generations and its heritage must be maintained within the Gym and Offices. It could be said of course neither would benefit for a bit of spit and polish (modernisation) pretty much like when the former Railway West Offices were upgraded into the new Council Offices.
42	Thank you for consulting Yorkshire water on the above matters. We have no comment to make on the proposals but it should be noted that there is a private watercourse (that we understand drains surface water into Holgate Beck) crossing the open area at Holgate Park. I suggest you contact York Council's own drainage team in this regard.
43	The York RI plays an import role in the life of my family (and York residents as a whole) and I would like you to recognise this in your thinking. We have no connection with the railway. However, we are active members. My eldest daughter danced at the Queen Street site for many years. My second daughter plays netball for the RI and my youngest son is a very committed player in the RI Golden Rail Band and attends practice sessions in the band room up to three times each week. As for myself, I did my RYA Day Skipper Course at the Queens Street site and following my sons lead, I’m now a member of the Golden Rail Development Band and attend practices in the band room each Wednesday night. Over the years I’ve also played various racquet sports and snooker at the RI. It is a fantastic place with an amazing mix of people. It is one of the institutions that defines York. Whilst I support the York Central idea in principle I am very concerned that the RI may be a very big (and unintended) loser in the process and indeed may never recover if it has to give up its city centre location. It is a fragile and complex organisation that relies on people giving up their time therefore periods of uncertainty can have a really negative impact. I believe it is vital that the RI continues to be located in Queens Street but recognise that there will have to be some re-development if the Queen Street bridge is to be removed (which I very much support). Re-developing the existing gymnasium and associated buildings whilst demolishing the main building would seem to me to be the best route forward. A newly re-furbished building would encourage new users, energise existing users and secure the RI’s future.
44	I have submitted my comments to the York Central consultation but am concerned that the impacts on Holgate are not very clear. The consultation response focuses on the York Central development and does not spell out what the impacts will be on Holgate. Which buildings are going, is the Cleveland Street park going to be demolished? What green space is going to disappear - eg land behind the Fox? If so, then I believe that the people of Wilton Rise, St Pauls Terrace should be properly consulted over the plans. The consultation focuses on the negative impacts on Leeman Road but does not mention the negative impacts on Holgate Road side. I would appreciate your opinions and further information if you have it, or who to ask to clarify my points. Holgate Road already breaches local air quality standards. There is continual standing traffic between 8am and 9am in the morning. I cannot see that with only 2 access routes and cutting a route through Leeman Road to the city, how traffic can be accommodated without breaching these levels further. Is it legal to plan a development that will breach air quality standards further? I do not believe that the mitigation proposed in the form of park and ride will be sufficient. The buses will juts be stuck in the same queues as everyone else on Holgate and Poppleton Road. There must be still other proposals for a bridge and access routes from the Holgate Road side but these options are not presented. Has a full cost benefit been carried out including NOx damage levels? Access and movement in the proposals focus on Leeman Road. In option 2, one of the disadvantages is still increased traffc and noise for the residents of Holgate Road and Wilton Rise. However, you omit to mention this and focus on Leeman Road. Green spaces are planned in the development but are being removed from Holgate. It is not sufficient to say that we can visit York Central as this is not local space for our kids to play. The space behind the Fox is highlighted for a bus route but is where people walk their dogs currently and children learn to ride bikes & scoot home from school. The only remaining green space on your map in Holgate that is shown is a marsh down Hamilton Drive. I do not think this is should be shown as green area, certainly not for recreation. Negative impact on public space in Holgate Road side of the development should be a disadvantge in all options presented. It is not clear from your consultation what is happening to Cleveland Street park. My kids have played here since they were small. If part of the plan is for this to be removed I believe you should consult properly with the people of Holgate who will be affected. I am still not clear on why the access should be so far into the city. There is access from Holgate Park, near CPP. Could the cars not come down the back of the current railway buildings on Chancery Rise parallel with the railway and then across a bridge? You could then use Chancery Rise for cyclist and pedestrians.

Unique ID	Q31 - other comments
45	
46	I felt compelled to write an individual submission as well as completing the online questionnaire as I feel very strongly about the way the provision of leisure facilities for the citizens of York has been treated in the recent past and in particular with regard to their location. The railway institute is a valuable community asset and one that sits, literally, right at the heart of the city. It is central to public transport links and provides a fantastic amenity which is accessible to all. One aspect of this is the rifle range run by the York Rifle and Pistol Club, of which I am pleased to call myself a member. It is the only quality target shooting facility of its' size within the city that I am aware of. I personally do not drive and consider myself extremely lucky to be able to enjoy this within walking/cycling distance. Whilst the York Central Development is obviously of crucial importance to the development of the city and one which I wholly support, I feel that this is something that should be undertaken with York's history of social inclusion in mind. The buildings are also part of the city's industrial heritage and that they have a positive and continued use is a great testament to the institute and the York as a whole.
47	
48	Police / PCSO patrols should be provided to discourage street drinkers / homeless sleepers / misc. anti-social behaviour. The environment as a whole should be designed (as is possible in the 21st century) to discourage anti-social behaviour. New commercial buildings must have cycle lockers or secure cycle storage inside a building, plus showers for cyclists' use. Buildings should demonstrate excellent 21st century architecture (e.g Hiscox) and not dreadful "did you get a blind architect" examples like Aviva (both buildings) and Park Inn.



Unique ID	Q31 - other comments
49	I have been a member at York r l gym for 23years , It's been A massive part of my life and my children's lives , I believe that this should continue and not be sold off to developers to gridlock the city centre and ruin something that works so well
50	Our family has used the sports facilities at the RI since the 1950s, when my brother's and my late father began to play squash there, and my brother is a current regular user of the rifle range (with York Decoy Rifle Club, of which I am a former member myself). There is a particular shortage of indoor rifle ranges in York following the closure of several Territorial Army centres in recent years, which means the RI range is of great importance in the York area.
51	RI is an easily accessible, affordable, city centre institute
52	n/a
53	Please try not to jeopardise the social and sports activities of the RI when deciding on your options.
54	Deliverability and viability concerns: it is clear that there are significant infrastructure costs associated with developing this site, namely the alteration of the East Coast Mainline into York to accommodate new development; and the failure to bring the site forward for development to date, despite its prime location and market availability for a number of years. The site should not be relied upon for housing: land values in this part of York dictate that densities will need to be high to make the development viable/deliverable from a commercial perspective (particularly noting the infrastructure costs alluded to above), which does not lend itself to providing a range of housing (i.e. 2/3/4 bed family homes) that the City needs; and even if the Council allocates the site for between 1,000 and 2,500 homes (as proposed), the reality is that only a small percentage of this would be released year on year – again emphasising the importance of other sites in delivering against the need in quantitative and qualitative terms. It is therefore suggested that a lower quantum of housing be accommodated on the York Central site, striking an appropriate balance with economic uses.
55	n/a
56	n/a
57	Keep the RI please
58	The York RI facility is an historic building for York and deserves Listed status. It needs preserving for the future.



Unique ID	Q31 - other comments
59	1. What is happening to the exhibition space whose original purpose was to exhibit the museum’s art collection? 2. “Temporary Exhibition Space – new gallery for hosting major exhibitions”. Does this mean it can be an exhibition space or something else? 3. There is currently a space problem with the museum’s archive yet no mention of improving and enlarging this storage area has been mentioned. 4. The facilities needed for the day to day work of conservation and renovation also do not get a mention. This should include improvements to workshops and office facilities. 5. The improved workshops facilities would also be interesting to the general public. Such activities as steam engine conservation or artwork conservation, which can be viewed in a safe manner, would surely increase visitor numbers. 6. At the moment the museum’s research faculties are rather hidden away they should be made more prominent and interesting to the general public by providing features and exhibitions which describes what is going on here.
59 (cont.)	
60	York Railway Institute Gymnasium and Associated Buildings provide a great central location offering a wide range of sports to not only its members but also to non members who pay and play. Not only does it provide for the local community but also regional and national competitions helping to keep the face of York as a sporting city on the map and its location next to the railway is great for this in respects to travel and accommodation in York.
61	Housing on the site will never be low cost for rent because of the extra costs involved with the development of brownfield sites. The whole area will require decontamination before development can take place. Proper and very expensive safeguards will need to be put in place before development can take place, otherwise the public purse could be very heavily involved at some time in the future. Be warned and beware.
62	York should be proud of this rare institution and the role it plays in the local community. I therefore hope that steps are taken to ensure that the Bands maintain access to a Practice Room for both present and future generations.



Unique ID	Q31 - other comments
63	It is way over due for something sensible and positive to happen in the "Teardrop" area. This space has been empty and neglected far too long. What our city does NOT need is more office space, more pubs, more restaurants. Access is the key to this areas success or otherwise. The new if ever built York Community Stadium should not be part of or built in this "Central" area - it should be built, but not as a massive flat top roofed stadium out in the "sticks" for the sports supporters to visit by car, bus, bike, train, or whatever, not to walk to. It will be so good if our Cof YC takes note of what the residents of York feel and want. Consultation is VG., so long as minds and decisions have not already been made up good luck with getting the right answers, we in York deserve that at least
64	n/a
65	The role of the Councillors is to be town planners rather than "quasi-agents for land holders" (it's not often I agree with Matthew Laverack!). The Teardrop site has to be planned in line with the whole city, not just for itself and not just to make money.
66	I am surprised that the RI is not a listed building, it certainly is an iconic one, and it would be a terrible shame if future generations were unable to benefit from these facilities, open to all members of the community.



Unique ID	Q31 - other comments
67	n/a
68	I see some advantages in providing a coach/bus station on York Central land which would tie-in closely with York Station. This would cater for tourists and visitors generally (who are often prepared to walk into the City) but would be of little benefit to local people intent on shopping because the need to walk into the City would be off-putting. (York has lost several ideal locations over the years because of lack of foresight: Hungate would have been ideal for a bus station for example). The City of York Council have frequently fudged traffic considerations so as not to interfere with the progress of developments which it sees as "must haves" (eg Terry factory). Real "out of the box" thinking is needed with regard to traffic movement otherwise the City of York will become very much the City to avoid.
69	2000 new homes would need the provision of more schools; how will this be addressed? Will there be sufficient and affordable car parking for all the new office workers? Much as the council would like to wish away the curse of the car they are here to stay. (An option would be to re-open branch lines around the city, undoing some of the long term damage done by Beeching). If workers can't get to work they'll go and work somewhere else and the offices will stay empty)



Unique ID	Q31 - other comments
70	In response to the above framework questionnaire. I am responding particularly to question 6. I have been a member of York RI since 1979. All my children (two boys and a girl) have benefited from playing both badminton and judo as both juniors and adults. They regularly practice over 4 hours/week. Now my grandchildren both play judo regularly upto 3 hours per week. There are no other facilities in the City o York area that provides both the facilities and exceptional coaching. Without the YRI facilities York will be the poorer and I fear access to the sport of judo will be lost.
71	Conservation management should cover the entire, not just the NRM area. Design principles as used at Kings Cross station are welcomed on the York Central site. The concept sketches for the NRM site did not include the retention or re-use of any of the unlisted buildings, including those identified on York’s Local List, however it was recognised in discussion that indicative drawings such as these should not be taken as to represent the final arrangement. Concern was also expressed at how access to the area can and will be achieved. Although not indicated at the presentation members of the Panel were aware of a possible risk to the former railway buildings adjacent to Queens Street including the Railway Institute, the former locomotive erecting shops and the water tower/locomotive fuelling station, which is one of the earliest surviving examples in the country. As the Planning Framework is developed the significant views into and out of the site should be considered along with some recommendations being set down regarding the maximum heights of buildings.
72	I have submitted my comments to the York Central consultation but am concerned that the impacts on Holgate are not very clear. The consultation response focuses on the York Central development and does not spell out what the impacts will be on Holgate. Which buildings are going, is the Cleveland Street park going to be demolished? What green space is going to disappear - eg land behind the Fox? If so, then I believe that the people of Wilton Rise, St Pauls Terrace should be properly consulted over the plans. The consultation focuses on the negative impacts on Leeman Road but does not mention the negative impacts on Holgate Road side. I would appreciate your opinions and further information if you have it, or who to ask to clarify my points. Is it legal to plan a development that will breach air quality standards further? Will Cleveland Street play space be demolished? residents in Wilton Rise and Cleveland Street and St. Paul's Terrace should be consulted specifically. It does not state clearly anywhere in the gloss that Cleveland Street play space is to be removed.



Unique ID	Q31 - other comments
73	Development of York Central will have a damaging impact on the Railway Institute's long-established and much valued Queen Street facilities. Despite the financial advantages to the City of the proposed development and the increase in jobs and boost to tourism, people matter, too. The Railway Institute is used regularly and loyally by thousands of York residents and it is by no means certain that such minority sports as target shooting will be protected under the proposals. There are few other options available for target shooting and closure of the currently well-attended Queen Street range could mean the end of the sport locally. Existing York residents were acknowledged three years ago in the Active York Build Facilities Strategy. The Railway Institute is a valued reminder of the leisure and social heritage of generations of railway workers and residents who have gained much from sporting pursuits. It must be incumbent on developers to protect as many sporting activities as possible and to cover replacement costs of any sports which are adversely affected by changes to buildings and access to them. Ideally, the shooting and badminton facilities should be retained at their present locations.The removal of the Queen Street Bridge could be catastrophic for the future of the RI and its invaluable contributions to the City's sports and social heritage. On a personal note, my family has used and supported the RI for 60 years. My father played squash there in the 1940s and 1950s after serving in North Africa with the RAF in World War 2 and my brother shot there in the 1970s. I have shot with the RI Rifle Club for more than a decade. I have younger friends who value very highly the access to the badminton courts and the social life they also provide.
74	
75	your proposals do present a threat to another very significant aspect of York's community provision, and one which is part of York's railway heritage. This development is really all to do with the railway, and how it relates to the people of York, whether they are residents or visitors. So it makes no logical sense to consider the removal of the Railway Institute buildings. These buildings have considerable significance as part of York's identity, and they also provide a very important function to the local community. Many social activities are offered, to members of the public. In particular, the Gymnasium building has an impressive array of badminton courts, easily accessible by people in York (and people from outside York as well, since they are so close to the station!) and available for use to players of all standards. I have been playing badminton regularly at the R.I. gym for about 8 years, with a group of friends and neighbours. Other members of my family have also played there many times. I see it as a tragedy to even consider the removal of such a gem. The building could do with some refurbishment, and the lighting needs improvement, but in the name of community provision, of sympathetic development and of York's heritage, it needs to stay! The threat to the R.I. buildings, as I understand it, is linked to the potential removal of the Queen St Bridge. I can see that this bridge (an eyesore, really) stands in the way of a more open access to the station. But it cannot be allowed to take the R.I. buildings with it.
76	
77	



Unique ID	Q31 - other comments
78	I welcome the plans for redevelopment of this brownfield site. I support the idea of a self-sufficient community, incorporating an appropriate balance of both living and workplaces, as well as community sports and event facilities. A prime goal should be to eliminate the need for large scale daily road transport (by private car, bus or taxi). Needs to be more concrete plans for community events and sports spaces.
79	Having just sat in a traffic jam for half an hour in York City Centre, I echo Paul Hepworth’s letter of Sept 5th reminding the Council of its own policy re. Sustainability,& I quote: “to ensure that as many trips as possible are taken by sustainable travel modes and to promote and facilitate modal shift from the car.” If the objective of York Central is to provide 100,000 sq.m. of offices and 1,000 homes, it will present a real design challenge if this City is not to face even more traffic gridlock by ignoring its very own traffic policy.
80	
81	
82	Appalled that yet again York Railway Institute is under threat.
83	



Unique ID	Q31 - other comments
84	Concerns about deliverability and viability: There is no information on phasing. There is no indication of trajectory for completion. No information about when parts of the site will become available for development. Costs of roadworks will impact deliverability. No information relating to the level of contamination and the remediation required. A ground report is required and without this document there is no certainty that development is viable. Concerns about archaeology works and proposed mitigation if significant archaeological remains are found. There is no explicit timeframe given. Concerns about funding: The funding mechanism is risky as it borrows against future business returns which may not materialise. The viable case for the proposals must be fully scrutinised. Concerns about a lack of precedent for Grade A commercial offices in York. Concerns that interest in speculative development is likely to be slow. Concerned that there is no market information for high-density, high-rise family development in York. Concerns that people will live at York Central as a lifestyle choice which will limit sales and depress developer interest. The delivery of office space and residential accomodation will affect the viability of the whole development. There is no viability assessment with the consultation material and it is essential that this information is made public. Concerns about specific land area required to support proposed uses. The site area of 72ha is deceptive as the Local Plan refers to a lower area of developable land. request that full information regarding the Councils proposals for the York Central site is made available for public scrutiny before the proposals are progressed any further.
85	Suggestions for thematic development in NRM The social aspect of the railways and the engineering aspects could be separated more clearly than they are at present, notwithstanding their partial and inevitable overlap. Such focusing would make the Museum more attractive to different interest groups wishing to visit and concentrate on one aspect rather than the other. Examples where one or other of these two aspects might be emphasised are: a) Improvement and extension to the present lever signalling display, to make this less inaccessible, plus fuller explanations of both historic and modern train control operations, with (ideally) Guides in attendance to help explain these. [Engineering] b) A reconstruction in 1:1 scale of a classical Yorkshire (or beyond) rural station - complete with sound effects - milk-churns being moved, children's voices, pigeons in crates, etc., appropriate sound clips (oral reminiscences etc) on button-tap, advertisements of the day on walls, an adjacent vintage car.... [Social] c) More and extensive working displays to support understanding of the engineering side - motive power elements, brake components; working models ("press this button") of a pantograph, a double slip, different coupling technologies, hydraulic-electric transmissions, etc, to attract both children and adults. [Engineering] d) More interactive maps to show the development of the UK's railways over time - with button-pushes to illuminate the routes served by the early companies and then their groupings, the BR regions, the Beeching cuts, the growth of electrification over time, development of the London Underground, ... [Social/Engineering mixed] e) Displays of railway station architecture in large-scale models, plus photographs, and button-push commentaries describing their architects and relevant themes. [Social] f) Interactive maps and graphs showing the changes in rail traffic of various types. [Engineering] g) Further development of 'railways in wartime' exhibits, as in the present 'WW1 ambulance carriage' project. [Social] h) A 'biography' gallery, giving dignified treatment to UK's guiding lights [Social] These are perhaps already touched on, or already have formative status, in NRM plans, but nevertheless point to the NRM needing much more investment to be worthy of full national/international museum status. I hope these suggestions are helpful to the City and NRM.
86	RI Gymnasium and its ancillary buildings should be untouched by this development. The Gymnasium is a unique building housing a unique facility – it cannot just be torn down and replaced elsewhere on the site or shunted to one side. Nor can the Bandroom, another singular building housing a unique facility.
87	Are any new stations planned under this scheme? Such as Copmanthorpe, Haxby, Strensall. I know of people living in these areas that would be delighted to travel into York by train, if it was available. Surely York Central should not be seen in isolation, but as part of the wider City of York plan for the future. • I don’t like the “York Central” name. It’s too confusing with the City Centre. It should have a name that reflects the history behind the site and generations of people that have worked there.
88	York RI will expect the York Central Supplementary Planning Document to incorporate:- (a) Recognition of the significant contribution to the wider community of the facilities provided today by York RI at Queen Street. (b) The continued need for provision of sport and leisure facilities in a central location open to all by a community organisation with the ethos and values of York RI (c) Developers responsibility to contribute to the replacement costs of displaced facilities.



Unique ID	Q31 - other comments
89	Transport Interchange: By locating the transport interchange and stops within the station, and not on the road, will enable some services to terminate at the Railway Station. Currently services that terminate at the station (mainly those operating from locations outside the city) have to complete a loop round Nunnery Lane to turn the vehicles ready for the return journey. Other services operate cross town routes to avoid the need to terminate in the centre of York, which isn't possible for many 'out of town' services. Area to the rear of the Station: There is little in the consultation document regarding the area to the rear of the station, but from the information received at a separate briefing, this area would have further space for taxis and also space to operate buses for events and parking coaches operating rail replacement services.
90	
91	
92	
93	This is an opportunity for some good distinctive architecture, contributing to a 21st century legacy of excellent buildings to add to those of earlier centuries. Architectural aspirations should be high for both office and residential buildings. Architecture should also be varied. Good design needs to be prominent in any planning brief and given high priority in any planning proposals coming forward. This is an opportunity to create a new community with its own identity within the city: such communities are a special feature of the city for example Bishophill, Clifton, Leeman Road. Residents feel very much a part of York whilst also being able to identify and feel part of a smaller community, which makes living in York so attractive. Design of the site –architecture and layout - is an important factor in creating this new community.
94	
95	I would like more information on the proposed link road from the A59 across the railway onto the site. I live on St Pauls estate and would therefore be very near to the road as it appears on the consultation plans and would be grateful if you could let me know how much the site of the road has been fixed as it is on all the plans I have seen. Do you have any information on the expected levels of use, pollution and noise from the proposed road that you could provide? The play area at the top of Upper St Pauls terrace and Cleveland Street which appears to be very close to the road is very popular with families. Fruit and vegetables for the community are also grown there. Also may I ask what the proposals are for green areas around the road and if there have been surveys on the effects on local wildlife from the road and indeed from the whole central site: we see bats, owls, house martins, sparrows and hedgehogs on the estate and a woodpecker has visited the bird feeder in our yard. The summer black headed gull population has arrived back and has started to roost again on the freightliner building that is in the path of the proposed road just next to the railway.
96	I am a member of the Band Section of York Railway Institute and would urge you to consider the implications for this and similar leisure activities if and when the York Central site is redeveloped. Once old buildings are swept away it's extremely unlikely that anything similar could be found in central York. It's therefore essential that the developers guarantee, as part of the project, to provide facilities of a similar nature (and in the case of a replacement Band Room, adequate parking for those with large or heavy instruments). Please let's not have an ultra-smart develoment which in the evenings and at weekends is empty and sterile. Visit the Queens Street site on any evening and you will see how many people use and enjoy the wealth of facilities currently provided by the Railway Institute.



Unique ID	Q31 - other comments
97	Opportunities for the rail industry to develop further. The University of York is also looking to build on its digital media opportunities. Attracting investment to the York Central site could place York as a world leader in digital media. Building out from the regional economy there are expanding opportunities in the Yorkshire region for growing financial services in the city and for reaching out into the green economy, for example. Developing a structured economic plan for the York Central site is important, so developing the site alongside industry, the universities, York College and the wider business community in the city is imperative. The first aim for new jobs in the city must be to provide new opportunities for those that live in the city, and therefore developing skills and apprenticeships now is vital so people are ‘job ready’ when the site is complete. The City of York Council should seek to develop future skills as a priority, in the same way the West Midlands supported its local economy following the economic downturn. This investment has resulted in growth of the motor industry there. Too many urban areas being developed are characterless and this would not make the York Central development attractive to those who use the site or as an attraction in itself for visitors. Ensuring that the proposals do not just replicate angular blocks of offices and buildings is important; real thought should be given as to how the area is developed. Sustainability in order to minimise the carbon footprint of the development is crucial. Linking this with the heritage of the city and the former railway industrial base of the site could give an important loci for such a debate. There needs to be a clear understanding of how the business area is to be used and how the residential area best serves people in the city. The business area should be designed around the core skills that can be developed from within the city to strengthen the local economy. Likewise the housing development should address the city’s housing crisis, rather than creating homes for a new market, where occupants could see this as a commuting or commercial opportunity. This could even exacerbate York’s housing crisis. The Government have suggested that new starter homes could instead be built on the site. In York as starter home would have a value of £209,867, and would require an average income of £58,988. This would be unaffordable for too many to contemplate. However it is important that there is some housing allocated for this market. The affordability of high value accommodation does not address the needs of the city. Well planned family accommodation, as has been developed at Derwenthorpe, provides a window of vision as to how the York Central site could be used to provide the housing needs of the city and support the wider infrastructure. It is absolutely vital that a solution is found to the housing problem, and the needs of people in York must be the priority. York Central provides an amazing opportunity for the City of York. The York Central site should be underpinned by the principle of putting the people of York first, a ‘York First’ principle, so those living in the city will have their housing needs met and the opportunity to engage in good sustainable employment through this development. If the ‘York First’ principle is applied to all housing development and used to provide skills and jobs for people in our city, then this project could seriously build a highly sustainable economy and community.
98	
99	
100	



Unique ID	Q31 - other comments
101	
102	N/A
103	N/A



Unique ID	Q31 - other comments
104	If more office space is planned in the new concept, the Queen Street sports venue provides a place where people can exercise in their lunchbreaks. of diseases. Shouldn't the Council be encouraging this by providing facilities instead of taking them away?
105	We welcome reference to development proposals needing to be commercially viable, which is essential if projects are to be delivered. The reference to redevelopment taking time and needing to be flexible to allow development to respond to changing market conditions is a sensible approach. In terms of delivery rates of a high density residential City Centre scheme we have suggested in previous responses that a rate of approximately 45 dwellings per annum is achievable.
106	N/A
107	N/A



Unique ID	Q31 - other comments
108	Comment - York should be looking at European examples of redevelopment of such urban sites and attracting international interest in innovative sustainable design. Active travel and significant restriction on private vehicle access HAS to be a priority if the site is to be developed without exacerbating existing dangerously high traffic pollution levels for residents in the surrounding areas.
108 (cont.)	
109	N/A



Unique ID	Q31 - other comments
110	



Unique ID	Q31 - other comments
111	N/A
112	N/A
113	N/A
114	N/A
115	N/A



Unique ID	Q31 - other comments
116	N/A
116 (cont.)	



Unique ID	Q31 - other comments
116 (cont.)	



Unique ID	Q31 - other comments
116 (cont.)	



Unique ID	Q31 - other comments
117	N/A
118	N/A
119	N/A
120	N/A
121	N/A
122	Comment - Perhaps the density of buildings could permit a community energy solution to be found e.g. a Combined Heat & Power plant or utilising energy from waste. Comemnt - All office buildings, schools, shops etc. should have solar panels as standard. Comment - Impacts on nearby neighbourhoods should be monitored carefully throughout construction, such as air quality and noise levels. Comment - As soon as practicable, the Park and Ride scheme should serve York Central so that construction workers, office workers and residents alike have a viable alternative to driving. Comment - The main thing I'd like to see out of the whole development is a bus station for the city (as touched on in Q13). This could be done if enough car park is given up by Virgin or Network Rail.
123	N/A



Unique ID	Q31 - other comments
124	N/A
125	N/A
126	N/A



Unique ID	Q31 - other comments
127	Comment - We believe that, even at this early stage, generic statements relating to heritage like ‘The character of York Central is defined by its history as a major rail yard of national importance’ offer little assistance. A zoned approach would provide a clearer statement of significance, intentions and opportunities. West of the station, the NRM buildings and the Carriage Works building have merit and their demolition is not proposed. But there is little architectural ‘heritage’ to speak of west of these buildings. A virtue of the scheme is that there is more or less a tabula rasa within the ‘teardrop’ apart from the museum. On the other hand, the railway museum, the railway station and the area of York Central east of the railway contain many structures of historic interest. A Conservation Plan is required in order to determine the significance of each of these and their combined value. We agree with the City’s Conservation Advisory Panel that careful consideration of the heritage estate will be crucial to achieving a high quality, distinctive and successful York Central development. Comment - The ‘Waterworks’ site ie the site south of the River Ouse in the ‘V’ of the Newcastle and Scarborough railways is of some size but is difficult to access. It is within the York Central site but is ignored. There should be an aspiration for this area. It could, for instance, be the site for gardens and a monumental piece of public sculpture with public pedestrian access from the riverside path. Comment - The Sorting Office site is a crucial gateway to York Central from the City Centre. Simply labelling it as ‘Commercial Use’ is to throw away a site of the utmost importance and which is perhaps the key to the success of the whole scheme. This site can provide much of the answer to the current totally inadequate pedestrian routes linking York Central to the City Centre. Perhaps redevelopment could be partially commercial but the layout could be different, providing new and more generous pedestrian routes from York Central towards the existing City Centre. More radically, perhaps York should raise its game and explore the scope for a major concert hall which could perhaps go on this wonderful riverside site. Think Sage or Sydney Opera House.
127 (cont.)	
128	N/A



Unique ID	Q31 - other comments
129	-consideration should be given to building in other networks (from district heating to sustainable transport) which should shape the development. -The development should include opportunities for the community to actually get involved in provision on the site. - Make good use of roofspace!
130	N/A
131	N/A



Unique ID	Q31 - other comments
132	Comment - Elimination of flood risk should be a priority for any redevelopment scheme. Comment - What is required at minimum is a pedestrian link that runs directly east north east from the ‘York Central’ area (say, to the east of the National Railway Museum) to a principal access to the centre of York (say, at Lendal). This could be in the form of a mostly high level broad pathway and bridge spanning the River Ouse, springing from a site by the National Railway Museum and rising over the railway (with, possibly, a branch directly into York Station) and passing through Museum Gardens. Comment - Finally, the name YORK CENTRAL is a complete misnomer. It implies a development that is close to or part of the central area of the City of York. While it is geographically close, under most of the options the means of access to the site as indicated in the Brochure will deny the type of immediacy to York city centre that is essential if the scheme is to succeed or live up to its name.
133	N/A
134	Comment - I believe, though it has not been said, that Cleveland Street Play space is to be demolished as part of this development and am surprised that the local community has not been notified of this –is this not a legal requirement? Comment - There should be no large car park for the station or indeed in the development – there aren’t in the centre of London. That is what park and ride is for.



Unique ID	Q31 - other comments
135	N/A
136	Comment - The York Central development provides the city with a unique opportunity to deliver high quality accommodation specifically for older people in an urban setting, achieving a high density of provision built at height to afford best views; built within good quality communal gardens and with indoor communal social space, all of which would encourage social interaction and community cohesion. Comment - we would urge consideration of the provision of some homes in this development that are let and sold exclusively to those in the care and other essential services.
137	N/A
138	Comment - I would want to reinforce the need to ensure there is sufficient accommodation to support the workforce required to meet the needs of vulnerable people - nb we presently have a major challenge in being able to recruit sufficient people to provide domiciliary care resulting in delayed transfers of care from acute care, plus over use of residential care.
139	Comment - the infrastructure costs of developing the site are not yet known and nor is the access arrangement - the finalisation of this will take a number of years and involve acquisition of land and/or possessions from Network Rail Comment - The development will require a reasonably detailed scheme to be worked up that is capable of a detailed EIA - design important due to proximity to Minster Comment - likely to require substantial archaeological involvement/excavation Comment - we do not consider it reasonable or sound for the COuncil to rely on York Central to deliver office development before 2027 - there will be a need for employment opportunities to be found from alternative sites



Unique ID	Q31 - other comments
140	N/A
141	Comment - As many people have stressed, building massive brutal office blocks when York has currently not filled its existing office blocks would be very silly. Please create a space for human communities to flourish. Please make small office units and smaller shop units.
142	Comment - An area of concern is the huge increase in traffic and pollution this development will create (particularly in the Holgate Road area). Comment - The creation of more houses will obviously mean a higher population in the City and therefore a need for more school places. How is this issue being addressed, given that most schools in York are already full to bursting? Could this be explained please?
143	Comment - The diagram on page 7 of the Consultation document is a first step but needs more detail. Once there is clarity about the process, timescales can be put against each stage in the process.



Unique ID	Q31 - other comments
144	Comment - it would be very sad to see the industrial heritage of this area completely wiped clean to make way for shiny new offices. I would therefore ask that the council bear this in mind, and in more fundamental ways than placing a few objects from the NRMs collection around the site e.g. could the new access road go to one side of the former canteen building (a landmark for those that travel past it regularly) rather than requiring its demolition?
145	N/A
146	N/A
147	N/A
148	N/A



Unique ID	Q31 - other comments
149	Comment - Some work areas appear to be far down the line and presented here as summaries of technical studies (eg access), but other areas are very limited (eg Heritage, view analysis etc..). To be successful, the planning framework approach must be more balanced and follow best practice masterplanning or run the risk of wasteful abortive technical studies further down the line if any conflicts arise. Comment: The document is presented as a first contact, before key decisions have been taken. However, at the same time the technical content implies that a lot of decisions have already been made: such as decisions on height and site capacity. The diagrams also imply the principles of a site masterplan are largely finished Comment - I would recommend greater integration with internal officer disciplines rather than replying mostly on feed to documents such as this. This would include Design, Conservation & Sustainable Development, Transport, Local Plan etc... Comment - It would be useful to explain how the development areas in this document align with the Local Plan strategic allocation figures for York Central. Comment - Consider extending the commission of the heritage consultant currently used by the NRM for its Conservation Management Plan to include the wider York Central site (not solely as a Conservation Management Plan, but as a design team member to inform the emerging framework). This view echoes comments made by CAAP panel.
149 (cont.)	



Unique ID	Q31 - other comments
150a	Comment - If the Vehicle Service Centre is to be relocated, a potentially suitable area for relocation could be would be within the area marked for operational rail uses and relocations Comment - It is requested that we are engaged as soon as possible with a view to determining whether or not the VSC is to be removed as part of the proposals for the site.
150a (cont.)	



Unique ID	Q31 - other comments
150b	Comment - 19 Royal Mail vehicles serving the local network currently use parking within the National Railway Museum car park, and would need to be relocated as a result of the draft proposals. Comment - we request that we are consulted directly on any future development proposals relating to the York Central Area.
150b (cont.)	
151	Comment - we note that the plan area lies in close proximity to Clifton Ings and Rawcliffe Meadows Site of Special Scientific Interest (SSSI) ...Based on the information provided at this stage Natural England has no specific concerns about the impact of the plan on Clifton Ings and Rawcliffe Meadows SSSI.
152	Comment - • An illustration showing a new roundabout at Water End and Landing Lane is provided. • An illustration including a coach visitors and travel interchange. • An illustration including a freight transshipment hub. • An illustration showing a flood barrier at Clifton Bridge and marina to provide a permanent flood solution for York. • An illustration outlining a traffic congestion solution for York. • An illustration outlining an emergency service vehicle improvement route. • An illustration relating to the access from Bishopthorpe Road to the A64 related ti a section of temporary metal roll out road.



Unique ID	Q31 - other comments
153	N/A
154	N/A
155	Comment - The built heritage remaining on the site should be seen as the main asset Comment - The images offered of civic spaces in other cities weren't particularly exciting - [rather than be the Kings Cross of the North should have a York identity] Comment - The placement [of office blocks at the] south and west of the site...might make sense in terms of proximity to the station, but considering the effect they will have on the light levels it might be more logical to put these enormous light-blocking structures to the north of the site?
156	Comment - The built heritage remaining on the site should be seen as the main asset Comment - The images offered of civic spaces in other cities weren't particularly exciting - [rather than be the Kings Cross of the North should have a York identity] Comment - The placement [of office blocks at the] south and west of the site...might make sense in terms of proximity to the station, but considering the effect they will have on the light levels it might be more logical to put these enormous light-blocking structures to the north of the site?



Unique ID	Q31 - other comments
157	Comment - Ensuring that existing buildings and materials, that not required, are recycled and as far as possible reused in the development. Comment - keep the embodied carbon to a minimum by using as much wood in the construction as possible as opposed to steel, bricks and concrete with their high embodied energy. Comment - Building to as near zero carbon standards as possible. There are many examples of how this has been done. Comment - Look at ways of offsetting the carbon that will be released into the atmosphere by offsite measures such as planting trees.
158	N/A
159	N/A
160	N/A
161	N/A
162	N/A



Unique ID	Q31 - other comments
163	Comment - Wilton Rise footbridge should be retained Comment - increased reliability and frequency of P&R services must be emphasised. In particular Rawcliffe Bar must not be diverted Comment - Views of the bus operators and whether they support a major interchange are not known Comment - a number of rail passengers will still need long stay car parking Comment - A barrier free pedestrian footbridge must be maintained Comment - Ease of access from the high density Salisbury Road area to the city centre must be maintained at all times COMemnt - The suggested pedestrian/cycle bridge acceoss to the riverside NW of the NRM is impracticable due to ground levels and catenary clearances required COMment - Car free zones with possible perimter parking anc car-club allocations must be a condition of planning consent Comment - Pedestrian/cycle routes must be off road and within green corridors Comment - Restricted vehicle access must be maintained for serviceing and possible internal bus services Comment - Placemaking in an area which could be a building site for 25+ years is difficult - high density multi-storey office blocks do not make a neighbourhood - advance landscaping is essential
164	Comment - this is an opportunity to create a bus interchange
165	Comment - I would like the York Central development to incorporate a Garden Bridge along the lines of that being constructed on the Thames
166	N/A
167	N/A
168	N/A

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Hard Copy



Unique ID	Q31 - other comments
169	Comment - there must be adequate short and long term car parking provision for commuters Comment - The heritage aspect of the site is very important and I hope that the final name for this area will reflect its connection to the railway industry
170	N/A



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
171	Yes						Yes	No				See separate sheet (ref email code 161 Letter 1)	
172	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
173	Don't know	Don't know	Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Don't know	Yes	Many of the objectives sound commendable, but maybe over-optimistic/over-stated. Yes, green infrastructure sounds good, but in practical terms a lot of extra traffic including foot/cycles. Likewise, movement and access will not be achieved without an alternative route to Leeman Road west the Water End edge of the site. Previous plans included a road from Water End (Severns Bridge?) to take the volume of traffic away from the Leeman Road/Salisbury Road area, which is a residential area already clogged with traffic and exhaust fumes. c)There is room for economic development elsewhere so does it have to be on this scale? Also empty office blocks in the city (some converted to flats because not needed)	Don't Know
174	No opinion	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	No opinion	Yes	Yes		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
175	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	York Station is not only a "Gateway" to the city centre but also to areas around the city and much further afield in North & East Yorkshire. Many of these have no or very infrequent rail and / or bus services and depend on York Station to access other parts of the UK.	No opinion
176	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes		Don't Know
177	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	Yes	No opinion		Yes
178			Yes	Yes	Don't know	Yes	Yes	No opinion	No opinion	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
179	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Yes	Yes		Don't Know
180	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	3 e) Regarding movement and access: If re-routing Leeman Road denies direct access to the City centre as at present, residents and business vehicles will find this a great disadvantage. Holgate and Bootham are already extremely busy if it was the intention to divert Leeman Road traffic there. Bus route plans appear rather vague and could be of concern to the many elderly residents of Leeman Road.	Yes
181	Yes	Yes	Yes	No		Yes	No opinion	No	Yes	Yes	Yes	e) Should not be restricted to offices. A mixture of small clean businesses and craft centres.	No
182	No	No	No	No	No	No	No	No	No	No	No		No
183	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Yes	Don't know	To create a bus station	Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
184	No	No	Yes	No	No	No	No	No	No	Yes	No	LEAVE YORK AS IT IS!	No
185	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		No opinion
186	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
187	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Gateway: developing station must not detract from its historic heritage features. It is a jewel to be enhanced not disfigured.	Yes
188	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
189			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Q1 Probably YES but require more informaton. Q2 Probably YES but require more information. Q4 Should be placed in a policy for sustainable transport for the whole city. See dgl from Alastair Cooper 16 St Georges Place York YO24 1DR	Don't Know
190	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I don't see it as a "new" community but as an extension of that on Leeman Road and the area known as "Leeman Road" where there are shops/pubs/cafe and Green open space including a primary school and a church.	Yes
191			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
192	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	No	Leeman Road is an important arterial road used by buses and local residents. Holgate is always gridlocked so why put more traffic that way?	Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
193	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Passenger transport into and across York should be radically transformed via the use of a radial pattern of well-suited electric tramways, and regular commuter-friendly (so relatively low fare) trams. Sheffield is not a particularly good example - the tramway is too massive and runs along city streets, so disrupting the flow of other traffic. Sheffield is evidently NOT a relatively commuter traffic - non-car using city. York - is the Dijon - could clearly become one!	Yes
194	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes		No
195	Yes	Yes	Yes							Yes			Yes
196													

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
197	No opinion	Yes	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	No	Yes	a) need to build on growing rail industries, ideally manufacturing essential to retain York Railway Institute for current community value. e) need for car-free zones and well-planned cycle routes to ensure modal shift. Need to cycle link across to Bootham / Clifton. Retain Leeman Road as bus cycle traffic corridor. Wilton Rise footbridge should be upgraded for better cycle access to railway station.	Don't Know
198	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Create a new public transport interchange (bus terminal) Ease traffic congestion around the railway station	Yes
199	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Leisure and recreation to be retained and developed, especially activities which take place outside working hours, for example the Gymnasium, the Band section.	Yes
200													

York Central: Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
201	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	No.	Yes
202	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
203	Yes	Yes	Yes	Yes		No opinion	Yes	Yes	No opinion	Yes	No opinion	Improve all forms of transport interconnectivity in the city. Reduce cross city car journeys.	Yes
204	Yes	No	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Don't know	Yes		Don't Know
205	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
206													

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
207	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
208	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Building - height	Yes
209	No			Yes	Yes					Yes			
210	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
211	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transport Interchange objective very important.	Yes
212	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
213	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Focal centre of 'new' village to incorporate e.g. Church and Halls day-to-day shops (like Bishopthorpe Road), Post Office, Primary School.	Yes
214	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	To be a 'Vibrant New Community' it needs a focal point of its own e.g. 'Village Hall or Community Centre.	Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
215	Yes	Yes		Yes			Yes			Yes		Why no bus garage? How about coaches - can there be room for them?	Don't Know
216	Don't know	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	Yes		Don't Know
217	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes	Yes	Yes	An efficient transport system that includes cars.	Yes
218	Yes	Yes	Yes	No opinion	No	No	No	Yes	No	Yes	No opinion		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
219	Yes	Yes	Yes	No opinion	No	No	No	Yes	No	Yes	No opinion	Creating and connecting communities - the immediate 'community' primarily affected by this development (St. Peter's Quarter / Martin's Court) is NOT a community. Many properties are short term lets / student properties. Very few families or long-term residents occupy this site. Be prepared to offer more accommodation for transient community.	Yes
220	Yes	No	Yes	No	Yes	No	Yes	No	No	Yes	Yes	3b) To combine Sustainable Urban Drainage (SUDs) with green infrastructure. 3d) To enable expansion and development of current communities i.e. Leeman Road, Holgate, Poppleton Road areas. 3f) A Gateway to provide a direct link to the Outer Ring Road. 3g) Expand current communities and improve links across the river.	No
221	Yes		Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Don't know	Yes	Improvement for public transport and reduced use of cars by planning for a bus station outside the railway station	Yes
222	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	1. Incorporating to Redevelopment of the Leeman Road entrance to York Railway station and travel facilities. 2. Build in traditional York City architectural style.	Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
223	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	No opinion		Yes
224	Yes		Yes	No opinion	No opinion	Yes	Yes	No opinion	Yes	Yes	Yes		Yes
225	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	No opinion	Creation of a bus terminus is a clear omission. The opportunity to integrate the existing interchanges at the station and Rougier Street should be taken to reduce congestion, confusion for passengers when changing drivers and to consolidate vehicle movements.	No opinion
226	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
227	Don't know	Don't know	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Don't know	Yes	Green infrastructure should not include nuclear power, fracking on York / Yorkshire land and multi-national Global corporations should be disallowed from being involved because they put profit before people and nature.	Don't Know
228	Yes	Yes	Yes	Yes	Don't know	No opinion	Yes	No	Yes	Yes	No opinion		No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
229			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I support the outline plans for this site's development. At present, the modern platforms 9/10/11 and the Royal Mail depot have been identified as 'detractors'. The modern extension to the station lacks the original building's character. Future development needs to improve the setting of Listed / Historic buildings and create new connections / green spaces. I support the NRM expansion into the former railway land and buildings, also the connection between the NRM buildings. Support inclusion of Royal Mail depot in outline plans. Future development needs to improve foot route between NRM and Riverside and have 'active frontages' and green spaces. Pedestrian routes between city centre and NRM 'unfriendly' at present. Opportunity to restore NRM buildings. Suggest merging Royal Mail / Parcelforce to single site.	Yes
230	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The Kings Cross area in London is appalling for visually impaired pedestrians. So please please please can pavements and pedestrian routes be clearly designated like in Japan, with a raised line along the centre of the route and clear pavement markings (to show crossings) for white cane users. Consult the York Blind and Partially Sighted Society. Sue Hogge will be happy to get involved. Thank you.	Don't Know
231	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Yes
232	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The above are self-evidently good - rather a waste to consult!	No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
233	Yes	Yes	No	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes		Yes
234	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Need to show an improvement to existing adjacent residential areas such as Leeman Road and St. Paul's Terrace - such as reduced traffic, improved pedestrian and cycle access.	Yes
235	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes		Yes
236	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Yes
237	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes		Yes
238		No	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Yes	Yes	Welcoming to all. Integrated with surrounding areas. An area capable of adaptations and changing through the seasons and over decades.	Don't Know
239	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Improve access from outer ring road to city centre for all kinds of transport.	Yes
240	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Don't know	Yes		Don't Know
241	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
242	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I feel there is a great opportunity to include a transport interchange in this area bus, taxi, tram?, train. York does not have this and, compared to other cities, it is severely disadvantaged to my mind and experience as a relatively new York resident.	Yes
243	Yes	Don't know	Don't know	No	Don't know	No	No	No	No	Yes	Don't know	Paragraph numbers refer to question numbers. 1. I think it sensible to use this and all other brownfield sites in York, but there needs to be an overall plan - you don't have to do everything on this one site. 2. Although at this stage you are offering no more than blue-sky thinking, what we have here is so vague, idealistic and hypothetical that it is hard not to approve of 'motherhood and apple pie' and yet in so doing you might feel encouraged to persist with something which could turn out to be rather unwise. The plan as it stands is self-contradictory as will emerge from my comments below. 3a It would appear you mean the railway heritage, though you need to allow also for any major archaeological finds when the site is investigated. We are still looking for Roman York! 3b There area already a lot of green spaces in York, many of them badly maintained because of lack of funding. What will be lost if there is even more to be kept up? 3c We already have a number of empty offices and partly-developed sites in York.	Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
243 (cont.)												What evidence is there for greater demand on the scale envisaged here? 3d Social, leisure and community provision would be better be developed in the city centre. Movement out of the centre will either fail or further degrade facilities in the centre. 3e One of the main suggestions is to cut what limited access there is to this area from the main city centre. 3f A great deal is predicted on having an efficient, effective public transport system throughout every day of the week (including Sunday) and late into the evening.	
243 (cont.)												By combining the Park & Ride and service buses in the evening, other places (e.g. Cambridge) manage to have better provision than York. Past experience suggests that, whatever the aspiration, improved public transport cannot be relied upon as a basis for planning. 3g In a city such as York with few cross city links because of the rivers and railway lines it is hard to see how the proposal to cut one of these few links can enhance the connectivity of communities across York. 3h Access to the NRM at the moment is limited except on foot, by car or by the NRM's own shuttle road train. The aspiration in 3h depends upon better access by public transport. See 3 f Limiting car access to the Salisbury Road / new Holgate Bridge approach does not help access from the city and the east. 3i I do not understand in what sense this development is sustainable, given the presence of other site in the city still ripe for development and not as yet economically sustainable. And public spaces need looking after, and policing. Is York city centre sustainable at the moment after dark? Who is going to pay for more places around the station for the police to keep an eye on? 4. We need a central bus station near the Railway Station - a central transport interchange. I have heard the argument that York is a radial city and so lends itself to a multiple bus hub approach but I am unconvinced. This seems the solution only because the alternative has not been attempted.	

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
243 (cont.)												We can't even run all our Park & Ride buses to the railway station so we are clearly not serious about improving traffic flow and reducing the need for cars to come into the area. This central interchange will not only encourage rail travellers to leave their cars at home but will also facilitate cross city transits because all buses will have a common central destination. You get cars out of the centre not by banning them or closing roads but by making the alternative so convenient and cheap that people will want to use it.	
244	Yes	Yes	Yes	Yes	Yes		Yes			No	Yes	d) One can't make "a community". Everyone who comes to live in the new or proposed housing will be part of several other cultural, employment, church, social / leisure considerations in York. g) See above. Therefore good transport (including buses) links in and out are essential.	Don't Know
245	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	No opinion	Yes	Yes	Yes	I have been working as a volunteer at the National Railway Museum for over 12 years and am keen to secure approaches to the site by cycle. Would appreciate efforts to retain a safe route for cyclists, separate from vehicles.	Don't Know
246	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
247	Yes	Yes										h) National Railway Museum as Cultural Epicentre - I cannot disagree with any of the above objectives, but they are so general that it is difficult to say anything useful about them. But, please don't call the National Railway Museum an 'Epicentre'! The word you need is 'centre', and I think you have used it elsewhere in your publicity. Many people regard the increasingly indiscriminate use of the word 'epicentre' as deeply regrettable misuse. Its use in this case would be likely to annoy those who understand the original meaning of the word and mislead those who are not, and would not help the image of the National Railway Museum.	
248	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
249	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	More housing and less office space	No
250	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	No opinion	Yes	Yes	Yes	No	No opinion
251	Yes	Yes	Yes	No opinion	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	A transport HUB for York combining train, bus, coach, cycle and pedestrian interchange.	No
252	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
253	Yes	No opinion	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know		Don't Know
254	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
255	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Don't know	Don't know	Yes	Yes		Yes
256	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	No opinion	Yes	Yes		Yes
257	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Bus Station. Central Interchange.	Yes
258	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	No	Don't know		No
259	Yes					Yes							Don't Know
260	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Less car-centric city centre	No opinion



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
261	Yes	No opinion	Yes	Yes					Yes	Yes	Yes		
261 (cont.)													



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
262	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
263	Yes		Yes	Yes	Yes	Yes	No	No	No	No		I support the Railway Museum but not if it is to expand over Leeman Road, which would close Leeman Road residents their lifeline to York.	No opinion
264	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
265	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	d above - As long as it's not at the cost of other parts of York - York already has very obviously monied and poorer / deprived areas. e above - Don't restrict access for private cars if residential accommodation is to be built as well as office accommodation. Please DO NOT MAKE residential roads too narrow - so many new and smart developments in York have been ruined by narrow roads - with cars parking on pavements because there are insufficient lay-bys /drives, looks cluttered and is dangerous. Narrow roads also mean houses far too close to neighbours opposite, lack of privacy etc.	No
266	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Heritage I see as the most important	Yes
267								Don't know	No opinion				
268	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
269	Yes	Don't know	Yes	Yes	No opinion	Yes	Yes		Don't know	Yes	Yes	I currently live in the leeman road area of york close to the area of development and feel the area already has a very strong community spirit which I wouldn't want to see disrupted.	Don't Know
270	Yes	No	Yes	Yes	Yes	Don't know	No	Yes	Yes	Yes	Yes	Economic proposals are pie in the sky.	Yes
271	Yes	Yes											



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
272	No	No	Yes	Yes	No	No	No	No	Yes	Yes	Yes		Don't Know
273	Don't know	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes		
274	No	No											
275	Yes	Don't know											
276	Yes	No	Yes	Yes	No			No	Yes	Yes	Yes	Should be part of the whole community,Economic development? Only if it is for locals not Leeds. Jobs should be where jobs used to be for the locals.	No



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
277	No opinion	No opinion											No opinion
277 (cont.)													

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
278	Don't know	Don't know	Don't know	Yes	Yes	Don't know	Yes	Yes	No opinion	Don't know	Yes		No
279	Yes	No	Yes	Don't know	Yes	No	No opinion	Yes	Yes	Yes	Yes		Yes
280	Yes		Yes	Yes	No	No	No	No	Yes	Yes	Yes	It really annoys me that this is the first I have heard of this and I live on beech avenue! Why don't you make it more blooming obvious that you are planning destroying things before it's too late for people to complain. Oh wait I've answered my question!	No
281	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Yes
282	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Not enough emphasis on preserving the existing industrial heritage and buildings on the site which should be central to any redevelopment proposals, nor to increasing green space and planting	No opinion
283	No	No	Yes	Yes	No opinion	No opinion	No	No	No	No	No	Unnecessary proposal that need to be rethought	Don't Know
284													
285	Yes	No											
286	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	I have reservations about the access proposals which I assume I will be able to comment on later in the survey	Don't Know
287	Yes	No											
288	No	No	No	No	No	No	No	No	No	No	No	The vision of those 2 fat councilors is wrong. You need to stop flooding and stop wasting our hard earned money. This new building design looks like GCHQ why. Nasty design.	No



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
289	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes		No
290	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Further shopping, food, and recreation facilities would help improve the site.	Yes
291	Yes	Don't know	No opinion	Yes	No opinion	Yes	Yes	No	Yes	No	Yes		Don't Know
292	Yes	Don't know	Yes	Don't know	Don't know	Don't know	Yes	Yes	No opinion	Yes	Don't know		No opinion

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
293	Yes	Yes	Yes	Yes	Yes		Don't know	Yes	Don't know	Yes	Don't know	Integration with City Centre. Concern that river and railway lines creates barrier and York Central is an island rather than a linkage to the city centre. If you look at Clarence Dock in Leeds, you can see how the railway and canal/river created a barrier which limited the integration. Want York Central to be one side of dumb bell, with Eye of York/Picaddilly the other side of dumb bell with city centre linking it.	No opinion
294	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	Yes	What a load of meaningless buzz words! What does "A Gateway" mean?	
295			Yes	Yes	Yes	Yes	Yes						
296	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A vibrant new community' resonates most strongly with me. We must get the mix right.	Yes
297													
298	Don't know	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Don't know		No
299	Yes	Yes											
300	Yes	No	No opinion	Yes	Yes	Don't know	No	No	No	Don't know	Yes	A better place for existing residents	No
301	No	No	Yes	Yes	No opinion	No	No	No	No	Yes	No		No
302	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	No opinion	No opinion	Yes		No opinion
303	Yes	Don't know	Yes	Yes	No	Don't know	No	Don't know	Don't know	Yes	Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
304	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Please learn from good projects like Covent Garden and bad projects like Les Halles Paris and keep the historic buildings and weave them into the new fabric. Otherwise it will feel unauthentic, not like York and won't be owned and loved by people. This is CRUCIAL!	Yes
305	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No		Yes
306	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A. World leading architecture and sustainable transport facilities B. World-leading	No opinion
307	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Preservation of the railway heritage, the use of signs to explain the historic significance of the remaining buildings and how they are linked together, perhaps a walking tour?	Yes
308	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes		No opinion
309	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
310	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
311	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Don't know	Don't know	Don't know	Yes	A development that works primarily for York residents not just for visitors.	Don't Know
312	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
313	Yes	Yes											
314	Don't know	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes		Yes
315	No	No	Yes	Don't know	Don't know	No	Don't know	No	Don't know	No	Don't know		
316	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes		Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
317	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential for Education and Public Open Space	Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
317 (cont.)													
318	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None to add	Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
319	Don't know	No	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Yes		No
320	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No		No opinion
321	No opinion	No opinion											
322	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Movement and Access needs to consider the wider community underserved by busses where other vehicular access is require - within York and beyond!	No
323	Don't know	Don't know	Yes	Yes	Don't know	No opinion	No	Yes	Yes	No	Yes		
324	Yes	No										Your proposals are not acceptable. The office element is unjustified. There needs to be a facility for buses - sadly lacking in York for decades.	
325	Yes	Don't know	Yes	No	No opinion	Yes	Yes	Yes	Yes	No	Don't know	Make transport through York better if possible not worse, consider cyclists.	No
326	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	In relation to point g), the proposed access route from the A59 will decimate an existing community instead of connecting it to the proposed new development.	Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
327	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Protection of heritage and historic character. Minimising private transport access. Producing a zero-carbon district. Enhancing a low-carbon approach throughout the city by influence and low-carbon, accessible and affordable public transport connections.	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
328	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Missing is any recognition within "Movement and Access" of the wider impact that this large scale development would have on the city-wide and greater-than-city infrastructure. The objective and it's diagram seem based essentially on the site's internal movement pattern but the quantum of development, and the external movement demands would have a clear ripple impact out to and passed the Ring Road and especially to the capacity of Holgate Road, already a high demand corridor with poor capacity. An objective should be to address and solve this wider access ability issues otherwise York Central would become an open "Island". It is also unrealistic for this objective not to acknowledge car ownership and use. In this strategic view, there is merit in looking at a possible "people mover" corridor from, say, The Ring Road Park-and-ride locality/sugar beet site through York Central to the station to help intercept city-bound trip demand and to provide local movement opportunities.	Yes
329	Yes	No	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes: you need to consider human scale and quality of life. NOT big office blocks. NOT rerouting existing roads. Please visit some comparable Dutch projects. The large office blocks are a LOSING PLAN--very stupid. York is full of empty office blocks as it is.	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
330	Yes	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes		No
331	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
332	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The 'Gateway', 'National Railway Museum as Cultural Epicentre' and 'Heritage as an Asset' objectives are the most important for me	Yes
333	Yes	Don't know											
334	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Yes	Yes		Don't Know
335	Yes	No	Yes	Yes	Yes	No	Yes	No	No	No	Yes		No
336	Yes												
337	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
338	Yes	Don't know	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes		Yes
339	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes	Yes	I think it should be car free. This would support the need to limit traffic around our already choking city.	Don't Know
340	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	I agree with these as objectives but am yet to be convinced that your plans will achieve them	No
341	Yes	No	Yes	Yes	No	No opinion	No opinion	No	Yes	No opinion	Yes	I'm concerned about the lack of concern for existing built heritage in the scheme as currently proposed, the lack of an inclusive vision of the community that already lives in the area, the assumption that economic growth is the prime aim of any new urban development, the recourse to a tired and inappropriate vision of boxy office and commercial buildings and over-managed contrived open spaces.	No opinion
342	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes		No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
343	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	In the context of the consultation document, it is hard not to disagree with the objectives but there needs to be far more detail in order to have a clear understanding of what is meant. For instance: Catalyst for economic development. Here, there is reference to new businesses but what sort of new businesses are we talking about? If it is Small to Medium Enterprise startups and space for SME's to thrive I am all for it, but if it is to support the Hiscock's of this world then No. That would not make sense. I do not support investment in the NRM as a cultural epicentre because inevitably this Museum will either have to charge a heavy fee at some point over the next 5 years or will go under. I would much rather see investment made in, say, the long term management of the city walls.	No
344	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	I wish to register my support for the sporting and recreational facilities provided by York RI to be continued within any development and that there be continuity of facilities during any development works. I believe the facilities provided currently are of great benefit and necessity to the City of York, its population, workforce and visitors. The strong ties the RI has with a number of National Governing Bodies is useful to our city and attracts families who would not otherwise visit our wonderful city. The history of failed attempts to run sport and recreational facilities for our citizens through commercial third parties emphasises the value for money the YRI generates through its dedicated volunteers. I am not proposing the existing facilities have to be kept. I am proposing that the equivalent or better is kept within the development proposals and the YRI operates as now on behalf of the City of York. Cheers YRI member and citizen of York Sean Heslop	No opinion
345	Yes	No											

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
346	Yes	No	Yes	No	Yes	Yes	No	Yes	No	No	No	Poor road infrastructure, too many offices, no bus station	No opinion
347	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Long overdue thinking, shows vision and ambition to bring this part of York into a high status, highly enjoyable space. At last the fantastic Mainline Victorian station roof will have a framework to complement the vision of the Victoria rail magnets.	Yes
348	No	No	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	Yes	Yes	No opinion		No
349	No opinion	No opinion	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Provision of excellent sporting facilities, for example those at the York Railway Institute. It is important that these are not lost in the new developments.	Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
350	No	No	No	Yes	No	No	Yes	No	No	No	Yes	York does not need office space. There are no businesses here! You have 2 planning applications to turn office space (Aviva building and Hudson House) into flats already. Doesn't that tell you no office space is required!!! Nor are new flats. If you must then re-use empty buildings. Your ideas to shut off the Leeman Road underpass are diabolical. Can I point out that Holgate Road is already jammed every day. There is no bus lane and hundreds of children rely on that route to get to school. As a cyclist I already take my life into my hands cycling that route...what on earth do you think will happen if you make it the ONLY route into town from the north west.	No
351	No	Don't know	Yes	Yes	Yes	No opinion	No opinion	Don't know	Yes	Yes	Yes	Provision of excellent sporting facilities, such as those at the York Railway Institute.	Don't Know
352	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Maintaining excellent sporting facilities.	Don't Know
353	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Don't know	Yes	Yes	Yes		Don't Know
354	No opinion	Don't know		Yes					Yes	Yes			Don't Know
355	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Enhancing the low carbon, car-free lifestyle available to people living and working in York. Creating community by ensuring access to local shops, cafes, sports and community space within or close to the new residential area.	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
356	Yes	No	Yes	Yes	No	No	No	No opinion	No opinion	No	Yes	This is a missed opportunity to increase train access to the city and empower pedestrians and cyclists. No mention of sport, leisure or health.	No
357	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	the notion of vibrant community needs careful consideration - think there may be many different interpretations of what this is. My thoughts later in this survey	Yes
358	Yes	Yes											
359	Yes	No											
360	Yes	No	Yes	Yes	No opinion	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	The images created of the proposed development would block views across the city for anyone travelling on foot. I think the idea is great but don't spoil the view for everyone else, just 3/4 storeys would be enough.	No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
361	Yes	Don't know	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Yes	An open access central sports location should be maintained	Don't Know
362	Yes	Don't know	Yes	Yes	Yes	Don't know	No	Don't know	Don't know	Yes	Don't know		Don't Know
363	No opinion	No opinion	Yes	Yes	No	No	Yes	Yes	No	Yes	Don't know	We live in Westgate apartments and so far this is the first opportunity we have been given to comment.	Don't Know
364	No	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Don't know	Yes		
365	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
366	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	High quality architecture	Yes
367	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes
368	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A vital expansion of the City of York, Making it a hub of the "Northern Powerhouse"	Yes
369	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	If you are building more home please ensure there is sufficient educational provision for the families who will live in them	Don't Know
370	No	Don't know											
371	Yes	No	Don't know	Don't know	Yes	Yes	No	No	Yes	Yes	Yes	Housing should have a greater priority.	Don't Know
372	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
373	No	No	Yes	Yes	No	No	No	No	No	Yes	No	Why should our community be faced with years of upheaval and massive change	No
374	Yes	Don't know	Don't know	Don't know	Yes	Yes	Yes	Don't know	Yes	No	Yes		Don't Know
375	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	j) Raise York's attractiveness to visitors k) Act as an exemplar for developments in other cities	No
376	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Key to any development should be an emphasis on creating more professional, highly skilled jobs for the city, and existing residents.	Don't Know
377	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
378	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
379	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
380	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Your questions are leading - e.g. do you agree and the opinion ranges limited. How about - Q- what is your option of the proposed objectives -- A strongly support, support, no opinion, object, strongly object	Don't Know
381	No	No	Yes	No	No	No	Yes	No	No	No	No	-Putting current residents first in decisions	Yes
382	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
383	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
384	Don't know	No	Yes	Yes	No	No	No	No	Yes	Don't know	Don't know		No
385	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Don't know	No	Yes		Don't Know
386	No opinion	No opinion	Don't know	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
387	Yes	No	Yes	Yes	No	No	No	No	No	Yes	No	making site viable costs (500 million plus) the major disruption to the existing residents around this site for many years to come there is no way developers/private companies will supply the monies for offices / housing to proceed this plan when the small already very busy roads cant take anymore traffic I strongly support a bus station and improvements to NRM my view is the rest of the land be made into a park this would be a real tourist attraction and enance York as wonderfull city to visit I strongly and respectfully demand the planners stop wasting tax payers money on a site where the costs outway the benefits of this stupid plan	No
388	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes		Yes
389	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Yes	Yes	Sustainable development must be key to all plans	No
390	No	Yes											
391	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
392	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Build links with existing communities to encourage a "One City" vision	Yes
393	Yes	Yes	Yes	Yes	Yes	Don't know	No	Yes	No	No opinion	Yes	facilities for existing community. community centre, Doctors surgery, decent shopping centre,	No opinion
394	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Comment C above needs to include the growth of existing businesses and services within the area.	Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
395	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Planning for the future? The site needs to be future-proofed to allow for HS2 (including any further extensions e.g. northwards to Newcastle or east to Hull which ideally we want to be routed through York to maintain and enhance connectivity). Also what about the potential for a tram-train network across York from Strensall/Haxby, from Poppleton, and from Copmanthorpe (/Whinthorpe) which would need to be worked into the masterplan for York Central (safeguarded alignments etc).	Yes
396	Don't know	Don't know	Yes	Yes	No opinion	Don't know	No opinion	No opinion	Yes	Yes	Yes		No opinion
397	No	No	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes	Yes		No



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
398	Yes	No	Yes	Yes	Yes	No opinion	Yes	No	No opinion	No	Yes	High quality development that will enhance York and be in keeping with its character. Emphasis on job creation that considers other options rather than just office space.	No
399	Yes	No											
400	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Providing houses NOT flats. Families want houses with space outside for their children. Older people want houses with some outside space and the chance to be neighbourly with others in their street. Houses are more important than office space and restaurants. We have lots of restaurants in York already. We are very short of houses in York, especially houses that are near to the city centre.	Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
401	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes		No opinion
402	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	I would be in favour of options 1 and 4 (p 25/26 in the 'York Central Seeking your views to guide development' brochure) regarding keeping Leeman road underpass open to traffic. As a Salisbury Terrace area resident I use the route for commuting and have experimented with diversions down Holgate Road which add approximately 45 minutes to my 15 minute commute. I would not support the closure of this route.	Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
403	Yes	No	Yes	No	No opinion	No	Yes	Yes	No opinion	No	Yes	No	No opinion
404	No	No	Yes	Yes	No	No	No	No	No	No	No		No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
405	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Yes	It seems to me that it will be very hard to balance all these aims - I think it is very hard to describe them as objectives since most of them will be very difficult to measure	No opinion
406	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No opinion	Yes	Don't know	All of these objectives are very bland and straight out of a corporate-speak handbook.	Yes
407	Yes	No	Yes	Yes	Yes	Yes			Yes				
408	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No		should include memorial gardens in scheme as a bus station near railway station.	No
409	Yes	No	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	No opinion	Yes	Increasing the leisure facilities for residents as opposed to tourists.	Yes
410	Yes	No	Yes	Yes	Yes	Don't know	No	No	Don't know	No	Yes		Yes
411	Yes	Yes	Yes	Yes	Don't know	No	Yes	No	No	No	Yes		Don't Know
412	Yes	Don't know		Yes					Yes				Don't Know
413	Yes	No	Yes	Yes	No opinion	No	Yes	Don't know	Don't know	No	Yes	Rather than "vibrant and exciting" why not go for "relaxing and inclusive" (eg the area round Sheffield Town Hall.	No opinion

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
414	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	An objective should be to enhance & protect the existing new developments of ST Peter's (Bishopfields and St Martins). This was, after all, the first stage of this whole development that people were encouraged to buy into some 10 years ago,	Yes
415	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Enhancing York's built environment with sensitive and appropriate development.	Yes
416	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes	Yes	Yes	Development of this area as a community should not be at the expense of other existing communities.	Yes
417	Yes	Don't know	Don't know	No	Don't know	No	No	No	No	No	No		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
418	Yes	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Please protect York RI at Queen Street. It is an irreplaceable asset and any redevelopment of York Central MUST ensure this resource is not lost. Not only is it vital for York and our community, but it also is a nationally important venue for badminton.	Don't Know
419	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Yes	Don't know	Yes		Don't Know
420	Yes	Yes	Yes	No opinion	Yes	Yes	Don't know	Don't know	Yes	Yes	No opinion	A community and museum with several roads for access which enhances traffic flow to the site and aids traffic problems elsewhere in York.	Don't Know
421	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		No

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
422	Yes	Yes	Yes	No	Yes	Yes	No	No	No	Yes	Yes		Yes
423	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Don't know	Don't know	Yes		Yes
424	Yes	No opinion	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Well, these are weasel words and phrases that mean different things to different people. There is not enough of the right sort of sustainability, connected community, access, vibrant community but the phrases are admirable. We the residents need to influence the details. Another objective is to have 100% public right of access to open space.	No opinion
425	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
426	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes	Yes		Don't Know
427	Yes	Yes	Yes	Yes	Don't know	Yes	No	Yes	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
428	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Addressing / improving traffic flows Improving public transport connectivity	No
429	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	No opinion	Yes	No opinion	Great resource - for schools and families as well as train enthusiasts Think of transport link to other museums in York as families have already paid to park	Don't Know
430	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	Yes		
431	Yes	Yes	Yes					Yes	Yes	Yes		To leave space for increasing york station size more platform are needed rather than build and regret it later	No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
432	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Retaining sporting excellence	Yes
433	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Yes
434		Don't know											
435	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes		Don't Know
436	Don't know	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know		Don't Know
437	Yes	Yes								Yes			
438	Yes	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Yes		Don't Know
439	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
440	Yes	No	Yes	Yes	Yes	Don't know	No	No	No	Yes	No		No
441	No	No	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Maintaining traffic flow along Leeman Road. Keeping the park and Ride link as as along Leeman Rd.	Don't Know
442	Yes	Don't know	Yes	No opinion	No opinion	Yes	Yes	Yes	Yes	No	Yes	By closing access to the station and town via Leeman Road, you are cutting off access for everyone in the West of York. This means more congestion on a gridlocked A59 and in particular Holgate Road. This is without the proposed development if the old sugar beet factory site. Proposals for the NRM do not benefit the people of York and tourists won't notice the difference.	Don't Know
443	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
444	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
445	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
446	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
447	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The National Railway Museum development is a must as this attraction is a money spinner for the City of York as it brings in so many people.	Don't Know
448	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Should create a community by ensuring amenities such as shops, cafes & community centre within the residential area.	Don't Know
449	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
450	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Yes	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
451	No	No	No	No	No	No	No	No	No	No	No		Don't Know
452	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
453			Yes			No opinion	Yes				Yes		
454	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Maintenance and enhancement of current public amenities	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
455	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
456	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Objectives are great if they are all achieved, if not they are just words.	No
457	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Don't know	Yes		Yes
458	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Retain existing facilities	Don't Know
459	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
460	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
461	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes		Yes
462	No	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Don't know		Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
463	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	No	Yes	No	Yes		No
464	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
465	No	No	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Yes	Yes		No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
466	Yes	No	Yes	Yes	No	No opinion	Don't know	Don't know	Don't know	No	Yes	This would not create a new community, yes the area need developing but there are already some communities thriving in this area. To destroy them and force the creation of a new community that may or may not work seems counterintuitive. Yes, look to develop and encourage community growth and involvement, but not at the expense of things already working. If the Christmas market is expanded to another area of the city, will we lose more than we gain. Case in point being the Christmas fair which is no longer part of the Christmas market. It had to be the centre of it, and the market grew up around it and there was a real community feel about the stall holders. Now it just seems a bit soulless, and like the council is only bothered with how much money it can generate. So my objective would be 'The protection of the organic communities already existing in York central'.	No
467	No	No	No	No	No	No	No	No	No	Yes	No		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
468	No	No	Yes										No
469	Yes	No opinion	Yes	Yes	No opinion		Yes	Yes	No opinion	No opinion	Yes	The study has yet to prove the economic case for more office space in the city. There are a number of empty buildings including Ryedale House and Hudson House.	No opinion
470	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes	Yes		Don't Know
471	Don't know	No											
472	Yes	Don't know	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion		
473	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
474	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	High quality, contemporary architecture & design	No opinion



URN	Q1 Do you support redevelopment of the York Central site?	Q2Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
475	Yes	No	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes
476	Yes	No	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Yes		No
477	Yes	No	Yes	No	Yes	No opinion	Yes	No	Yes	Yes	No		No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
478	Yes			Yes		Yes					Yes	Forget the history of the site and concentrate on creating the new New York. Learn from the redevelopment of the almost identical site of the old railway goods yards by the central station in Heidelberg, Germany. In Heidelberg the city council bought half the site, declared that the entire site must be built to passive house standard and based around renewable energy and a tram system. Their redevelopment is a phenomenal success and has happened in a fraction of the time York has wasted. You can learn more by viewing the film I produced for Energy Cities when the Bahnstadt project was still in its early stages of construction. https://www.youtube.com/watch?v=VLJQdxuxEGo I would be more than happy to come in to show the film and chat with directors, the Chief Executive and councillors about how Bahnstadt provides the perfect model for the redevelopment of York Central.	Yes
479	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes		No
480	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
481	Yes	Don't know	Don't know	Yes	No opinion	No opinion	Yes	No opinion	Yes	Yes	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
482	Yes	Yes										Comment - The site cannot be taken forward without reference to the wider development and growth aspirations for the City as a whole or the emerging local plan. We note that one of the edevelopment	No
483	Don't know	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes	Yes		Don't Know
484	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion		No opinion
485	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Don't Know
486	Yes	No	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know		No
487	Yes	Yes	Yes	No opinion	Yes	Don't know	No	Yes	Don't know	Yes	Yes	Major missing item is plans for a bus hub, just simple such as that at Wakefield and Beverley would be sufficient. Seriously missing in York, making a rail/bus transport hub if utilising land immediately behind station on land between Rail Museum.	Don't Know
488	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Maintaining sporting and leisure facilities.	Don't Know
489	Don't know	Don't know	Yes	Yes	No	Don't know	Yes	Don't know	Don't know	Don't know	Yes		
490	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes		Don't Know
491	No	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes		
492	No	No	No	No	Yes	Yes	Yes		Yes	No	Yes		No



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
493	No	No	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes	This question [and questionnaire] gathers misleading data as it is worded so that you can only agree with the development. I agree with the objectives but I don't believe that what is being proposed by York Central will achieve or deliver these.	Yes
494	Yes	Don't know										No opinion on the above but think a bus station could be part of it.	
495	No	No											

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
496	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Don't know	Yes	I think the proposed redevelopment is an missed golden opportunity to partner with the likes of the RHS, Woodland Trust, Arts Council England, and Sport England to transform the entire space into a green oasis (inspired by the likes of Golden Gate Park, San Francisco, and Stanley Park, Vancouver) of exciting, sustainable planting of trees and gardens, walking and cycling paths, sports fields, tennis courts, climbing walls, outdoor gymnastic bars, etc, children's playgrounds, and a performing and creative arts centre, creating a lasting legacy of wealth for the city of York through enhanced well-being of residents and visitors, and a mighty new draw for tourists.	Don't Know
497	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know		Yes
498	Yes	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	No	Yes	Existing communities in surrounding areas more traffic NO	Don't Know
499	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The potential for parts of the site to be subject to flooding need to be fully addressed in the redevelopment, especially considering the proximity of the Ouse and the "unprecedented" flooding in York on 26 December 2015 and early January 2016	Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
500	Yes	Yes	Don't know	No opinion	Yes	Yes	Yes	No opinion	Don't know	Yes	Yes	No	No opinion
501	Yes	No	Yes	Yes	No	Yes	Don't know	No opinion	Don't know	Yes	Yes		No
502	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
503	No	Don't know	Yes	Yes	No	Don't know	Yes	Yes	Yes	No	Don't know	I prefer retaining York R.I gymnasium, as a more important objective	Don't Know
504	No	No	No opinion	Yes	No	No	No	No	No	No	No		No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
505	No	Don't know	Yes	Yes	No	No	No	No	No	No	Yes	I agree with York Central's proposed objectives of creating and strengthening communities, but I don't believe that the vision for York Central will achieve this. This question only really allows for one to agree with the project and not question the potential of York Central's ability to make these a reality.	
506	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
507	Don't know		Yes	Yes	Yes	Don't know	Yes		Don't know	Yes	Yes		Don't Know
508	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Retaining ongoing business and sports facilities already in the area.	No
509	Yes	No	Don't know	Don't know	Yes	Yes	No	Don't know	Don't know	Yes	No		No
510	Yes	No	Yes	Yes	Don't know	Don't know	Don't know	No opinion	Don't know	Yes	Yes		No opinion
511	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
512	No opinion	No opinion											
513	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
514	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
515	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes		No
516	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
517	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
518		Don't know	Yes	Yes	No opinion	Don't know	Don't know	No opinion	Don't know	Yes	Yes	I live on Cleveland Street and have some concerns about how you are planning to treat the existing community. We have a very strong local community which is very much centered around the park at the top of Cleveland Street and Upper St Paul's Terrace. The local children play in the park almost every day and it's a place to go to meet kids and their carers. We moved our family to York only three years ago without knowing anyone here. The people we have met through spending time in the park is incredible. Both my husband and I and our children have made some real friends there. It would be devastating for our community to see this park go! I understand York Central is needed but I'm not sure it has to take away our small but irreplaceable park. Some people I have spoken to have suggested the road could be drawn slightly differently, to not interfere with our park. I would really like to hear what you have got to say about that. There is obviously also the issue of the air being contaminated by the increased traffic. I'm hoping in this day and age, thought have been put into this and you have a plan for how to deal with it? Finally I have seen some plans of turning Cleveland Street into a pedestrian and cycle path. We don't drive but I'm sure there would be a lot of protesting from other residents of this street if this was the case. I would be grateful if someone could contact me about my concerns. Please, in your quest to create "a vibrant new community", don't destroy and existing vibrant one!	Don't Know
519	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Protecting existing communities and history	Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
520	Yes	Don't know	Yes	Yes	Don't know	Yes	No	No opinion	Don't know	No	Yes		Don't Know
521	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes		Yes
522	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Biodiverse encouraging green roofs and walls and Green Infrastructure supporting wildlife as well as people with native planting etc	Don't Know
523	No	No	Yes	No	No	No	No	No	No	No	No		No
524	No	No	Yes	No	No	No	No	No	No				Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
525	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
526	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes		Yes
527	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
528	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
529	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Make it key urban hub for Yorkshire--- with buzz -- place with drawing power-- people want to go.	Don't Know
530	Don't know	Don't know	Yes	Don't know	Don't know	No	No	No	Yes	Yes	Don't know	Consideration for the people of York and cars!	Don't Know
531	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The above answers are provided on the basis that the economic viability is assured and that the scale and massing of development is appropriate.	Yes
532													
533	Yes	No											
534	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know		Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
535	No	No											
536	Yes	Yes	Yes	Yes	Yes	No opinion		No opinion	Yes	Yes	Yes		
537	Yes	Don't know	Yes	Don't know	Yes	Don't know	Don't know	Don't know	Yes	Yes	Yes		Don't Know
538	No	Don't know	Yes	Yes	No	No	Yes	Don't know	No opinion	Yes			
539	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I believe we should protect certain historic buildings within the site such as the Railway Institute	Don't Know
540													
541	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
542	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	The redevelopment of the Railway Institute sports facilities would seriously affect a lot of peoples lives. I personally use the squash facilities 3-4 times a week. There are many of us who regularly use the courts, we have 8 teams playing in the York district leagues plus many more social players. It's a very welcoming open community, a real social hub. I can see the other facilities are also very busy. The RI creates community in York central and would be a great loss to the area, where the only other social areas are pubs. I would have to travel a long way to find new sports facilities near my house, and I would have to drive rather than walk or bike. Other facilities are also much more expensive and commercial, so I might stop playing squash altogether, as would many of the members. Isn't sport more important for community cohesion than a fancy museum, shops, or a car park?	Don't Know
543	No	No											
544	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Leisure facilities as a driver for community establishment and sustainability.	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
545	Yes		Yes	Yes	No opinion	Don't know	No	Don't know	Yes	Yes	Yes		
545 (cont.)													
546	No	No											
547	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
548	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes		Don't Know
549	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes		Yes
550	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
551	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
552	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Don't know	Yes	More vibrant use of river frontage - reducing potential for evening anti-social behaviour, drinking, drugs and graffiti.	Don't Know
553	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know		Yes
554	Yes	No	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Yes		No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
555	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
556	Yes	No	Yes	Yes	Don't know	No	Yes	No	No	Yes	Yes	the area should be more housing rather than offices as many offices are already not used and have sat idle for many years	Don't Know
557	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
558	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Don't know		Yes
559	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
560	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
561	No	No											
562	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
563	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	No	No	Yes		No
564	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	I do not wish for the York R.I. to be demoished	Don't Know
565	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Help to develop a mixed community	Yes
566	Yes	Don't know	Yes	Yes	No opinion	No opinion	No	No	Yes	No opinion	Yes	Maintaining and nurturing existing communities and associated facilities	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
567	Don't know	No	Yes	Don't know	Yes	Don't know	Yes	Don't know	Yes	No	Yes		No
568	Yes	Don't know	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
569	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
570	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes		Yes
571	No	Don't know	Yes	Yes	Don't know		Don't know	Don't know	Don't know	Yes	Don't know		
572	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Given the extensive flooding in York over recent months I cannot understand why yet more land has to be concreted over. There are already enormous housing projects in old chocolate factories and other zones near the rivers. How are all of the additional families to be provided for in terms of education and health? There seems little consideration given to car users. People WILL continue to use their cars as the costs of other forms of transport rise and as the older and more infirm population increases. Why increase retail development when existing shops are closing and those that remain do not stay open for business beyond 5.30 or 6 pm? York is a just about manageable city for those of us who visit regularly. It has fewer national chains although this is increasing all the time, and no doubt any new retails space will be occupied by national chains, the only ones who can afford exorbitant rents and business rates. Most other towns and cities in the north have already been raped by greedy big business. York is better than that. It should pride itself on what it has, including those older buildings which provide shelter for our endangered wildlife. Small towns in other countries, such as France, value their heritage and have been less interested in squeezing every last commercial exploitation out of it.	No
573	Yes	No	Yes	Yes	No	No	Yes	Don't know	No	Yes	Yes	Keep railway institute gymnasium	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
574	No	No	No	Don't know	No opinion	No	No	No	No	No	No		Don't Know
575	Yes	Yes											
576	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	No opinion	Yes	Sporting facilities	
577	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
578	No	No	Yes	Don't know	No	No	No opinion	No	No	Yes	Don't know		No opinion
579	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion		
580	No opinion	No	Yes	Yes	No	No	Yes	Yes	No opinion	Yes	Yes	International Standard Business Hub / Convention Centre. High End Leisure / Tourist Destination.	No opinion



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
581	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Adequate private car access is required to the rail station with adequate parking for both short and long stay	Yes
582	Yes	Don't know	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Yes	Putting interests of existing local communities first.	No
583	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Schools? Shops? Dentists? Doctors?	No
584	Don't know										No		
585	Yes	Yes											
586	Yes	No											
587	Yes	No	Yes	Yes	No opinion	No opinion	Yes	No opinion	No opinion	No opinion	Yes		No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
588	Yes	No	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes		No
589	Yes	No											
590	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
591	Yes	Don't know	No opinion	No	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Improvement to car access to station from both North and South of the city , for parking, drop off and pick-up	No
592	Yes	No	Yes	Yes	No	No	No	Yes	Yes	No opinion	Yes	To have fun, to make York an interesting destination for future tourism.	Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
592 (cont.)													
593	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	minimum of fossil fuel pollution e.g cars & vans.	Yes
594	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Broadly agree with the objectives but am concerned on specific areas of impact, particularly the RI building	No
595	Don't know	Don't know	Yes		Yes				Yes	Yes			
596	Yes	Don't know	Yes	Yes	Yes	No	Yes	Yes	Don't know	Don't know	Yes		Yes
597	Yes	Yes								Yes			

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
598	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	• 'Vision' is good as far as it goes – but it is nowhere near 'visionary' enough. It does not identify the potential for York Central to send a clear message about York's aspiration to be a leading green city. This could be the project that encapsulates that vision through really progressive measures. It goes some way towards it but the talk of sustainable development is standard stuff. Where in the talk of in green infrastructure, for example, is green roofs? No mention of the huge potential for onsite renewable energy. What about combined heat + power distribution? Zero carbon buildings? With York Central, York could shine and show how heritage and the future can come together in a plan that makes economic and environmental sense. Instead, it looks like a misplaced chunk of Manhattan, with its high-rise wedge-shaped buildings rammed together.	Yes
599	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
600	No	No	Yes	No opinion	Yes	No	No opinion	No	No opinion	No opinion	No		No
601	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This should bring more visitors into York because of an even better National Railway Museum.	Don't Know
602	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
603	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Creation of communities requires ensuring including amenities such as shops, cafes, sports facilities, community centres within the residential area	Don't Know
604	No opinion	No opinion	Yes	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	Yes	Yes		No opinion
605	No	No											
606	No opinion	No opinion	Yes	Yes	Don't know	Don't know	Yes	Don't know	Yes	Yes	Don't know		Don't Know
607	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I agree that the development should be sustainable, and although I don't use the station car parks I feel it would be important to build a suitable car park to cater for the existing car parking facilities and more that this development would bring.	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
608	Yes	Yes	Yes	Yes	No opinion	Yes	Don't know	Don't know	Yes	No opinion	Yes		No
609	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a	Yes
610	No	No											
611	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The 'vibrant new community' should have a good range of housing to choose from, including (proper) affordable housing (which may discourage developers).	Don't Know
612	No	No	Yes	Yes	No opinion	No opinion	Yes	No opinion	Yes	No opinion	Yes		No
613	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Yes
614	No	No	Yes	No opinion	No opinion	Yes	No opinion	No opinion	Yes	Yes	No opinion		Don't Know
615	No	No	No	Yes	No	No	No	No	Yes	No	No		Don't Know
616	Yes	No	Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	No opinion	Yes		Yes
617	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
618	No	No	No	No	No	No	No	No	No	No	No		No
619	No	No	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion		No opinion
620	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
621	No	No	Yes	Yes	Don't know	No	No	No	No	No	Yes		Don't Know
622	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	A new access link across the railway replacing the tunnel	Don't Know
623	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes		Yes
624	No	No	Yes	Yes	No	No	No	No	No	No	Yes		Don't Know
625	Yes	Yes	Yes	No opinion	Yes	Yes	Don't know	Don't know	Don't know	No opinion	Yes		Yes
626	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Yes	Yes		
627	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
628	Yes	No	Yes	Yes	No opinion	No	No opinion	Don't know	Don't know	Yes	Yes		Don't Know
629	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes	Retain the existing sporting facilities based at the York RI buildings. The government is supposed to be encouraging sporting activities	Don't Know
630	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes		Don't know	Yes	Yes		
631	Yes	No	Yes	Yes	No	No	No	No	No	No	No		No
632	Don't know	Don't know	No opinion	No opinion	No opinion	Yes	No opinion	No opinion	No opinion	No opinion	No opinion		
633	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Yes	Maintaining the excellent sporting opportunities which are available to the local community - where is this in the plan? By removing the RI gymnasium, the chance for very reasonably priced access to county-level quality facilities and coaching for all ages will be removed. This is not acceptable.	No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
634	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
635	Yes	Don't know	Yes	No opinion	No opinion	Yes	Yes	Don't know	Yes	Yes	No opinion		No
636	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to provide excellent Sporting and leisure facilities to the wider community.	No
637	Yes	Yes				Yes				Yes	Yes		Yes
638	Yes												
639	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
640	Yes	No	Don't know	Don't know	Yes	Yes	Yes	No	Yes	Yes	Yes		No
641	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Community space around all the site open planning lots of green areas	Don't Know
642	No	No	Yes	Don't know	Don't know	No opinion	No opinion	No opinion	Yes		No opinion	The RI is a HUB for community sport and activities in the heart of York. Preserving and expanding the current RI facilities is a vital part of Yorks community for sport, exercise, and physical well being.	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
643	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes		Yes
644	No	No	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
645	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
646		Yes	Yes	Yes	No opinion	Don't know	Yes	Don't know	Don't know	Yes	Yes	Retention of existing sport & leisure facilities at the Railway Institute which benefiting current York residents	No
647	Yes	Don't know	Yes	Yes	No opinion	No opinion	No	No	No opinion	Yes	Yes	"Green" corridors needed and spaces for the natural environment.	No
648	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
649	No opinion	No opinion											
650	No	No	Yes	Yes	No	No opinion	No	Yes	Yes	Yes	Don't know		No opinion
651	Yes	Don't know	No	No	Yes	Don't know	Yes	No	No	No	Don't know	- Objectives should be in plain English, not jargon. - Objectives should be mutually compatible, not inconsistent: you can't have cake and eat it too! - NRM has failed to keep its surroundings clean and has not been a good partner for the City for years. - Whatever is done must improve traffic flow (I mean cars not bikes) not make congestion worse.	Don't Know
652	No	No	Don't know	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	No	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
653	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Don't know	Yes	An example of a sustainable city site - priority for housing, sustainable energy, pedestrians and cyclists.	Don't Know
654	Yes	Don't know	No	No	Yes	Yes	No opinion	No opinion	Yes	No	Don't know	To provide an education format for not just the immediate future but also to ensure that education establishments are involved in the overall plan. Especially the consideration of the improvements of secondary schools in the immediate vicinity and to plan for the future. All Saints RC School needs to be involved to ensure that a vital school in the City has the necessary investment for the future generation.	Yes
655	No	Yes	Yes	No	Don't know	No	Yes	No	No	No	Don't know	Let's jammed York totally	No
656	Yes	No	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	to deliver it in my lifetime	Yes
657	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
658	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continued support for existing residents/users.	Don't Know
659	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		
660	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	It's difficult to comment fully, as the information that this questionnaire alludes to, is not easily accessible online - there's no direct link, so the document I'm reading, could be the wrong one (it also has 'draft' on it). The limited information about these titles suggest that it would be something I would support.	
661	Yes	Yes											

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
662	Yes	Don't know	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion		No opinion
663	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
664	Yes	No											
665	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I think the vision should make reference to visitors as well as residents	No opinion
666	Yes	Yes	Yes	Yes	No opinion	Don't know	Yes	No opinion	Yes	Yes	No opinion		Yes
667	Yes	No	Yes	No	Yes	Yes	No	No opinion	Yes	Yes	No opinion	I hope that this monstrosity is going to be in keeping with the rest of York's History namely be in keeping with the old look rather than some futurist rubbish that looks like an eye sore rather than blending in!!	No
668	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
669	Yes	Yes	Don't know	No	Yes	Yes	No	No	Yes	Yes	Yes		Don't Know
670	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
671	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Embracing the current community leisure and amenity use.	Yes
672	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
673	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Genuinely affordable housing for the local community - homes available for housing associations etc. Housing that is protected to remain within ownership / occupancy of local people, not to be sold at reduced prices for more landlords to make huge profits	Don't Know
674	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
675	Yes	No	No opinion	No opinion	No opinion	No	No opinion	No opinion	No opinion	Yes	No opinion	This would be the ideal site to locate the NEW Football/Rugby Ground, good access to the station and certainly better than the present Monk's Cross mistake	No opinion
676	Don't know	No	Yes	Yes	No	No	No	No	No	No	Yes		No
677	Yes			Yes						Yes	Yes		
678	Yes	No	Don't know	No	No	Yes	Yes	Don't know	No	No	Don't know		No opinion
679	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	No opinion	Yes	Yes	York Railway Institute should be retained for the many people who use the facilities every day.	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
680	Don't know	Don't know	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Yes		Don't Know
681	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
682	Yes	Don't know	Yes	No opinion	Yes	No	Yes	Yes	Yes	Yes	Yes	The York Central development needs to be in keeping with York and sympathetic to the historical buildings.	No opinion
683	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	York City Council must NOT be exposed to financial risk on behalf of private companies - they must take the risk and rewards.	Yes
684	Yes	No	Yes	No opinion	No	Yes	Yes	Don't know	No opinion	Yes	Yes		No
685	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
686	No	No	Don't know	Don't know	No opinion	No	No	No	No opinion	Don't know	No opinion		No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
687	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Keep the badminton facilities - great floor, plenty of height, good lighting for playing top level badminton	No opinion
688									No opinion		No opinion		
689	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes		No opinion
690	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
691	No	No											
692	Don't know	Don't know	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes		No
693	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Maintain sporting facilities for local communities [same quantity]	Yes
694	Yes	Yes											
695	No	No	Yes	Yes	No	No	No	No	No	Yes	No	in relation to this project at no time since the 2nd world war would planning permission be granted for the development, in my opinion give it another 20yrs then it just might be beneficial, not a license to print money for the developers, will the facilities lost be replaced like for like I think not.	No
696	Don't know	Don't know	Yes	Yes	Don't know	No opinion	No opinion	No opinion	No opinion	Yes	Yes		Don't Know
697	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	My main concern regards demolition of the Railway Institute sports facilities. I would strongly oppose any plans that involve bulldozing or closing these facilities as I am a frequent and passionate user and the building is of historical significance.	No
698	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
699	Yes	No	Yes	No	Yes	Yes	No		Yes	No	Yes	I find that this questionnaire is slanted to give what you currently believe. My concern as a U3A Member is that we will lose the current benefits that we have in the Railway Institute. There must be provision for the services that the community currently enjoy from the R.I.	Don't Know
700	Yes	No	Yes	No opinion	Yes	No	Yes	Yes	Yes	Yes	Yes		No
701	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
702	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Yes		Yes
703	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
704	No	No	No opinion	Yes	No opinion	No	Don't know	No opinion	No opinion	No opinion	No opinion		No
705	Yes	Yes											
706													
707	Yes	Yes											
708	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
709	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Retaining the invaluable York R.I. within the plan	Don't Know
710	No	No	Yes	Yes	No	No	No	No	Yes	No opinion	Yes		No
711	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes	No opinion	No opinion	No opinion	No opinion		Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
712	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes		Yes
713	No	No	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion		Yes
714	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes		Yes
715	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
716	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
717	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes		Yes
718	No	No	No	No	No	No	No	No	No	No	No	It is already all of these things - Core badminton & sports centre for major teams representing Yorkshire.	No
719	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
720	Yes	No	Don't know	Yes	Don't know	Don't know	Yes	No	No	Don't know	Yes	Leave the railway institute alone it is one of the few genuine York community establishments left and I don't imagine there will be anything for citizens in your plans so keep your hands off this building!	No opinion
721	Yes	Yes	Yes	Yes	Don't know	Yes	No opinion	No opinion	No opinion	Yes	Yes		



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
722	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Don't Know
723	No	Don't know	Yes	Yes	No opinion	Yes	No opinion	No opinion	No opinion	Yes	Yes		No opinion
724	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
725	Yes	Don't know	No opinion	Yes	No opinion	No opinion	No opinion	No	No opinion	No opinion	Yes	Sustainable development concept lacks focus. This is the most significant strategic development site in York for generations. The parties involved, public and private, must make this a pioneering development in terms of low carbon (close to 100% renewable heat and power generated on site), modal shift (strong focus on walking and cycling, including arterial traffic-free cycling highways) and biodiversity (wildlife friendly planting for wildlife, public amenity, urban cooling and food). York has an opportunity to make a statement about its commitment to environmental sustainability and tackling climate change and must not be unambitious or roll out an identikit urban development.	No
726	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Yes	Keep the Queen Street Bridge as the removal of the York RI buildings and sports facilities would be a tragedy as this sport facility is invaluable.	Don't Know
727	Yes	Don't know	Yes	Yes	No	Don't know	Yes	Yes	Yes	Don't know	Yes		No
728	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	No	Don't know	Yes	Yes	enhance natural environment	No
729	Yes	No	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes		Yes
730	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Yes	No opinion		Yes
731	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
732	Yes	No	Yes	Yes	No	No	Yes	No	Yes	No	Yes		Yes
733	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I think the balance between office and residential needs careful consideration. There is an office need in York, but 120,000 sqm is unrealistic in the market.	No opinion

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
734	Yes	Don't know	Yes	No	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Don't know		Don't Know
735	Yes	Don't know											
736	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
737	No	No	Yes	Yes	Don't know	Don't know	No			Yes	No		Don't Know
738	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes		
739	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	A Safe Space	Yes
740	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Leave the YRI as a badminton centre	Don't Know
741	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I would like to see the RI gymnasium as integral to the development.	Don't Know
742	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
743	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	retaining and enhancing community sports and leisure facilities and encouraging cycling	No
744	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
745	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	See Q6 re: York RI sports club	Don't Know
746	Yes	Yes	Yes	Yes	Yes	No opinion	No	No	No	Yes	Yes		No
747	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
748	Don't know	Don't know											
749	Yes	Don't know	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion		
750	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
751	Don't know	Don't know	Yes	Yes	Yes	Don't know	Don't know	Don't know	Yes	Yes	Yes		Don't Know
752	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
753	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
754	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The continued use of of Heritage buildings as a valued community asset, i.e. The Railway Institute Buildings and the much valued facilities that they provide	No
755	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nothing missing, but I think an emphasis on Green Infrastructure is important as there are no standout green areas in York - it's very crowded!	Yes
756	No	No	No	No	Don't know	No	No	No	No	No	Don't know		No
757	No	No	Don't know	Don't know	No	No	No	No	No	Don't know	Don't know	I object to the possible loss of the RI sporting facilities, in particular the badminton courts which provide unrivalled opportunities for all ages to play on sprung floor courts. The Friday evening training for youngsters sees 50 attending each week, and has a waiting list	No
758	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
759	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes		Don't Know
760	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A financial appraisal comment is missing	Don't Know
761	No	No											
762	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
763		No opinion											
764	Don't know	Don't know	No opinion	Yes	Don't know	Don't know	Don't know	No opinion	No opinion	No opinion	Yes		Don't Know
765	No	No											
766	No	Don't know											
767													
768	No	No	Yes	Yes	Don't know	No	No opinion	No opinion	No opinion	Don't know	Yes		No
769	Yes	Yes	Yes	No opinion	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Yes	Protection of current local users/facilities	Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
770	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Don't know	Yes	An area which can support wildlife	
771	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
772	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Design quality of the space: Existing examples of such redevelopments rely on considered quality of design specific to location, not cut and paste from standard design books	Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
773	No	No	Yes	Yes	No opinion	No opinion	No opinion	No opinion	Yes	No opinion	No opinion	You say Heritage as an Asset is an objective - well the badminton hall is part of our Heritage and should stay that way.	No opinion
774	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes		No
775	No	No	No	No	No	No	No	No	No	No	No opinion		No opinion
776	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
777	Yes	Don't know											
778	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
779	Don't know	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes		No opinion
780	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Yes		Yes
781	No	No											
782	No	No	Yes	Don't know	Don't know	No opinion	No opinion	No opinion	No opinion	Yes	No opinion		No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
783	No	No	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Supporting leisure and sporting facilities	No
784	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Less office space. Needs to be built for the future. So needs massive cycle infrastructure - lanes and parking. Massive bus infrastructure - bus only lanes. Lots of public space.	Don't Know
785	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Economic contribution to the city of York and surrounding region	Yes
786	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Don't Know
787	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
788	No	No	Yes	Yes	No opinion	No	No	No	No	No opinion	No opinion		No
789	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
790	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
791	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	No	No opinion		No opinion
792	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Yes
793	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
794	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
795	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
796	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
797	Don't know	Don't know	Yes	Yes	No opinion	Yes	Yes	No opinion	No opinion	Yes	No opinion		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
798	Yes	Yes											
799	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The Railway Museum is a great place, one of York's Gem's. To develop the rear of the station into an open public square would make access far easier, and could create an amazing new atmosphere, similar to the Pancras Square, former Goods Yards and University Arts Squares in London	Yes
800	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
801	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
802	Yes	No	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know		Don't Know
803	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
804	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
805	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Yes	Catalyst for sustainable transport solution for York.	Don't Know
806	Don't know	Don't know	Yes	Yes	Don't know	Don't know	No	Don't know	Don't know	Yes	Yes		No
807	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No		Yes
808	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Healthy, active living environment	Yes
809	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
810	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes		Don't Know
811	No	No											
812	No	No	No	No	No	No	No	No	No	No	No		No
813	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
814	Yes	Yes	Yes			Yes	Yes			Yes			Yes
815	Yes	Don't know	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	I value York RI gymnasium as a city centre community sports facility, and would not want to see this asset to the city lost.	Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
816	Yes	Yes	No	Yes	Yes	Yes	Don't know	Yes	Yes	No	Yes		No opinion
817	No opinion	Don't know	Yes	Yes	Don't know	Don't know	Yes	Don't know	Yes	No opinion	Yes		Don't Know
818	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Don't know		Yes
819	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes		Don't Know
820	No	No	Yes	Yes	No	No	No	No	No	Yes	No		Don't Know
821	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
822	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		No opinion
823	Yes	Yes											
824	No	No	Yes	Yes	Yes	No opinion	Yes	No opinion	No opinion	No opinion	Yes		
825	No	No	No	No	No	No	No	No	No	No	No		No
826	No opinion	No opinion	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
827	Yes	Yes	Yes	No	Yes	Yes	No	No	No	Yes	No		Don't Know
828	No	No											



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
829	Yes	Don't know		No	Yes		Yes	Yes					
830	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Every building should be a thing of beauty - good design should be paramount.	Yes
831	No	No											
832	Yes	Yes	Yes	Don't know	Don't know	No opinion	Don't know	Don't know	Don't know	Yes	Don't know		Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
833	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	The proposals focus almost exclusively on the site itself and the links to the immediate environs. There is little consideration given to the wider impact of the proposals on 2 counts. Firstly Leeman Road is currently part of the Inner Ring Road. I don't recall this being reflected in the consultation document and as such there is insufficient consideration given to the impact of traffic movements across York and the surrounding area. Whilst the Outer Ring Road remains congested to the West of York, Leeman Road is an important East - West alternative. Most of the options presented with positive benefits ignore the impact that either closing or diverting Leeman Road would have on East - West traffic movements, especially those already congested parts of the city such as Bootham and Blossom Street. I recognise that to consider this proposal in the context of wider York traffic changes will be likely to delay the scheme but as mentioned at the start of the consultation document this is a once in a life time chance to get any changes right. The second area where the consultation document does not provide enough information relates to how increased numbers of train passengers will be managed. I could not find any numbers on the current and future volume of car parking aimed at train travellers but the graphics seem to suggest a reduction on current levels.	Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
833 (cont.)												This worries me as the only firm proposals to help train passengers get to the station are focussed on improved public transport links. Whilst I fully support these they do not provide a solution for those train passengers who need to travel outwith core public transport hours or from areas of North Yorkshire not served by public transport, this includes large parts of the Harrogate, Scarborough and Ryedale areas. If parking provision is to be reduced a different approach to public transport links is needed, one that provides for passengers out of hours and away from current provision. One option would be to consider a park and ride scheme focussed on linking with trains at the station. It would need to be 24/7 to support all the current passenger trains and future HS2 services. A possible option would be to make one of the existing Park and Ride sites a Station Interchange. How about Grimston Bar where it would not be difficult to use the night-time Service 66 University buses that service the Sports Village to provide a round the clock link with the station? I am sure with a bit of thought something could be made to work. Just reducing parking spaces at the station will not fit with a desire to increase passenger numbers!	
834	Don't know	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Sports facilities in York city centre	No
835	Yes	Don't know	Yes	Yes	No	Don't know	Don't know	No	Don't know	Don't know	Don't know	I'm far from convinced that the current aspirations as set out are going to be a catalyst for development - what developer is going to be brave enough to make the first move, when there are absolutely no certainties of making any return, when there simply is no demand for thousands of metres of offices and unlikely to be so?	No
836	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
837	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
838	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes		No opinion
839	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Will the jobs indicated on page 31 pay enough to the employees so they can afford one of the new residential properties? Will the residential properties get a parking space?	Yes
840	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Proposed objectives fail to mention the sports facilities which exist already in the site and are important both to the local community and the wider community. Page 30 mentions the opportunity for development in the future without recognising the importance of the building which exists and the function it currently provides for the community. This is not addressed in this document, nor does it fully provide a balanced community without this. There is no mention that this facility is not needed to support current levels of population, nor that a Sports and Recreation Strategy had been undertaken to show that it will not be needed in the future. This is poor planning.	No
841												This is meaningless gobbledygook. What does "Do you agree with the following proposed objectives..." "A gateway" actually mean?	Yes
842	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	No		Don't Know
843	Yes	Don't know	Yes	Don't know	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Current area users	
844	Don't know	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
845	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No	Yes		No opinion
846	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes		Yes
847	No	No	Yes	Yes	No	No	No opinion	No	No	Yes	No		No
848	Yes	Yes											
849	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes		Yes
850	No	Don't know	Yes	No opinion	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Sports and leisure facilities	No
851	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I put particular emphasis on 'connectivity'. Communities round the new site are here now, their council tax pays for initial development, and they are most likely to be disrupted by construction. There are many legitimate fears about extra traffic and other changes. Development needs to search out ways of giving tangible gains to communities round the site and deliver these early. Regular consultation is crucial.	Yes
852	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	To ensure that not only a new community is created, but that the current one is respected and valued highly, and the new community integrates successfully with those already in the area.	Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
853	Yes	No	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	Yes	The biggest danger is that the area to be redeveloped is slap bang in the middle of a heavily congested area, left right and centre. The station is important to York and whilst it may seem a shambles at times, it actually works very well. To change the bridge or put any more access routes in to that area will certainly cost money but may not improve the situation one bit. Instead of bridges, it may be useful to consider tunnelling.	No opinion
854	No	No	Yes	Yes	No	No	No	No	No	Yes	No	Development of Yorkshire Badminton	No
855	No	No											
856	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	As difficult to object to any of these as Motherhood and Apple Pie!	Yes
857		Don't know											
858	No opinion	No opinion	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Keep York as a centre of National importance for badminton with a 9 court hall.	No opinion
859	Don't know	Don't know	Yes	No opinion	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know		No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
860	No	No	Yes	Don't know	No opinion	No	No opinion	No	No	Yes	No		No
861	No	No	Yes	Yes	No	No	No	No	No	Yes	No		No
862	No	No	No opinion	No	No	No	No	No	No	No	No	York would no longer be a hub for sport, it would be devastating to the community!	No
863	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
864	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
865	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
866	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Strongly opposed to any plans which would lead to the loss of community sport and leisure facilities currently provided by the York RI Gymnasium.	Yes
867	No	No		No	Yes	No	Don't know	Yes	Don't know	Don't know	No		No
868	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	As a committee member of the RI Rifle and pistol club, i would welcome all of the above objectives but must stress that the need for the provision of Sporting and hobby relevance that the current location of the RI gives, should not be compromised. A central location for our particular sport is necessary to facilitate increased participation and interest. The heart of the Railway institute should remain close to the railway and any such development should take into consideration the historical and cultural aspect that the RI has provided York's citizens for all these years and rather than being marginalised, should be celebrated and championed. The RI and its facilities should be a major focus of development within this plan, in its current state. With no intention to reduce or combine venues. If anything it should be enlarged and given more facilities. York needs a centrally located dedicated sporting venue, that all residents and visitors can utilise.	Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
869	Don't know	Don't know	Yes	Don't know	Don't know	Don't know	No	Don't know	Don't know	Yes	Yes	Some meaningless objectives	No
870	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
871	Don't know	No	Yes	Yes	Don't know	No	No opinion	No opinion	Yes	No opinion	Yes		No
872	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
873	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All of the objectives above are laudable but a number conflict with one another (green infrastructure vs movement and access etc.). I'm as yet to be convinced all of the above is even achievable!	No
874	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Yes
875	Don't know	Don't know	Don't know	Yes	Don't know	Yes	Yes	No	Don't know	Yes	Yes		Don't Know
876	No	No	No	No	No	No	No	No	No	No	No		No
877													Don't Know



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
878	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes		Don't Know
879			Yes	Yes							Yes		
880	Yes	Yes											
881	Yes	No	Yes	Yes	No	Don't know	Don't know	Don't know	Don't know	Don't know	Yes		Don't Know
882	Yes	No	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
883	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
884	Yes	Yes											
885	Yes	Yes	Yes	No opinion	Yes	No opinion	Don't know	Yes	Yes	Yes	Yes		Don't Know
886	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
887	No	No	No	No	No	No	No	No	No	Yes	No		No
888	No	Yes											
889	No	No											
890	No	No											
891	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
892	No	No	Yes	Yes	No	No	No	No	No	No	No		Don't Know
893	No opinion	Don't know	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	Yes	Yes	Yes		No opinion
894	No	No	Yes	Yes	Don't know	No	Yes	No	No	Yes	Yes		Yes
895	Yes	Don't know	Yes	Yes	Yes	No opinion	No	Yes	Yes	No	Yes		Don't Know
896	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
897	Yes	No	Yes	Yes	Yes	Don't know	Yes	No	Don't know	Don't know	Yes		No
898	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	It will bring the city together and not make the National Railways Museum an inconvenient place to reach, as it feels at the moment.	Yes
899	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
900	Don't know	Don't know	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	No opinion	Yes		Don't Know
901	Don't know	Don't know	Yes	Yes	Yes	Don't know	Yes	Don't know	Don't know	No	Yes	Provision of services and activities for residents - e.g. sports	Don't Know
902	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		Yes
903	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes		Yes
904	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes		Don't Know
905	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
906	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
907	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	contribute to the reduction of traffic congestion in the city	Yes
908	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Striving for the highest levels of design to create a truly outstanding development that would serve as an attraction in it's own right throughout the entire proposal area	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
909	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
910	Yes	No	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Too broad and mother pie	Yes
911	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I think the frontage does not fit with the message of the heritage site and it's history. I think this needs revising. It currently looks like an American shopping mall rather than a railway heritage museum.	Yes
912	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	No opinion	Provide housing	Yes
913	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
914	Yes	No	Yes	Don't know	No opinion	Don't know	Don't know	No opinion	No opinion	Yes	Yes		No
915	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
916	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
917	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	200 square metres directly behind York Station with undercover walkway to the station rear entrance must be used for a Coach Visitor Centre & World Class Travel Interchange with a Freight and Goods Transhipment Hub to remove ALL Coaches and lorries from arterial routes and City Centre attempted Lorry and Coach Ban of 26 years ago. It must be done in a manner acceptable to drivers and hauliers to be successful; but can increase visitor spend revenue for the City by an extra 249% on current any time level. Compared to 2013/14 that would be £326 million per year. This also puts 4 million visitors at the doors of the National Railway Museum. "Is York open for business?" & more importantly "Are you open for business?"	No
918	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
919	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	Yes	No opinion	Yes	No opinion		Yes
920	Yes	Don't know	Yes	No opinion	No	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Principle objective should be to provide more homes. Above meaningless soundbites. Prioritisation will eb dependent on costs.	Don't Know
921	No	No	No	No	No	No	No	No	No	Yes	No		No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
922	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Needs more housing for first time buyers that are NOT flats but two-bed houses, for example	Don't Know
923	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I think you have covered the lot.	Yes
924	Yes	No		Yes	Don't know								
925	Yes	Don't know	Yes	Yes	Yes	Don't know	Yes	No	Don't know	Yes	Yes	Affordable housing Climatic resilience	Yes
926	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	This should be for business primarily. Do not cram lots of flats here.	Don't Know
927	No opinion												
928	Yes	Yes	Yes	No	Don't know	No opinion	Yes	No opinion	No opinion	Yes	No opinion		Yes
929	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No		No
930	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
931	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	direct transport links to york railway station and york city centre	Yes
932	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
933	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Financial viability	Don't Know
934	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
935	Yes	No	Yes	Don't know	Yes	Yes	Don't know	No	Don't know	Yes	No		Yes
936	No opinion	No	No	No	No	No	No		Don't know	Don't know	No opinion	postal address uganda lala/struck dumb facilitys	No
937	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
938	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
939	Yes	Don't know											
940	No	No	No	No	No	No	No	No	No	No	No		No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
941	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Don't know	Don't know	Yes	Don't know		Yes
942	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Regarding "Creating and connecting communities": Holgate has as very strong community which I believe mostly welcomes York Central. However, this is a two way relationship, and will start on the wrong foot if neighbouring communities feel access to the site isn't adequate.	Yes
943	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	It is a once in a generation opportunity - all the objectives need to be met.	Yes
944	Don't know	No	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	reinstall the other turntable which unwisely removed, a very big mistake.	Don't Know
945	No	Don't know	Yes	Yes	No	No	No	No	No	Don't know	No		Don't Know
946	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
947	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I don't live in York. I love rail travel and rail heritage. I travel to York to visit the Nrm or to change trains there. I am always struck by the faded grandeur of the Station and saddened by its lack of facilities and poor appearance. I suggest you look at the wonderful refurbishment that has taken place at Nottingham Midland (my home station). The Nrm is a delight but it does not live up to its potential and is quite difficult to access.	Don't Know
948	Yes	No opinion	Yes	Yes	Yes	Don't know	Yes	No opinion	No	Yes	Yes	At least two parking spaces per resident	No opinion
949	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
950	No	No	Yes	No opinion	No	No	No opinion	No opinion	No	No	No	The NRM should concentrate on being a RAILWAY museum - nothing more, nothing less	Don't Know
951	Yes	Don't know	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Yes	Yes	Height restrictions so that the historic setting of the minster and other historic buildings is not lost. No high rise as the foundations would have to be too deep. Flood prevention scheme built into the design so that underground parking etc is not hit by a rising water table as the Viking Centre found to its cost.	Yes
952	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
953	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Enhancing the formal education offering available at the site should be an aim- unipart rail, the signalling centre and NRM provide a unique catalyst for developing the next generation of transport engineers to work on transnorth and HS2 developments as well as tackling the congestion problems facing a growing city. Access to existing engineering educational facilities at Doncaster (Wabtec + High Speed Rail Academy), Shildon (NRM), Huddersfield (Institute of Railway Research) and Newton Aycliffe (Hitachi Rolling Stock Factory + Sabre Rail) along with the proximity of York's own world class educational institutions would create a regional cluster of transport engineering and research.	Don't Know
954	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Perhaps something more about integrated transport links and systems.	Yes
955	Yes	Yes	No opinion	No opinion	Yes	Yes	Yes	Yes	Yes	Don't know	Yes		No opinion
956	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	No opinion	No opinion	Yes	No opinion		
957	Yes	Don't know											

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
958	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Work can take the national railway museum from uk/european standard to a truly international standard museum.	Yes
959	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
960	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
961	Yes		Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Yes	Yes		
962	No	No	Yes	Yes	No	Don't know	Don't know	Don't know	Yes	Yes	Yes	Any new developments should consider significant green spaces and wildlife habitats in construction and design for both environmental and social benefits.	Yes
963	Yes	Yes	Don't know	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes	Don't know	I fear the revenue from businesses going to the council in future could put the emphasis on offices etc getting priority on the site.	Yes
964	Yes	No	No	Yes	No	No	Don't know	Yes	Yes	Don't know	Yes	It's a great opportunity to develop an integrated transport hub for rail, bus station, taxis and coaches.	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
965	Yes	Yes	Don't know	Don't know	Yes	Don't know	No	No	No	Yes	Yes		Yes
966			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Answers to Q1 and 2 - Probably yes, but require further information. Also - the proposal should be accompanied by a sustainable transport policy and a Traffic Impact Assessment. See doc delivered by hand from Alastair Cooper	Don't Know
967	Yes	No	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	the need to ensure that development of this site supports a wider development agenda that delivers a balance of housing sites to meet the range of need in terms of type, tenure and size of dwellings available.	Don't Know
968	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
969	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I live on Hamilton Drive East and would like to see more engagement with residents before changes are undertaken in the area close to our homes	Yes
970	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Don't know	Yes	Yes	Don't know	It is hard to see how some of these objectives can be reconciled	
971	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
972	No	No	Yes	No	No	No	No	No	No	Yes	No		
973	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes		Yes
974	Yes	No	Yes	Yes	No opinion	No opinion	No	No	Don't know	Don't know	Yes		No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
975	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All covered	Yes
976	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Yes
977	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	As I am merely a visitor to York, I think I should not answer.	Don't Know
978	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
979	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Reinforce York as THE railway centre, of the world, making it something we can be proud about and attract visitors	Yes
980	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
981	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
982	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The route between Water End and Lendal Bridge/Queen Street should remain open to all traffic at all times, even if Leeman Road is diverted from its present course close to the NRM.	Yes
983	Yes	Don't know	No opinion		Yes	Yes	No opinion	No opinion	Yes	No opinion	Yes		Yes
984	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
985	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	No		No
986	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
987	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Need to ensure current residents of St. Peter's quarter are completely linked to the new developments. Not cut off from road closures. Ensure current residents are top priority	Don't Know
988	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
989	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
990	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
991	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
992	Yes	Don't know	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	No	Yes		Yes
993	No	No	Yes	Yes	No opinion	No	No	No	No	Yes	No	Improving existing Residential Areas	
994	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-road sustainable transport - TRAM	No
995	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes		Yes
996	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
997	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
998	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This is a genuine opportunity to improve York and one of its greatest assets, the NRM. At present the approach via Leeman Road is not ideal or a good image for the city or the museum. This will be a most welcome improvement	Yes
999	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Don't know	Don't know	Yes	Yes		Don't Know
1000	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1001	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes		Yes
1002	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1003	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	A safe environment at all times rather than a no-go area at night or day.	Yes
1004	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No objectives I can think of are missing.	Yes
1005	Yes	No	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The Leeman road project ? total road closure or re routing how much would that cost. Could that money better spent on other projects in the Museum area .	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1006	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Movement and Access. Walking cycling and public transport should all be encouraged, but please don't forget that right now, as in 2016, we all still rely heavily on our cars. A future vision of us all riding on the bus is great, but as of today that isn't the case. The car (and therefore the motorist) should not be seen as the enemy. Designing roads with the required capacity to prevent congestion is key. Designing homes with off-street parking is also important.	Yes
1007	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	Office blocks stand empty all over York, what the Council are doing here is possibly making redundant skilled railway engineers if a certain companies decide to take the money and run. What the council is also doing is adding to the already congested city, ultimately more congestion, not just in the hundreds but in the thousands! This project IF it happens will be a dystopian hell! All the future office workers (if any) WILL got to work in cars! Therefore clogging up the city a lot more than what it already is!!	Yes
1008	Yes	Yes	Yes	No	Don't know	Yes	Don't know	Yes	Don't know	Yes	Yes		Yes
1009	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1010	Yes	Yes											
1011	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes		Yes
1012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Support this! Our heritage is important, and the NRM has been in need for a renovation for many years. Now is the time to make this happen.	Yes
1013	Yes	Yes	No opinion	Yes	Yes	No opinion	Yes	No opinion	No opinion	Yes	Yes		
1014	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Yes	Don't know		Yes
1015	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Ensuring that all disabled facilities enable inclusion of as many types of disability as possible eg including a changing places toilet, and ensuring all facilities meet part m of the building regulations, including upgrading those already there	Yes
1016	Yes	Yes											
1017	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1018	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1019	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Use as a new cycle artery from Acomb and Holgate to near Scarborough Bridge (with a possible new bridge for cycles there i.e from Post Office to Marygate) and encouragement towards a cycling culture in the York Central development.	Yes
1020	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1021	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A fine and bold plan, but concerns about the new frontage elevation to the NRM; it looks too much like a new supermarket!	Yes
1022	Yes	Yes	Yes	Yes		No	Yes	No	No	Yes	Yes		No
1023	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	I support the Movement and Access objectives but am concerned that the new rail access to the Station Hall from the freight avoiding line is nowhere shown on any of the plans. It is essential that there is such a new rail access and that it is entirely suitable, otherwise the use of the Station Hall will be sterilised.	Yes
1024	Yes	Yes					No opinion						
1025	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This scheme should be given a green light to proceed with all available speed.	Yes
1026	Yes	Don't know	Yes	Yes	Don't know	Don't know	No	Don't know	Don't know	Yes	Don't know	the one and only (Access) its limited from any angle without some massive East Coast bridging in the Station area, rail can not be hump backed bridging so its DEEPER roads under 2 places and some serious level crossings	Don't Know
1027	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Need to make sure there is as much level access to the area as possible.	Yes
1028	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1029	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Don't know	Yes	Don't know		Yes
1030	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1031	Yes	No	Yes	Don't know	Don't know	Don't know	Yes	Yes	Yes	No	Don't know	Yes!!! A bus station beside the railway station is absolutely essential as we rely so much on tourists. Having buses crowd outside the station is not attractive or efficient while Rougier Street bus stand is so dirty and drab - a terrible introduction to York. As to getting round York, you have to go between the station, Station Rise, Rougier Street, Stonebow and Exhibition Square. Please please give us a bus station by the railway station!	Don't Know
1032	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes		No opinion
1033	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1034	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1035	Yes	Yes	Yes	No opinion	Yes	No opinion	No opinion	No opinion	No opinion	Yes	No opinion	Important the Museums retain free entry as I am a pensioner	No opinion
1036	Don't know		Yes	No opinion	Don't know	Don't know		No opinion	No opinion	Don't know	Yes		
1037	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Inclusive radical development of Local & National Bus/Coach Hub/ interchange & multi-storey car park alongside Railway station +2 new bridges over Ouse to sort current congestion to city.	Don't Know
1038	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1039	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	The National Rail Museum is already comprehensive and sufficiently large.	Yes
1040	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Opportunities for training and education; Possible new engineering centre for railway restoration - locomotives rolling stock and buildings, expanding existing facilities at the Museum	
1041	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No opinion	Whilst we all can recognise and appreciate the need for sustainable development in terms of pedestrian and cycle access, it is important that the proposal is realistic and not idealistic. That is to say that development should give due consideration to private car usage and associated issues such as traffic and parking, and ensure that development of the site does not create further traffic and parking problems in York!	Yes
1042	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes		Don't Know
1043	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Have seen no mention of school(s) for the residents - if not there then where as schools in York are pretty full.	Don't Know
1044	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	No opinion	Yes	Yes	The level access and joined railway museum will be great. More green spaces are essential in this part of York. a permanent exhibition space will be a great asset.	Yes
1045	Don't know	No	Yes	Yes	Don't know	No	No	Yes	No	Yes	No	what is the full extent of the housing and its impact or just where it is to be for exorberant house prices and income for council	Don't Know
1046	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
1047	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1048	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1049	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This sounds like an amazing idea and I hope it becomes a reality.	Yes
1050	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1051	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1052	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	great news	Yes
1053	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1054	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1055	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	It's all about the magnificent trains. More trains, more big dramatic spaces and more interactive areas please.	Yes
1056	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	need to include a dedicated cycle route	Yes
1057	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	No opinion	No opinion	Yes	Yes		Yes
1058	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
1059	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
1060	No	No	Yes	Yes	No	No	No	No	No	Yes	No	FLOOD WATER PROTECTION... YOU MUST BE MAD TO ASSUME THIS SITE WILL NOT BE INNUNDATED IN THE FUTURE	No
1061	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1062	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1063	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1064	Yes	Yes	Yes	No opinion	Don't know	Don't know		Don't know	Yes	Yes	Yes		Yes
1065	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All the Objectives mentioned are very relevant as they are.	Yes
1066	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No
1067	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1068	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes		Don't Know
1069	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes		Yes
1070	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1071	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes		Yes
1072	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	No opinion		Yes
1073	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
1074	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1075	Yes	Don't know	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1076	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1077	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1078	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Don't know		Yes
1079	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1080	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No, I think it all looks fantastic	Yes
1081	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	NRM gives me a reason to visit York. Done with vikings and shambles and minsters.	Yes
1082	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes		Yes
1083	Yes	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	No		Yes
1084	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1085	Yes	Don't know	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes		Don't Know
1086	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	none	Yes
1087	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1088	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		No opinion
1089	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	Yes	Yes	Yes		
1090	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1091	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This will be a major asset for the whole country and a major earner for the country. It looks a wonderful development. It will draw many British and foreign tourists to York, Yorkshire and the country as a whole.	Yes
1092	Yes	Yes	Yes		Yes		Yes				Yes	NRM is a wonderful national and York asset. It cannot stand still and I fully support this new development it can only benefit the future.	Yes
1093	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1094	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	There needs to be a major company as an anchor tenant to kick start the site	No
1095	Yes	Yes	Yes	Yes	Don't know	Yes	No opinion	No	Yes	Yes	Yes		Don't Know
1096	Yes	Yes	Yes	No opinion	No opinion	No opinion	Yes	Yes	No opinion	Yes	Yes		
1097	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	No opinion	Yes	Yes		Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1098	Yes	Yes											
1099	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	No opinion	Yes	Yes		Yes
1100	Yes	Yes	Yes	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	Yes	No opinion		Yes
1101	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	No	No opinion	Need to ensure robust roads and river crossing as well as public transport fully considered.	Don't Know
1102	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1103	Don't know	No	Yes	Yes	No	Don't know	Yes	No opinion	No	Don't know	Yes	maintaining already functioning facilities which act as a community asset such as the railway institute.	Don't Know
1104	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	Yes	Yes	No opinion		Yes
1105	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1106	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1107	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1108	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1109	Yes	Yes	Yes	Don't know	Don't know	Don't know	Yes	Yes		Yes	Yes		Yes
1110	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
1111	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All seems very positive	Yes
1112	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes		Yes
1113	Yes	Don't know	Yes	No	Don't know	No	Don't know	Don't know	No	Yes	No	The outline drawing for the new entrance shows a huge lack of imagination & looks like just another bland shop front	Don't Know
1114	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1115	Yes												
1116	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Enhancing the 'Railway Experience' is always a good thing as a sizeable number of children have not ridden on a train except on preserved railways. Would there be space for a miniture railway tastefully integrated onto the site for children using, perhaps, some of the museums exhibits?	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1117	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Keep access to NRM free	Yes
1118	Yes	Yes	Yes	No opinion	Yes	No	Yes	Yes	No	Yes	No opinion		Yes
1119	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1120	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This looks like a great plan and it should help reinforce the reputation of the museum and York.	Don't Know
1121	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
1122	Yes	Yes	Yes		Don't know	Don't know	Yes	Yes	Don't know	Yes	Yes	I'd appreciate an easier access from York railway station to the NRM.	Don't Know
1123	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1124	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1125	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1126	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Yes	Yes		Yes
1127		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know
1128	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Don't know	Don't know		
1129	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes		Yes
1130	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Don't know	Yes	Yes		Yes
1131	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Green' and 'Infrastructure' are two words that are being used here and in the PDF documents as if all concerned have a shared understanding of what's meant. They don't. A proper explanation is needed.	Yes
1132	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	No opinion		Yes
1133	Yes	Yes	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	Yes	Yes		Yes
1134	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Don't know	Yes	Don't know	The ability to run steam trains.	Don't Know
1135	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
1136	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I am comfortable with all the above and do not have any further to add at this point.	Yes
1137	Yes	Don't know											
1138	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes	Yes	Yes	Yes		Yes
1139	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No opinion	Yes	No opinion		Yes
1140	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1141	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1142	Yes	Yes											
1143	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Don't know	I am not a resident of York, I live in London but visit the NRM and the historical city at least twice every year. Not only do I find the NRM extremely interesting, educational and entertaining, but so do my wife & my grandchildren. The green space addition and extension of the NRM are particularly welcome under the proposals. I strongly support the proposals.	Yes
1144	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1145	No	No	Yes	No	No	No	No	No	No	No	No	I think its ok with it is, best left alone.	No
1146	Yes	Yes	Yes		No opinion		Yes	Yes	Yes	Yes	Yes	The national railway museum is a national treasure and as such needs careful sympathetic development to add to its already splendid status.	Yes
1147	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No opinion	Yes	No opinion	An effective, central transport interchange. One (and only one) to serve the entire city.	No opinion
1148	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1149	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Access maintained via Railway Station	Yes
1150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Links to external infrastrucure eg existing cycle routes	Yes
1151	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Appropriate appearance.	Yes
1152	No opinion												
1153	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes		Yes
1154	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know		Yes	Yes	The plan will help the National Railway Museum to become 'the' International Railway Museum.	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1155	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1156	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1157	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	The objectives I have highlighted appear subjective and unrealistic. I want to know how the meeting of the objectives is going to be measured. What are the measurable goals defined for the development?	No
1158	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	After 40 years this site is badly in need of an upgrade and the proposal appears to be well thought out	Don't Know
1159	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1160	Yes	Yes	Yes	Yes	No opinion	No opinion	Yes	No opinion	No opinion	Yes	No opinion		Yes
1161	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1162	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1163	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1164	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Don't Know
1165	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	No opinion	No opinion	Yes	Yes	The site of NRM main hall (with the turntable) has historical significance of itself. Care must be taken not to lose the atmosphere, and not to incorporate so much office and residential accomodation as to hide the significance of the site.	Yes
1166	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Don't know		Yes
1167	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Yes	Yes	Yes		Yes
1168	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1169	Yes	Yes	Yes	Yes	Don't know	No opinion	Yes	Yes	Don't know	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1170	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	York is very lucky to have the NRM as focal point and an important part of our heritage. Look after it well! We visit often.	Yes
1171	Yes	Yes	Yes		Yes	Yes				Yes	No		Don't Know
1172	Don't know	Don't know	Yes	Yes	Don't know	No opinion	Yes	Don't know	Don't know	Yes	Don't know		Don't Know
1173	Yes	No											
1174	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	improve access from mainline station to museum	Yes
1175	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No opinion	Yes	Yes		Yes
1176	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1177	Don't know	Don't know											
1178	Yes	Yes	Yes	No opinion	No opinion	No opinion	No opinion	No opinion	No opinion	Yes	No opinion		
1179	Yes												
1180	Yes	Yes	Yes	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1181	Yes	Yes	Yes	Don't know	Don't know	No opinion	Don't know	Don't know	Don't know	Yes	Don't know	APPALLING, INSENSITIVE & TOTALLY INNAPPROPRIATE EXTERIOR STYLE TO THE BUILDING. SHAME ON YOU!	Yes
1182	Yes	Yes											
1183	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Don't know	I particularly support putting the National Railway Museum at the centre of plans. It is currently a very good museum but has the potential to be truly excellent.	Don't Know
1184	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1185	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Inclusivity.	Don't Know
1186	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Yes	Yes	Yes	Yes		Yes
1187	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
1188	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1189	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Don't Know

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1190	Yes	Yes	Yes	Yes	Don't know	Don't know	Don't know	Don't know	Don't know	Yes	Don't know		No opinion
1191	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Better transport	Yes
1192	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Yes
1193	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The Green space will create a viewing area beside the rail yard allowing for the casual viewing of locomotive movements. A very valuable asset for visitors and local residents.	Yes
1194	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1195	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1196	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1197	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		No opinion
1198	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1199	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	all buildings should be no higher than existing buildings in york ie so minister is still the prominent feature	
1200	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1201	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1203	Yes	Don't know	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I do not like the proposed new building linking the 2 halves of the existing building. I feel a modern glass frontage has more in common with a superstore and will detract from the heritage frontage of the existing station hall.	Don't Know
1204	Yes	Yes	Yes	Yes	Don't know	Don't know	Yes	Don't know	Don't know	Yes	Yes		Yes
1205	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Don't know	Yes	Yes	Yes		Yes
1206	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Yes
1207	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1208	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Don't know	Yes	Yes		Yes
1209	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1210	Yes	Yes	Yes	Yes	Yes	No opinion	Don't know	Don't know	Yes	Yes	Yes	NRM is a unique national asset and we need to treat it as such. Access by public transport is far better than most national facilities. It is also the main attraction for a significant proportion of York's visitors but generates revenue streams for many other York attractions.	Yes
1211	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1212	Yes	No opinion	No	Yes	No	Yes	Yes	No	Yes	No	Yes		Don't Know
1213	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1214	Yes	No	Don't know	Yes	No	No	Yes	No	No	Don't know	Yes		No
1215	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	A interchange should be incorporated in the plan. York must be the only city in the UK without a central imterchange for all transport (take a look at Docaster).	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1216	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Pleased to see 'green infrastructure' on the above list - but I would like to see this really emphasised more in the public reporting. How about involving York Community Energy in this, to look at green roofing, solar panel installation etc? They are a community group who want to be involved in this project and could provide expert advice at a very small cost.	Yes
1217	No	No	No	No	No	No	No	No	No	No	No	This is a massive waste of money, which would be better used improving and addressing existing problems in York.	No
1218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1219	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1220	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
1221	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes

URN	Q1 Do you support redevelopment of the York Central site?	Q2 Do you support the proposed vision for York Central? (see page 5)	Q3 Do you agree with the following proposed objectives for York Central?									Q4 Are there any objectives missing, or do you have any other comments?	Q5 Do you agree with the proposed classification of buildings?
			a) Heritage as an Asset	b) Green Infrastructure	c) Catalyst for Economic Development	d) A Vibrant New Community	e) Movement and Access	f) A Gateway	g) Creating and Connecting Communities	h) National Railway Museum as Cultural Epicentre	i) Sustainable Development		
1222	Yes	No	Yes	Yes	Yes	Don't know	Yes	Yes	Don't know	Yes	Yes	Who will benefit? How will it help York/Yorkshire people? Or is it just a ruse to gentrify York further & satisfy the needs of the affluent south east.	Don't know
1223	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Movement and access is particularly important. Also continued development of such a vital asset as the Railway Museum that brings as many visitors to York is essential.	Yes
1224	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A development like this should set an example of future sustainable growth and development across other areas of the city. It should be a magnet for future growth	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
171	Only if listed, but not looked at them all	if unlisted then can go: unless it is intended to create a conservation area!	Yes	Q8 only as a means of providing a series of linked open spaces thro' which pedestrians, birds and animals can go through. If built as shown on P16, not much room for development! The landscape needs to provide a visual buffer to railway lines, to help deaden sound, and to reduce pollution from traffic, as well as 'open space' for the residents.			Yes		Q10 - yes to good and attractive access. The addition of shops/ café might make an attraction. No to a fanciful public square. Q11 - Yes to improvements, but not at the expense of access, including drop off and collect. Therefore consider that there is insufficient space for such a 'grandiose' notion. Q12 - nice idea, but too expensive, when what is really needed is a new footbridge over the river.	
172	Obviously - the Listed Buildings / structures.	To accommodate your suggested road access from Holgate Road, you will have to remove Alliance House and the former Wagon Works.	Yes	Only on the way they are presented in the consultation document. Nonsense!	Yes	Yes		Yes	York needs a proper rail / bus transport interchange. Incoming rail passengers need to have immediate access to out of town bus services, as well as local ones. Would it not be possible to use the old goods depot buildings (at present used by Railway Institute for sports activities) as a covered bus station? Railway Institute to be offered a new set of premises built on the NW side of the station. (Access to this interchange could be from The Crescent, Blossom Street.)	

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
173	Think carefully before demolishing buildings or using areas which could be useful in future for expansion of station/railway connected operations (including HS2). Also the post office sorting operation may get a new lease of life in the future if the Leeds based operation for this area is revised in future.		Yes	Would want to know more details. Certainly trees and green areas are vital to air quality and acceptability of any development.	Yes	Yes	No opinion		The front of the station does need improvement and attention to the problems of pollution created by the taxi rank, buses and road. It is, however, a limited space so careful planning is needed, with attention to the safety of pedestrians, and mindful of the needs of disabled people. Another 7 thousand office workers and 3,500 residential homes on the central site will exacerbate existing demands and problems. NB diagrams do not show present short term parking / disabled parking beyond the Tea Rooms and leading to cycle / pedestrian route to river walk.	Don't Know
174	Yes - retain York Railway Institute and associated buildings and Gymnasium, because I'm 71 and use these facilities with a group of friends, if they were lost then so would we be and I'm sure I would vegetate at home, which is no good.	Any disused or derelict building.	Yes		No opinion	No opinion	Yes	No	Knocking Queen Street Bridge down will not gain much space and you lose the underpass which is used to access the Railway Institute on foot or cycle, also used by York Council employees from Blossom Street and the Railway Station.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
175	I presume all listed buildings and those such as the NRM which fit in well with the proposed development of the area will be retained.	Those whose existing uses are not necessary / appropriate to the area and whose retention would significantly hinder the redevelopment potential.	Yes	I support the principles but the green corridors should link to other existing and proposed green areas and corridors surrounding York Central.	Yes	Yes	No	Yes	The recent redevelopment of the layout in front of the station has (as predicted prior to implementation) failed in many ways. The new scheme must ensure pedestrians (many of whom are new to York) can get to and from the station on obvious direct routes, including crossing directly to bus stops opposite the station. The scope should also be expanded to improve the links between Blossom Street and Queen Street (especially for buses) to avoid the sharp left turn at the Queen Street / Blossom Street junction.	Yes
176	Signal box by new Council offices.		Yes	As many trees, shrubs as possible	Yes	Yes	No	Yes	You will have to make friends with the taxi drivers!!	Yes
177			Yes		No opinion	No opinion	No	Yes		No opinion
178	NRM Station Hall (8 on map)	Probably several redundant rail related (originally) buildings of no aesthetic or architectural interest. Don't keep all buildings just because they are there.	Yes	Green link from city walls to Clifton Ings is a good idea	Yes	Don't Know		Yes	Current arrangements for cars, taxis and buses needs rethinking - but important to retain taxi and private car drop off / pick up under cover. If additional space / better access can be achieved by demolition of Queen Street Bridge then landscaped area or "square" could be created on land immediately outside station east entrance	

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
179	Even if you make street changes In front or back of Railway Station - please do not remove the front of the staiton or the existing platform's roof. We don't need another Leeds.	If the old Carriage Works are on site of proposal - these should go!	Yes	Trees, trees and more trees. To soak up bad air!	Yes	No	Don't know	Don't know	See my comments on Question 6. However I do feel the taxi area really needs to be adjusted.	No
180	All Listed buildings.	Not known.	Yes	Will the portion of the Leeman Road Millennium Green be taken as was originally planned? The Trustees must be informed if this is to take place.	Yes	Yes		Yes	No.	Don't Know
181	The Railway Institute and Sport Buildings		No	There are other gardens nearby underused. These would encourage more "druggies".	No	Yes		Yes	Retained and restored.	Don't Know
182			No		No	No	Yes			No
183	The Carriage Works (historically important)	No	Don't Know		Yes	Yes	Yes		Sort out the taxi exit procedure	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
184	Railway Institute, Queen Street Bridge	None	No		No	No	Yes		Leave all alone.	No
185	York Railway Institute Gymnasium and associated building: nine badminton courts, five squash courts, table tennis rooms, a gym and weights room, plus snooker and billiard tables must be retained. Demolition is not an option.		Yes		Yes	Yes	Yes			Yes
186		The railway club to build a bus station	Yes		No	No		Yes	10. A bus/coach station would be more useful. 11. We need buses and taxis near the Rail Station - we have a public square in the Memorial Gardens. Why do we need another? Q13 I think it is important to have the local buses stop outside the station as at present because it integrates rail and bus.	Yes

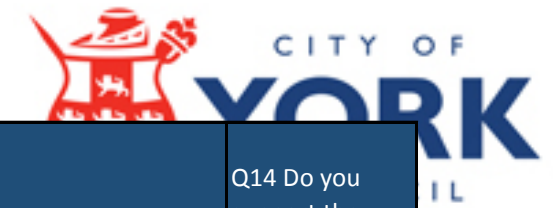
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
187	1 - 9 all listed must remain. 10, 12, 13, 14, 15, 17, 19, 20, 21 definitely to remain. All retained buildings to have some heritage info plaque or board to show what they have been.	Possibly 11, 16, 18, 22, 23, 24, 25, 26 but if some can be re-used even better.	Yes		Yes	Yes	Yes		12. yes, but with reservations 13. Keep all heritage features including buildings as listed in Q.6. 2. Not sure what is meant by "remove extensions to York Railway Station" this would mean opting to keep Queen Street Bridge. If this is avoided option 2 is possible. 3. Not in favour of removing Railway Institute at all. This would definitely push me to say keep bridge (option 1) whereas otherwise I might say option 2.	Yes
188	Holgate Carriage Works	22, 23 and 24 (page 13/14)	Yes		Yes	Yes	No	Yes		Yes
189	Railway Institute	Don't know.	Yes	See submission from York Environment Forum.	Yes	Yes	Don't know	Don't know	See Alastair Cooper's comments.	
190	The Railway Institute Buildings	No opinion	Yes	We need to ensure it links in with other Green Spaces in the area.	Yes	Yes	Don't know	Don't know	Not really although the Railway Institute Building should be retained.	Yes
191	I generally like older buildings - today's "ugly buildings are often tomorrow's heritage sites"!		Yes	We badly need green spaces.	Yes	Yes	Don't know	Don't know	Definitely need improvements for buses - would there be a bus station or equivalent? What will happen to the cycle / pedestrian route from the station towards Scarborough Bridge? Are there plans to improve this (hopefully this would be the case if the short stay car park is removed) and surely now is the time to improve pedestrian / cycle access over the river - above any expected flood level. I am very opposed to removal of facilities now available at the Railway Institute. They need to be near transport hubs unlike the gym / pool on Hull Road.	Yes
192			No		No	No	Yes		Sort out the taxi rank put it elsewhere.	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



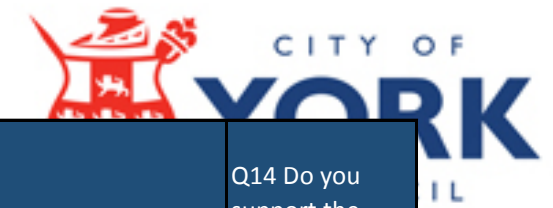
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
193	5 But I am intrigued by the area excluded (between building plots 15 and 16. Is this all sacrosanct? If so, why?		Yes	8. Strongly agree. a greenward, along which the tramway should pass, well away from other passenger vehicles. Q. 9 Landscaping should be done by premier architects. Even if their services are made costly (seemingly) their superior visions are what has "made" British cities and country estates throughout the land since, say, the Elizabethan times.	Yes	Yes		Yes	The removal of Queen Street Bridge will do much to improve this side of York Station. The flatter it is, basically, the better can the location be enhanced.	Yes
194	Yes, all the Railway Institute buildings.	No, but not having been round the whole site it would be difficult to pass comment. You cannot destroy our railway history and then want the NRM as an Epicentre.	Yes		No	No	Yes		Something does need to be done, Tea Room Square needs sorting by not having it as a loop for taxis. I thought it worked before all the changes. The west side works now so why change it?	No
195		Part of 10 could be removed / shortened to provide more space for bus access.	Yes		No	Yes	No	Yes	Move the main line platforms nearest Queen Street and use existing station building as a bus station - perfect integration! The buses could be accommodated in echelon formation between existing platforms south of the footbridge.	Yes
196										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
197	Railway Institute Gymnasium		Yes		Yes	Yes		Yes		Yes
198			Yes		Yes	Yes		Yes	Removal of Queen Street Bridge (which has no architectural merit) would create space for a bus terminal, thereby easing traffic congestion around the railway station.	Yes
199	RETAIN YORK RAILWAY INSTITUTE GYMNASIUM AND ASSOCIATED BUILDINGS This is important to me because I am a member of the Band section, membership number 104.	The water tower could be moved into the museum.	Don't Know	I am not informed about security in the park. Will it be open at night? Will dogs be allowed? Who will maintain the park?	Yes	Yes		Yes	I think that "through-traffic" should be separated from pedestrians. Buses should be closer to the portico than cars, to avoid people running across the road to catch a bus or crossing from bus stop to station. Can the buses be moved to the short-stay car park? The existing car park near Royal York Hotel is not shown on the diagram.	Yes
200										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
201	York Railway Institute Gymnasium		Yes		Yes	Yes	Yes	Yes	Station needs a better access system. Also if Queen Street Bridge is removed will the arches on the bar walls be filled in to blend with the wall?	Don't Know
202	RAILWAY INSTITUTE		Yes		Yes	No	Yes	No	Q. 11 Not if they move the bus station near our house (11 Queen Street) Q. 13 We would like more information on this as it affects us directly and worry about the value of our property and would potentially cause more pollution and noise on our doorstep.	Yes
203		The Railway Institute Buildings are a real problem. Without them a transport interchange could be provided. However, the RI buildings provide a significant community facility and would need to be replicated elsewhere.	Yes	I support this proposal up to a point. What is required is a traffic-free pedestrian route which is pleasant to use. A cycle route, independent of the pedestrian route would be of real benefit too. I am less certain that a park surrounded by tallish buildings can be a success. Learn from Bradford's (largely failed) two city parks.	Yes	Yes	No	No	Removal of Queen Street Bridge would allow a true transport interchange to be created with a proper bus station (especially if the RI buildings go). It might require a reduction in long term car parking but some replacement could be possible to the west of the station. This too could be moved to the west side. Would strongly favour moving bus stops from the front of the station on both sides of the road. An open piazza in front of the station would be very beneficial - in many German cities.	Yes
204	York Railway Institute Hall and Car Park		No		No	No	Yes		It works well now that we do not need more congestion around the station.	Yes
205		Concrete Depot 16 Former Horse Stables 12 Bull Nose Building 11	Yes		Yes	Yes	No	Yes	If feasible, reduce the number of roads that pedestrians have to cross when heading into the centre.	Yes
206	RAILWAY INSTITUTE GYMNASIUM									

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
207			Don't Know		Yes	No	Yes	No		Yes
208	1 - 9 to keep and then keep 12, 18 and 19		Yes		Yes	Yes	Don't know	Don't know		Yes
209					Yes	Yes				Yes
210	Not 8 storey high buildings		Yes		Yes	No	Yes	No		Yes
211			Yes		Yes	Yes		Yes	Q.12 - Gives best access arrangements. Q.13 - needs to have as much space as possible - like Sheffield.	Yes
212		18. Queen Street Bridge - it needs to go.	Yes		Yes	Yes	No	Yes		Yes
213	ALL - and York Railway Station	Number 10 on map to be Bus Interchange building with bays alongside	Don't Know	Make walkways / cycleways bright and clear to use. Fit in with Yorkshire Museum Gardens.	Yes	Yes	No	Yes	Q.12. It depends on how this is done. Q.13 Consider the 'car-free'; also the high percentage of people with luggage (wheelie cases), vast numbers of travellers new to York and locals simply passing along the streets.	Yes
214	All 1 - 9	Railway Institute	No opinion		Yes	Yes	No	Yes	Remove all traffic from Queen Street / Station Row, except accessing station. Through traffic to go via Skeldergate Bridge.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
215			Yes	More please	Yes	Yes	No	No	Need bus garage Buses stay too long in front of the Station Fumes Engines on Dirty station front caused by buses	Yes
216			Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know
217			Yes		Yes	Yes	Yes			Yes
218		Former Stables and Coal Managers Office (ex Arclight) buildings should be demolished, horrible eyesores!	Yes	Should be pedestrians only - no cycle paths.	Yes	Don't Know		Yes	There are no thoughts mentioned on how traffic will get from Blossom Street to the front of the station (it's only for buses and taxis). This will lead to even more congestion on Blossom Street, Micklegate and Nunnery Lane. Traffic is already a major issue in York.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
219	I think the existing buildings housing the public collection of the NRM should be retained. Also retain the Hydraulic Power House.	Concrete Depot, Stables and Coal Manager's Office	Yes	Ensure the linear park does not have access to the cycling nazis of this city. If this area is to think as a linear park, then it should be pedestrian access and park facility vehicles only.	Yes	Don't Know		Yes	There appears to be little consideration in the plans for vehicles that currently use the road in front of the station as a thoroughfare - this traffic will be routed through Micklegate and George Hudson Street creating additional pressure in these already busy areas. By removing the bus stops at the front of the station and creating a public square may cause traffic pain for very little gain.	Yes
220	Yes. Number 14 - Former Wagon Works Number 17 Ivy Cottage Number 12 NER Horse Stables Number 15 Albion Iron Foundry Number 10 Railway Institute Gym and associated buildings	Number 18 - Queen Street Bridge	No	I agreed with SUDS This is not parkland. Green areas linked with pedestrian routes would encourage clustering and stop it becoming too linear.	Yes	Yes		Yes	We need a bus station on the east side. We need a drop-off zone for coaches on the west side. Please give us a bus station like the new one in Edinburgh - compact, secure, warm and CLEAN because it has combined role maintenance / security staff.	Yes
221		Not sure	Yes		Yes	Don't Know	No	Yes	Public transport improvement - all buses to come in front of the railway station	Yes
222	Old Red Brick where possible to give character to the area and blend in with Micklegate and Holgate areas.		Yes	8. Very important including attractive treelines 9 - 1. Use of traditional building materials 9 - 2. Three storey height maximum	Yes	Yes			York Station - modernisation 1. Reduce "considerably" taxis from the current station frontage. 2. Incorporate escalators / lifts from platforms. 3. Create a new glass entrance from the station out on to Leeman Road side. 4. Create a new taxis pick-up major point	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
223	All the Listed buildings	I'm ambivalent about the non-listed buildings	Yes	I'm supportive, provided that there is a guarantee of adequate resources put in place to properly maintain and preserve the landscape in the future.	Yes	Yes	No	Yes	We must have adequate, affordable, accessible routes for cars in, out of the station and parking - both long and short-term.	Yes
224			No		No	No	Yes			Yes
225			No	This would create a haven for rough sleepers and people from Lifeline to congregate, thus negating its value.	Yes	Yes	No	Yes	See comments on objective 4.	Yes
226					Yes	Yes		Yes	Make the visitor feel welcome. - VisitYork information desk with welcome centre open 18 hours x 7 days a week. - Lockers and left-luggage facilities - Better shops - independent and local, not the usual station-fix! - Top notch information signs, boards and real-time public transport information, with marked path from railway station to city centre sights (eg studs in pavement or coloured lamp-posts).	Yes
227			Don't Know	Ecology preservation and protection Accessibility and parking for elderly and disabled, those who are pregnant and those with very young children. More seating places for rest and recreation.	Don't Know	Don't Know	Don't know	Don't know	Bins Accessibility for elderly and disabled parking, those who are pregnant and families with very young children. More seating places.	Don't Know
228	No	No	Yes		Yes	Yes	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
229	Listed/ historic former railway buildings.	Royal Mail depot. Re-build modern extension to York Station. I feel it is important that the station footbridge does not have ticket barriers installed. Major opportunity to improve west side of station. Hudson House - outside but adjacent to Masterplan Area. Current application fails to improve appearance.	Yes	I like the suggested landscaping of the station / NRM areas. The proposals will appear to improve the setting of this Listed Building. At the moment the former railway land acts as a barrier.	Yes	Yes	No	Yes	I support the landscaping proposals for the station front. I suggest use of York Stone for the paved areas. Setting of Listed Building needs improving. Heritage interpretation. Need to maintain bus / taxi access. I support redevelopment of the west side of York station and replacement of Queen Street bridge. Pedestrianising station front will improve interpretation of Listed Building - as at Nottingham Station.	Yes
230	It's very hard to answer Q6 without visiting the site. What a fantastic opportunity to take people out and show them these buildings so that they can answer the Questions.	I assume you're involving the York Civic Trust.	Yes	Main paths laid out in straight lines which is how people use them. Detours can be curved. If main routes are curvy, people only cut across the grass to make the route quicker.	Yes	Yes		Yes	10. This would be fantastic and improve that whole area enormously. 11. I use buses regularly and pedestrian. It's a muddle at the moment.	Yes
231	Any of significant architectural interest should be retained		Yes		Yes	Yes		Don't know		Yes
232			Yes		Yes	Yes		Yes	11 - In principle, yes, but detailed design is central. 13 - needs further consultation on the details. Remember we need enormous amounts of cycle parking to encourage people to cycle to the station and it must always remain free.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
233		Are all the railway buildings needed? Could some be freed up for re-use or demolition?	Yes		Yes	Yes	No	Yes		Yes
234			Yes	Proposed green links (p16) also appear to be road links - can the impact of the roads be reduced?	Yes	Yes	No	Yes	Recommend much more covered / secure cycle parking at both sides of the station. Existing double deck cycle storage at the short stay car park is difficult and dangerous to operate.	Yes
235		Concrete depot.	Yes		Yes	Yes	Don't know	Don't know		No opinion
236			Yes		Yes	Yes	No	Yes		Yes
237			Yes							
238			Don't Know	I think it is too early to say whether a linear park would be suitable - wouldn't it just repeat what is available nearby along the river? I would focus on good tree planting and small attractive public spaces within an environment that is essentially urban in character.	No	Yes		Yes	Something that creates more space / a better environment for pedestrians should be welcomed.	Yes
239	Selective buildings in their entirety. Others with mainly the outside, allowing modification inside.	Probably.	Don't Know		No opinion	Yes			Keep it, but bridge the railway to allow access directly from inner ring road to new site bypassing Leeman Road.	Yes
240			Yes		Yes	No	Don't know			Don't Know
241			Yes		Yes	No	No opinion			Don't Know

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
242	Anything which truly is worthwhile otherwise replace and build new.	I don't know the specific but yes there is a lot of unworthy architecture in this area.	Yes	8 - but put a tram route into it in the city heart. 9. As above. Just make sure that it works as a linear route, that it is dynamic and not open space for the sake of it.	Yes	Yes	No	Yes	Short stay drop off pick-up for rail passengers - increase and remove bottleneck as exists now. Leave taxis at this location but ease their flow. Use some space perhaps for pub parking close to Platform 3.	Yes
243	5 and 6 Listed buildings are fine but the non-listed buildings need dividing into ones which are worth trying to keep (see 7) and ones that will not be missed.	Buildings of no historical or architectural interest should be cleared. Others may need to be demolished if their presence interferes with a worthwhile development; e.g. the Railway Institute might be sacrificed to leave space for a multi-storey car park.	No	8 See comments above on the linear pathway. A green corridor for pedestrians and cyclists (separated) might be acceptable but not a park - see 9. 9. The proposed green park is too large and fanciful, as well as costly to maintain. It looks well as an architect's sketch and that is what it should remain. The proposed hard squares are a good idea but they must be served by nearby adequate car parking (see comments above about assuming public transport will be perfect or that all visitors to York will come by train).	Yes	Yes	Don't know		10. The proposed west entrance to the station should at all times be accessible from both west and east to private cars for dropping off and picking up passengers, even if that cuts into the idyllic sketch of what the west square might (in)conceivably look like. If utility and beauty cannot be matched, I cannot support going for beauty alone and wishing away the fact that York is an increasingly busy station with lots of traffic of all kinds to be accommodated. 11. I support the redesigned east entrance but again I should like to see the practicalities addressed. The portico allows passenger transit under cover from the rain. Perhaps all the taxis could run from the west side of the station? Perhaps the Police could park up there, and also the car rental firms? If York Station is to become double fronted there is no reason why the east front should retain all these extras, squeezed in between the city walls, the inner ring road and the station buildings.	Yes



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
									12. Queen Street Bridge could be demolished if there is a spare £1M in the budget, and it might have to be if some buses were to be routed from Queen Street to a new bus station by the side of the station. But there are the alternatives. Is there access to the site from the west through the new road from Holgate and from the east along the old line between the War Memorial and West Offices, with the route to under the bridge being compulsorily purchased? Could there be direct car access from Queen Street to a multi-storey car park	

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
244	I haven't hear / read the case for demolishing the Queen Street Bridge, and how its replacements could improve the area and facilities.	I should have to spend much time walking round the site to make such judgements.	Yes	I can't envisage a 'new Public Square' in front of the present station, with all the cars, taxis, buses, which are still using this space.	Don't Know				Your plans for cars, taxis, buses, as parking spaces only, rather than through routes are not realistic.	Don't Know
245			Yes	I support the proposals for a greener centre on the site with access to the NRM and the Museum Gardens etc	Yes	Yes		Yes	Any attempt to reorganise the movements of buses etc is to be welcomed.	Yes
246		Remove York Railway Institute, Queens and Long Stay car park. Rebuild at rear of station. Demolish Queen Street Bridge. Build Bus Station on this land.	No		No	No		Yes		No

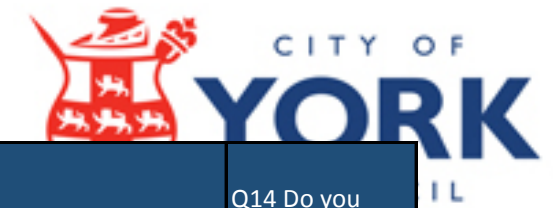
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
247									I hope that it will prove possible to remove the Queen Street Bridge, but I am in no position to make a judgment about the various possibilities. See comments at end.	
248	The Railway Institute should be Listed.		Yes		Yes			Yes	There will be need to extend and widen existing footbridge in station or replace and provide escalators on provision of new platform. Also the two lift serviced subways will have to be extended.	Yes
249	No	Queen Street Bridge - old station warehouses now used as a gym and a new one incorporated into the new scheme.	Yes		Yes	No		Yes	New bus station instead of long term car park	No
250	Railway Institute Buildings		Yes		Yes	Yes	No	Yes		Yes
251	Railway Station.	Railway Institute and ancillary buildings.	Yes	Look at Kings Cross development!	Don't Know	No		Yes	Reorganise the buses and taxis as a priority at the station.	No
252	The Railway Institute gym and buildings should be kept for use as leisure facilities.		Yes		No	Yes	Yes			No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
253	Retain York Railway Institute Gymnasium and associated buildings. We have played Badminton here for 450 years which has helped us to keep fit and socialise.		Don't Know		Don't Know	No	Yes	No		No
254	Railway Institute		Yes		Yes		Yes		Need a proper Bus Station	Yes
255			Yes		Don't Know	Don't Know	Don't know	Don't know	Removing Queen Street Bridge sounds like a good idea in principle - but will be very disruptive in practice.	Yes
256		All buildings to the rear of Queen Street to provide a new York Bus Station linked to the Railway Station, an opportunity that must not be missed.	No opinion	No.	Yes	Yes	No	Yes	Organise traffic flow to reduce / remove crossover routing of Taxis / Buses.	Yes
257	No	No	Yes	No	Yes	Yes	No	Yes	Use area designated car parking to go towards Central Bus Station. Cars not necessary to go to Station if good Bus Services operate.	Yes
258	Numbers 1 - 9 and 10, 11 and 12.		Yes		No opinion	Yes		Yes		Yes
259	The Railway Institute gym and associated buildings.		Don't Know		Yes	No	Yes	No		Yes
260			Yes		Yes	Yes		Yes	We are familiar with Granary Square in London (Kings Cross). A good model to follow. But must keep pedestrians and cyclists at forefront of the development.	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
261	The following buildings which are included in the 'Audit of Heritage Assets', in the numbered sub-areas should be retained: 2. Queen Street: Railway Institute; RI gymnasium and rifle range; Water tower; Queen Street bridge; YNM Engine Sheds, Queen Street workshop and extension; Queen Street turntable site. 4. NRM: Bull-nose building; Horse stables; site of the Concrete depot 5. Wagon Works and Engineers' Yard: Wagon Works 6. York South engineering sheds 7. Foundry area: the Albion Foundry These buildings should be retained to accord with the first Objective set out on page 11 of the Consultation Document. As stated under the Heritage section on page 13 of the document, the character of the site is defined by its history as a rail yard of national importance: and building on this heritage will contribute towards making a distinctive new place which complements and enhances the existing historic fabric of York. The site contains the record of York's crucial railway history which in turn forms the basis of the City's industrial history. In order to acknowledge this, the above buildings should be retained and incorporated into the new development.	No buildings included in the 'Audit of Heritage Assets' should be removed.			Yes	Yes	Yes	No	Q12, Do you agree with the option to remove Queen Street bridge? Queen Street Bridge should not be removed. It is a heritage asset of considerable historic significance, built in 1878 and widened in 1909 in the then new material of reinforced concrete. Besides being a rare surviving example of the new use of an innovative construction material, the bridge is evidence of the original approach to York's first railway station inside the City Walls. Furthermore, any proposal to demolish the Railway Institute and associated Rifle Range housed in the original railway wagon repair shop of 1844 should be resisted. York Station is located within the Central Historic Core Conservation Area. Queen Street Bridge, the Railway Institute and Rifle Range building, together with the adjacent Grade II Listed Water Tower, stand just outside the Conservation Area boundary and provide the setting for this part of the Conservation Area. Their demolition would be irretrievably damaging to its character and appearance.	Yes
									Q. 13 It is not Queen Street Bridge which constricts the traffic, but the way of use of the space in front of the station has evolved over the past century and more. Creating new spaces in the way suggested would simply nullify the space gained by demolition of the bridge. Creation of a bus station at the rear of the station and removal of buses to this, would reduce congestion in front of the station. Removal of the street clutter down the middle of Tea Room Square would make that area more usable.	

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
262	Unsure if the Railway Institute Building is included in this development and I think this building should be retained, as it is an important and attractive building in its own right and serves the local community well. Keep the Railway Institute and its surrounding buildings.		Yes		Yes	Yes	Don't know	Don't know	I think it would be good to remove the unattractive bridge but it depends how the area around it is developed. It should not be opened up to make an unsightly bus depot and taxi rank. This area needs very careful consideration before the bridge is demolished. It is a very sensitive area very close to the walls and Blossom Street. It needs to be made more attractive looking.	Yes
263			No opinion					No		No
264			Yes		Yes	Yes		Yes	Important to retain / replace facilities existing at Railway Institute.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
265	I believe the Railway Institute gym and sports centre should be RETAINED. It's a fine building, facilities are well used, very convenient - many other sports centres are out on the ring-road or suburbs. This is uniquely and definitely part of York's heritage.	Anything concrete!	Yes		Yes	No		Yes	If York gets loads of money - yes but the rear of the station is the obvious 'very weak' spot. I'm fairly happy with the front of the station as it is and the current drop-off zone and short stay car park. Squire at the front of the station - nice idea but low priority - space at the front already limited by proximity to city walls etc. York is a small, physical city; what looks good at Kings X Station - waste of space in York.	Yes
266	Residential buildings should be affordable and decent sizes - not little flats		Yes		Yes	Yes		Yes		Yes
267										
268			Yes	Keep with the rail theme	Yes	Yes	No	Yes		Yes
269	The old carriage works		Yes	I feel the road access from leeman road into town should not be lost as it's a very useful access route for Leeman road residents into town and the other side of york	Yes	Yes	Don't know	Don't know		Yes
270	bullnose building		Yes	poor and inadequate. linear along the goods lines would be nice	Yes	No	Yes	No	don't pedestrianise tea room square, but reverse traffic flow	Yes
271										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
272			No	I live right next to the railway line (next to the footbridge in Wilton rise) the trains are responsible for my house shaking at times already, I'm concerned this will become much worse. There have been structural implications to my property because of this. There is also a lot of black dust due to the trains presently.	No	Yes	Yes			Yes
273			Yes		Don't Know	Don't Know		Yes		Don't Know
274										
275										
276	The Canteen Carriage works and Railway institute. They are better looking buildings than the ugly monstrous office blocks. Stamford House in Piccadilly a similar building with lovely character.	Would have been nice to have the original Roundhouse back instead of a massive steel shed. Would have been a marvelous venue for bands conferences.	Yes	Green Roofs,as much green landscaping as possible too much paving will only add to York's flooding problems.	No opinion	Don't Know	Don't know	Don't know	Do not know all the facts, the consultation should involve the whole city ...as the whole city will use it at sometime in their lives. Would use it even more if the ticket prices came down!	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
277	The York RI gymnasium and associated buildings. Its the only city centre sports facility offering different and separate spaces for 12 sports including top-quality judo, table tennis and badminton facilities and other community spaces for Pilates, dance and drama, chess, snooker, band practice, plus a bar. Its an amazing environment and nationally renowned venue for badminton, with 9 courts, dark walls and a wood floor (the floor is one reason why so many older people still play there - its kind to the joints). Its a regular venue for county juniors training, Yorkshire league, county schools, junior, senior and veterans tournaments, as well as York and district league matches. Its also been used for Civil Service regional competitions and the All England Veterans championships. During the week the courts are used by schools, the public and three badminton clubs, one of which is a junior club, led by volunteer coaches. Badminton is one of the UK's most popular sports, played at different levels and by all ages. Its great exercise and very sociable - no wonder the RI's courts are so often fully booked. I have played on these courts for over 25 years, as a York RI badminton club member and also as a casual user with civil service work colleagues on a regular weekly afternoon basis (often hiring two courts at a time). I have played at many different badminton venues in England and Northern Europe and in my opinion, the RI gym's badminton hall is unique and perfectly situated for accesibility.		No opinion							
	The building's central location makes it easy for people to enjoy a few games after work before going home. Given that the proposed York Central development intends to build more homes in the vicinity, the RI's all year round indoor gym and other facilities will provide for, and encourage, a healthy lifestyle in the heart of the new community, complementing the planned other recreational open spaces. Please retain these buildings and make the most of the existing facilities as part of a sensible and sustainable approach to using resource.									

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
278	Railway Institute buildings		Yes		Yes	Don't Know	No	Yes		Yes
279			Yes		No	No	Yes	No		Yes
280			No		No	No	Don't know	Don't know	Stop people smoking there it's disgusting	Yes
281	Only listed buildings	No	Yes	No	Yes	Yes	No	Yes		Yes
282	Yes. The old railway buildings reflecting Yorks industrial heritage	Minimal clearing of prominent industrial buildings of historical note - and new development should reflect and be sympathetic to the site	Yes	Sustainable, wildlife friendly and more trees	No opinion	No opinion		No opinion	Restrict traffic to access only or public transport.	Yes
283	All carrigeworks inclusive		Don't Know		Don't Know	No opinion	Don't know	Don't know		Don't Know
284										
285										
286	Not got much information on particular buildings - but general intention to preserve heritage is welcome		Yes		Yes	Yes		Yes		Yes
287										
288	All them.	None.	No	Yes stop wasting our peoples money stop running around like your the power structure.Make sure there is no future floods improve those smelly sewers stinking in the Summer.	No	No	Yes	No	Stop people smoking in and around the station and bus station.	No

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
289	York North Engine Shed (Now NRM Great Hall)		Yes	The last time the development was proposed the lack of light on the path by the river was raised as an issue. To avoid forcing people who don't want to risk the path at night the park really should have access anytime and be well lit. Also it would be sensible to have a cycle path running through this park otherwise you will be forcing cyclists who currently use the riverside path to ride along the new Leeman road. At the moment this is quite risky due to the lack of care by drivers.	Yes	Yes	Yes		Even with the recent changes the traffic around the station flows poorly, this is partly due to the design and partly due to the number of drivers who just park across a lane and stop traffic flowing. It would be good if something could be done to alleviate this issue as there will always be a need for vehicles at the station.	Yes
290	York RI		Yes		Yes	Yes	No	Yes	Extension of the main concourse to add more retail space.	No
291			No		Yes	Yes	No	Yes		No opinion
292			No opinion		No opinion	Yes	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
293			Yes	Sight lines and elevations are critical to create the linkage with city centre. The main issue I see is that the proposed linear park is not creating sight lines with city centre. Also bringing in Museum Gardens as extension of linear park concept would help create that linkage and sight lines. Thus an expansion of pedestrian flow over Scarborough Bridge (green walkway) or new pedestrian bridge to create linkage with gardens.	Yes	Yes	No	Yes	First impressions is so important, and a pedestrian friendly space is vital. If there is a new pedestrian bridge over river from PO Sorting Office to Museum Gardens then this would create the main pedestrian flow to the city centre and linkage with York Central. Hence there would be three main access points to the station.	Yes
294										
295										
296		No objections to Queen Street Bridge or Post Sorting Office being removed.	No opinion		Yes	Yes	No	Yes	Certainly improving station traffic access is much needed.	Yes
297	Yes - the York Railway Institute									
298	There is insufficient information relating to buildings that are not listed in the proposal. I would prefer to see a full listing of all structures and how the published list was derived. I would also like to see more information relating to the Railway Institute, should the bridge scheme go-ahead, as this comprises a number of structures.	I need more information, see point 6, before I can say.	Don't Know		Yes	Yes	Don't know	Don't know	Remove long-term parking from the front of the station and improve the use by taxis. Discourage smokers from using the entrance to station.	Yes
299										
300	Not enough information on these for comment	As above	Yes	I strongly disagree with the destruction of the only small children's play park and green space at the top of Cleveland street to achieve this. What about our air quality	No opinion	No opinion		Yes	But lets not knock a bridge down only to create another at the top of Cleveland street	No opinion
301	No		Yes		Yes	Yes	Yes	No opinion		Yes
302	The Fox Inn	No	Yes	Landscaping should support flood mitigation in the centre as far as possible	No opinion	No opinion	No opinion	No opinion		Yes
303										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
304	All the Historicla buildings - don't lose the layers of history, it is what York is about and what will inform the next UNESCORTED world heritage site bid.	Queen Street bridge.	Yes	Make sure that another green area is created to complement the strays. As our city centre is relatively treeless, we need the 'green lungs' of the strays and the walls. Please create another.	Yes	Yes	No	Yes	Please do be brave with Queen Street bridge - it's one of those things that when it's gone people will wonder how we ever put up with it like traffic in Deangate!	Yes
305		Network Rail Holgate depot	Yes		Yes	Yes		Yes		Yes
306	No opinion	No opinion	Yes	What about and international competition to design this?	Yes	Yes	No opinion	No opinion	Small an inexpensive changes would make VERY big improvements to the front of the station.. For example (a) better traffic control using adjustments of the existing traffic control system and (b) redesigned movements for cars and taxis in tearoom square would work wonders with very little expenditure. (At the moment this area is functioning very badly indeed.) I would be happy to provide more details.	Yes
307	Old carriage works canteen, the railway institute building, the small house between Queen Street Bridge and the city walls.		Yes		Yes	Yes		Yes	I prefer the option that gives more space to pedestrians and allows for better cycle parking facilities whilst also allowing for a better layout for buses and taxis.	Yes
308			Yes		Yes	Yes		Yes		Yes
309			Yes	Yes, we definitely need more green space in York. Trees, gardens, and a FUN playground. Also, incorporate more public art into spaces, make the park interesting and contemporary, not a Victorian park.	Yes	Yes	No	Yes	Yes, please, remove the Queen Street Bridge. It would be much more welcoming for visitors and for pedestrians. The removal might be a headache but if you are going to do this renovation around the rail station, you might as well do it right in the first place. It would free up valuable space.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
310	York Railway Institute	The old ARC centre in Leeman Road	Yes		Yes	Yes	No	Yes	Here is an opportunity to develop a new bus station and transport interchange on either the east or preferably the west side of the station provided that the access can be created.	Yes
311	The railway institute buildings provide a wide range of facilities to the current local community and should be retained and incorporated into plans.	Not within this zone, but just outside of it down North Street, the Park Inn should be demolished and replaced with something less intrusive.	Yes	The area around the front of the station is a key route into the city from the South. All possible measures should be taken to avoid further congestion of Blossom Street/Tadcaster Road and Nunnery Lane.	No	No	Don't know	Don't know	Use part of long-stay car park for drop off and pick ups. Current arrangement mixes up taxis and private vehicles which works badly for both.	No
312	1) The Railway Institute, regardless of whether Queen Street bridge is removed.	1) Unipart modern structures around the west entrance to the station. 2) It is a pity the housing development went ahead around Bishopfields Drive.	Yes		Yes	Yes	No	Yes	1) Retain the Railway Institute 2) Could long stay parking be only accessible from Holgate Road, or even removed from the east side and concentrated on the west side with a two level park?	Yes
313										
314			No		No	Yes	Yes	No		No
315			No		No	Don't Know	Yes			No
316			Yes		Yes	Yes	No	Yes		Yes



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
317			Yes	Need to acknowledge York Central boundary included some existing important open spaces Strategy needs to be honest about the feasibility of creating new green space given the ambitions for office floorspace and new housing. Urban Lansdcaping does not necessarily have to be green.	Yes	Yes		Yes	Improvements to the front are dependant on improving the use of the rear of the station and the removal of Queen Street Bridge.	Yes

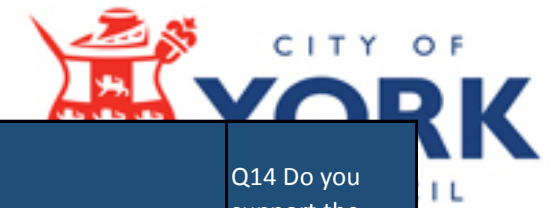
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
318	A truly valuable and much used sporting facility over many decades, I would like to see the Railway Institute buildings (No.10) preserved for future generations to benefit from. If absolutely necessary to sacrifice this site, suitable premises must be made available and CONVERTED FOR THEM such as the Former Wagon Works (No.14) with pedestrian access through station or by car via Cinder Lane. A lesser alternative may be the unused railway buildings on Chancery Rise (No.25). Note, numbers refer to the key for Buildings on the Heritage Plan.	I believe the area and visual impact of both York Station and the City Walls could only benefit by the removal of the Queen Street Bridge, replaced by a level road. The bridge is an ugly structure totally uncomplimentary to the surrounding area and structures it hides. The purpose for it no longer remains, however, it still causes ALL combustion engines passing over it to emit unnecessary exhaust fumes as they ascend either side.	Yes	Area immediately adjoining Station Sq West would be beneficial if it incorporated a coach interchange, absorbing the function currently served by the Leeman Rd Coach Stop. Benefits are better onward travel for passengers and improved landscape / views of both Memorial Gardens and Station Ave Gardens. Relocating this service would enhance both gardens at ground level and from the City Walls. The cycle and pedestrian access way would be preserved, whilst the remaining width of the 80 metres or so of disused roadway could be urban plaza /seating area.	Yes	Yes	No	Yes	Use this opportunity wisely to provide at the station, a truly efficient central bus interchange. This must offer good cross city routes, to serve and benefit the whole city, the suburbs and the dormitory villages beyond. Alas, this also relies on getting traffic lights city wide in sync with both vehicle demand and key journey times, ie green flow exiting city early evening.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
319	The York RI Gymnasium and Squash Courts complex.		Don't Know		Don't Know	Don't Know	Yes			Don't Know
320			Yes		Yes	No	Yes	No		No
321										
322	10 - railway institute and gymnasium which, while could benefit from some modernisation, gives real value to the community where the central council provisions have been lost.		No	Landscape can not be at the expense of access to transport	Yes	No	Don't know	Don't know	removal of the bridge does appear to open options around the station front, I'd be concerned about impact on Railway Institute, City Wall but also potential loss of access or impact on the inner ring road	Yes
323										
324										
325	The York RI Gym building where I play badminton and many of my colleges play squash etc.	I think there is a lot of wasted space but anything that is taken away should be replaced.	Don't Know		Yes	Yes	Don't know	Don't know	I really like Sheffield Station something iconic to remember the city by like their water feature would be nice. There is a really cool 9/11 memorial that uses the sun to make a pattern on the ground something like that would be cool as a secondary thing to look at but make it visible more often if possible https://roadtrippers.com/stories/one-of-the-worlds-coolest-memorials-is-only-visible-one-day-of-the-year?lat=40.80972&lng=-96.67528&z=5	Don't Know
326	Yes - the existing basketball court, garden and play ground at Cleveland Street.	N/A	Yes		Yes	Yes	Don't know	Yes		Yes



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
327	The Railway Institute and Bullnose building should be retained as they hold an important historical legacy.	The Unipart building.	Yes	Biodiversity, community food growth and proper, sustainable urban drainage which considers flood effects and knock-on effect of construction on other parts of the city. Safe walking and cycling routes should be essential, creating a template for other parts of the city to be modelled upon. Reducing private, non-disabled traffic and minimising taxi traffic, giving separated routes for buses and shared, clearly defined cycle and walking areas (Foss Islands road an example of good-sized shared space). Landscapes should primarily be functional, not decorative. Sustrans and other relevant organisations should be consulted on this.	No	No	Yes	No	Keep the Queen Street bridge but make it pedestrian/cycles only. Close to traffic.	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
328	There are some interesting old railway buildings within the development site which could form the basis for community facilities e.g. shops, medical practices, cafes and restaurants, gyms or even housing - some 'station-like' buildings. There is a "sweet little" wooden shed next to the footpath which runs from the Wilton Rise bridge. Keep it and integrate it!	No comment.	Yes	The principles are supported but the details will need careful local consultation in advance of commitment. Any Landscape and Public Realm scheme must be capable of clear phasing and have a maintenance agency clearly defined from the outset. Landscape and public realm improvements for the neighbourhood north of the ECML should be included equally with the main York Central site to help specifically support the objective "connecting communities" which identifies the mutual dependency of the New and under areas.	Yes	Yes	No	Yes	York has a real need for a bus station which has very easy access both from the station and from the city centre.	Yes
329	Please retain as many as possible. New buildings are invariably either bland and undistinguished or ugly and too cheaply made. Victorian brick has huge warmth, charm, and appeal. Also, remember, York is a palimpsest city -- its soul and charm comes from keeping and integrating the old. If you swamp the old by building a lot of new mediocre stuff that is out of scale with the rest of the city, you will destroy the character that people love. Please focus on RESIDENTIAL development and RENOVATE and REUSE old buildings wherever possible	No, you should keep as many as possible.	No	A park, yes, but do not make it so linear. Make it larger and tentacular and add green squares.	Yes	Yes	Yes		Consult with taxi drivers. Front of station itself is fine but traffic routing is DAFT.	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
330	Retain and enhance the Railway Institute as an accessible sports facility. The Bullnose building is an important railway legacy that should be retained as part of the redeveloped NRM site and incorporated into the museum architecture.		Yes							
331	no other opinion	18 - queen street bridge	Yes	station square east in particular is vital - removing the queen street bridge and removing the insane taxi, car, pedestrian set up is very important	Yes	Yes	No	Yes	it is the gateway to the city for many visitors - very important	Yes
332	Former Wagon Works (14), Ivy Cottage (17),	Unipart (23) and York IECC (24) should be relocated as I don't think that kind of business would be appropriate in the new York Central. Queen Street Bridge (18) should be removed so the approach to the station can be improved.	Yes	As long as the green spaces are designed with the context of the area in mind, I don't mind what form it will take.	Yes	Yes	No	Yes	The removal of Queen Street Bridge should be a priority. Demolishing it will open up new space to re-organise the approach to the station, perhaps allowing more space for pedestrians alongside the road. At the moment you exit the station and are hemmed in by roads on all sides. Creating a new station square would provide breathing space for pedestrians passing in front of and entering/exiting the station. There is no practical reason to keep it and if we miss this opportunity we might have to wait several decades for the next one. Creating a new entrance and square on the west side of the station is a necessity for unlocking the York Central area. The architecture must be tasteful and be aware of it's surroundings - just look at central London for ideas of architecture to avoid. The 1980s platform extension is bad enough to look at - we don't need to make it worse by adding a new extension which will look shabby and out of date in 20 or 30 years time.	Yes
333										
334	All the original railway buildings									
335			No		No	Yes		Yes		No
336										
337			Yes		Yes	Yes	No	Yes		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
338			Yes	For the best and most perfect example please refer to Valencia, Spain and their Turia park	Yes	Yes	No	Yes	Seating areas and some green land to make it less 'oppressive' with regard the quantity of traffic in the area	Yes
339			Don't Know		Yes	Yes	Don't know	Don't know		Yes
340	RI is an important community asset and should be maintained or replaced at no cost to the community		Yes		Yes	Yes	Yes	No		Yes
341	Clearly, all listed buildings. Wider than this, the presumption should be for retention and refurbishment wherever possible rather than demolition and replacement.	See above.	Yes	Open spaces need to be truly public, not privatised and over-managed. The landscape principles are sound but it all depends on the application. These areas must be fine-grained, organic, human in scale and character.	No	Yes	No	Yes	The station needs to be more open, less constrained by traffic, more pedestrian-friendly, with better bus facilities and a generally more welcoming aspect and an organic connection to the city. I'm concerned about the expense and disruption of the removal of the Queen Street bridge, but have reluctantly concluded that it is the only way to achieve these aims.	Yes
342			No							

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey

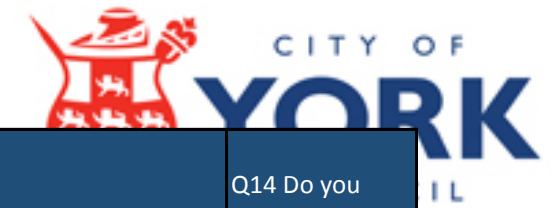


URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
343	Many of the buildings that you have described as other buildings and structures should take account of their recognition by many as locally valued heritage assets. For instance: The Railway Institute and former wagon works as well as the former stables. These buildings will help tell the story of York's railway heritage far more than developing with the historic grain of the site. These buildings should be retained at all cost. They can be simply retrofitted into a contemporary landscape and they should be given far more prominence.	No	Yes	The creation of new public squares, although a laudable aim, is ill thought out. York cannot manage and use its existing public spaces effectively enough so how I, as a resident, can have any faith in this, I leave others to decide.	No	Yes		Yes	How the station works as a gateway and a pedestrian friendly space depends on how the City responds to the challenge of traffic more strategically. The dominance of traffic in the City and the high levels of pollutants, especially from diesel cars, and buses is something that needs to be tackled head on at an early opportunity. The pilot closure of Lendal Bridge recently was a great success for pedestrians, cyclists, taxis and buses but is now not part of the City Council's agenda. It should be. The cycle infrastructure in the City is woefully inadequate and needs investment and vision. The car still dominates. So the removal of The Queen Street Bridge will clearly be very beneficial but not just for the Station environment but also for the setting of the City Walls which are almost completely ignored in the consultation document! This should not come at the expense of losing the Railway Institute and associated coach works.	No opinion
344	See section 4	See section 4	No opinion	I would support connectivity to other green spaces and not treat the development on its own.	Yes	Yes		Yes	Although the glazing of the entrance to Newcastle Station has had some adverse criticism I believe some thing similar should be considered as railway stations by necessity are not the most comfortable of places in adverse weather	No
345										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
346			Yes		No opinion	Yes		Yes	Sort out the embarrassing congestion as soon as possible	No opinion
347			Yes		Yes	Yes	Don't know	Don't know		Yes
348	Retain york railway institute gymnasium and any associated buildings, this is a fabulous facility that should be preserved to benefit the community and retain the heritage of the railway		No		Yes	Yes	Yes	No		Yes
349	Retain the York Railway Institute Gymnasium and associated buildings.		Don't Know		Yes	No	Yes	No		Yes

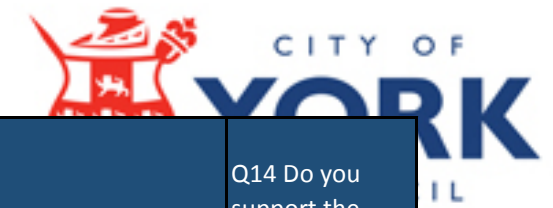
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
350			Don't Know		No	No	Yes	No	Leave it alone	No
351	Retain York Railway Institute Gymnasium and associated buildings.		Don't Know		Yes	No	Yes	No		Yes
352	Retain York Railway Institute gymnasium and associated buildings.		Don't Know	No	No	Yes	Don't know	Don't know	No	Yes
353	RI Gymnasium		Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know
354			Yes		Yes	Yes	Don't know	Don't know		No
355	Retain the Railway Institute as a sports and community facility. The Bullnose building is an important railway legacy that should be retained as part of the redeveloped NRM site and incorporated into the museum architecture. This could be retained by making better use of the current open car park area alongside the NRM on the north side of Leeman Road.		Yes	The design should prioritise walking and cycling to and from the development with direct safe accessible links into the city centre across the river.	Yes	Yes		Yes	Pedestrian access through the station (without barriers) as the most direct route to some bus services and the city centre from York Central must be maintained.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
356	The Railway Institute is the last easily accessible sports facilities in central York and must be maintained. The carriage works are part of York's industrial heritage and should be listed. The Fox pub is in the blue lined but not listed as a building. This is a crucial part of the community and York's history. Locals will not let it disappear without a fight.	No	Yes	There should be as much green space as possible along with cycle paths and easy access for pedestrians	Yes	Yes	No opinion	No opinion	York station is a thoroughfare between east and west. Ticket barriers must not be introduced, especially with the underpass plans.	No
357	station!		Yes		Yes	Yes		Yes	Newcastle central station would be a good model to follow - no traffic through the portico now.	Don't Know
358										
359		A feature of York is the lack of multi-storey buildings. I object to building which exceeds previous height restrictions to buildings - linked to minster	Yes		Yes	Yes	Don't know			Yes
360			Yes		Yes	Yes	Yes	No	Alot of people, myself included walk or cycle to the station. Making it more accessible for us should be a priority and as such the queen street bridge should stay	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
361	Gymnasium. This the only central open access venue. Essential to many people in the local area	No	Don't Know	No	Don't Know	No	Yes	No	No	Yes
362	Gymnasium. The only open access sports centre in the city centre. Used by many clubs and the venue for numerous badminton matches and tournaments	No opinion	Yes	Not really	Don't Know	Don't Know	Yes	No	No	Yes
363	Westgate apartments	Not decided	Don't Know	No we have not had time to consider	Don't Know	No opinion	Don't know	No opinion	Yes but have not had the opportunity to consider the options	No
364	Railway Institute must be retained		No		Don't Know	Yes	Yes			Don't Know
365	listed ones	old scruffy warehouses	Yes		Yes	Don't Know	Don't know	Don't know		Yes
366	Yes all historic and re-usable railway buildings	Buildings of low architectural quality that cannot sustainably be re-used	Yes		Yes	Yes		Yes	The focus must be to facilitate interchange through the new square to busees. Private cars and taxis should not encroach on this area.	Yes
367	Retain York RI Gym and associated buildings		Yes		Yes	Yes		Yes		Yes
368			Yes	It will be so nice to have some park space in this area of the city that is currently so industrial and abandoned it will make the welcome to York so much more appealing!	Yes	Yes	Don't know	Don't know	The station is in need to extra public space particularly the rear of the station that is just a set of steps for a city like York out station surrounds are terribly lacking, this could be a massive opportunity for York	Yes
369			Yes		Don't Know	No opinion	Yes			No opinion
370										
371	The Railway Institute	no real opinion.	No	No	Don't Know	Yes	No	Yes	No.	Yes
372	retain York railway institute gymnasium and associated buildings including the band room.		Yes		Yes	Yes	Yes			Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
373	Talk of removing the Railway institute, should this really be necessary as still a busy place	york council offices	No	We understand the the need for development but not the building of countless offices that will probably just stand empty, amongst all this a park of some sort would be ideal	Yes	No	Yes	No	No comment	Yes
374			Don't Know		Don't Know	Don't Know	No opinion	No opinion	Anything that will help ease the traffic chaos that is caused in such a small squashed in space at variable times of the day	Don't Know
375	Yes, all those which are included in the 'Audit of Heritage Assets' November 2013 as either Listed or Local List Nominations. This includes the Railway Institute buildings (which include the former York & North Midland Railway buildings of 1839), the Coal Manager's Office (Bull Nose Building), the Iron Foundry buildings and the former NE Railway Horse Stables. These were all considered to have medium or high historical significance in the aforementioned report.	The concrete depot	Yes		Yes	No	Yes	No	Covered access to taxis and the drop-off point should still be provided - this is best achieved by allowing them to remain under the portico ie by not pedestrianising it. Alternatively, the taxi rank and drop-off point could be moved to the rear of the station and incorporated into the new west entrance to the station.	Yes
376	The railway institute should be included within development plans and developed as a community asset. Ivy Cottage should be protected.	Not sure	Yes	Any park and planting should consider the local risk of flooding and should be used to maximise water absorption and drainage.	Yes	Yes	No	Yes	The bus gates sound like a terrible idea. Whilst traffic is not always desirable it is always going to be there so creating bottle necks will surely only increase journey time, fuel usage and pollution levels.	Yes
377			Yes		Yes	Yes	Yes	No		Yes
378	Nearby the old NER Water Tower and other railway buildings now used as light industrial etc		Yes		Yes	Yes	No	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
379	The Railway Institute provides a central, easily accessible sports facility for the centre of York and is well attended and used for a variety of local and national sporting and social activities. This building should not be demolished until a suitable and matching facility is built in the central area. This would support the government's and NHS agenda to ensure that citizens have the opportunity to do exercise to maintain a healthy lifestyle and help reduce the growing number of people with type 2 diabetes and obesity. This is a unique facility in the centre of York, near the public transport hub and is widely used.		Yes		Don't Know	Don't Know	Yes		Easier car access to the station is needed to facilitate an easier way of dropping off and picking up rail passengers. The current set up is an accident waiting to happen with travellers running across pedestrian crossings and lack of visibility	Yes
380	hard to say without going on site and seeing them , hope you can reuse as much as possible		Yes	Segregate cyclists from pedestrains and provide wide enough paths for both users .	Yes	Yes	No	Yes	the last redesign of the station was too cluttered and traffic based. the new one should be people based and follow pedestrian desire lines. Have a look at Newcastle they have done a good job apart from cycling being a bit muddled. Clear cycle access to the station segregated from other traffic and more cycle parking please	Yes
381	Queens street bridge		No	Will restrict Leeman Rd. resident access to the city. Layout of road system is restricted by city walls and historic buildings.	No	No	Yes	No	Other priorities such as maintaining existing public spaces, roads and footpaths throughout the city	No
382	The Railway Institute		Don't Know		Don't Know	Don't Know	Yes	No		No opinion

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
383	Retain York Railway Institute Gymnasium and Associated Buildings		Yes		Yes	No opinion	Yes			Yes
384	You must maintain the Railway Institute and the wonderful facilities that reside there. It promotes fitness and health through a range of activities for all residents of York. It is within walking distance of the city centre, this is a really valuable resource. Surely you want to promote health and well-being to your residents? Over 160,000 people used the facilities last year. Why would you want to take that away from people? You should be encouraging it! It also provides a sense of community for the many people who take part in its regular activities. Removing it would be a real travesty and it would be short-minded to put profit above such a wonderful and well used community resource.		Don't Know		Yes	Don't Know	Yes	No	Do not remove the Queen Street bridge - do not knock down the Railway Institute	Yes
385			Yes	Reuse as many existing buildings as possible and retain or create green areas.	Don't Know	Don't Know	Yes	Don't know	Improvements could be made but need to be economically viable. More detail and information about alternatives should be communicated to the public before any decisions are made.	Don't Know
386	York RI Bandroom and bar		Yes		No	No	Yes	No		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
387			Yes		Yes	Yes	Yes	No		Yes
388			Yes		Yes	Yes		Yes	good range of retail outlets	Don't Know
389		The old Railway Institute buildings BUT the facilities all need to be kept. The sports facilities are much needed in this part of town but the old buildings could be replaced in a better site	Yes	no cars through the site only bicycles and pedestrians with a car park at each end. Green corridors through the site under which can be buried the services	Yes	Yes	No	Yes	the west end of the station will only work with Queen st bridge removed	Yes
390										
391	York RI Gymnasium. If this can not be retained it should be replaced as a leisure facility NOT for profit		Yes		Yes	Yes		Yes		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
392	Some of the buildings in the forecourt of what has been the temporary theatre seem attractive and quaint from the outside & might even be suitable to convert into housing	Many, including those ugly red brick (stables?) opposite the NRM and the garages etc on the mainline side of Leeman Road	Yes	I think they look great but you need to build maintenance like litter picking into the costs. Also they will need "wet weather" areas / shelters. Can there be access to Martins Court and maybe Hardisty, Bishopfields, etc (subject to police advice about risks of anti-social behaviour. With secure fencing to avoid egress at other points	Yes	Yes		Yes	At the rear build in disabled access, presumably it might be feasible to give street access at subway level?	Yes
393	not to my knowledge	The old buildings along leeman road. they are an eyesore.	Yes	none	No opinion	Yes		Yes	none	No
394	The Railway Institute. This building is of significant importance to the local community and is full of life providing leisure, health and active classes for all members of the community. It's location is vital to the health and well being of local residents due to it being easily accessible for York residents. If this building was removed it would be a devastating loss to both the users of the RI as well as those businesses who deliver their services from there. This is not a derelict building as is the case with some of the buildings within the brown site, but is teaming with life. It's recent attainment of securing charitable status further evidences it's importance within the local community.	Not sure.	Yes	No	Yes	Don't Know	Don't know	Don't know	No. My answers to Qs 12 are dependant upon preserving the RI and it's services based within.	Don't Know

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
395	York North Engine Shed (NRM Great Hall); Railway Institute Gymnasium.	If the NRM go ahead with their new central building to connect the two halves of their site the Traders Store for Silcocks should be removed to enable a larger building to extend further along the west side of Station Hall. The Royal Mail depot and various warehousing along the north side of Leedman Road should be considered for removal and replacement with new uses more in keeping with the overall site proposals (commercial and residential).	Yes	Any linear park should make best use of the existing derelict rail alignments e.g. footpaths between rails.	Yes	Yes	No	Yes	Might there be room (vertically and horizontally) in Tea Room square to permit a tram-train line to be routed through what is currently the short stay car park (from the Scarborough line) and out between York Tap/Royal York onto Station Road and onwards? In terms of taxi and bus distribution, would it not ease congestion further if the taxis were relocated to the new western entrance to the station (taxis being permitted to use Marble Arch even if closed to regular traffic)?	Yes
396	Retain York Railway Institute Gymnasium and associated buildings.		Don't Know		Don't Know	No	Yes	No		Don't Know
397	Retain York Railway Institute gymnasium and associated building.		Don't Know		Yes	Don't Know	No opinion	No opinion		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
398	Retain the Railway Institute at all costs. I use this building at least once a week and it is a fantastic resource for York. As you say yourself, heritage is an asset and this building is part of the history of York and its connection to the railways. It is in an excellent location for existing users and has enormous potential to be used by many more people once the area is developed. If it is knocked down I feel you will be destroying one of the very things that make York an unique place to live. A replacement may be promised but It won't have the character or in all likelihood the space of the existing building. I don't want to live in a city that looks like any other.		Yes			No opinion	No opinion	No opinion	Keep the railway institute building if queen street bridge is removed. Take time to get this right,	No opinion
399										
400	Railway institute buildings.	The present flats off Leeman Road are not attractive.	Yes		Yes	Yes		Yes		Yes



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
401			No opinion		No opinion	No opinion	Yes	No		No opinion
402			Don't Know		Yes	Yes	Don't know			Yes

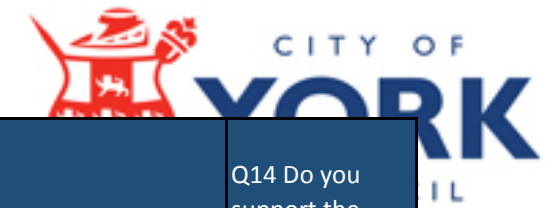
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
403	It is my opinion that the RI Gymnasium (Sports Hall) should be retained. This is a unique sporting venue that has served both residents and visitors for many years as a Badminton, Table Tennis, Judo and Squash venue. Such a building will never be replaced and its loss to the residents of York would be a travesty. The march to 'modernise' the area by destroying what have proved to be the ultimate in sustainable building use is nothing short of the 'madness of the march of progress'. I have played Badminton at the RI since I was 13 and travelled to many other Badminton venues across the country. Quite simply this is the best venue there is and should be retained.	No comment	Yes	No	Yes	Yes	No opinion	No opinion	I have not studied the plans in sufficient detail to be able to comment at the time of making this survey but will make it my priority to do so.	Yes
404	Retain York Railway Institute Gymnasium and associated buildings.		No		No	No	Yes	No		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
405	There is a need to have a balanced approach to building retention - clearly buildings attached to the NRM need to be retained/modified to fit in with the proposed developments.	see above		There needs to be a correlation between investment and finance. There is considerable cost associated with these squares which isn't always understood or appreciated. How much has been budgeted for the cleaning of the site - especially toxic and other pollutants from previous industry activities??	Yes	Yes	Don't know	Don't know	The absence of finance parameters means these are impossible options to comment about. Ideally changes which improve the area are desirable but at what cost? no evidence is supplied and therefore no sensible comment can be made	Yes
406	Railway Institute gymnasium and associated buildings. But for question 5 how can we answer as we agree with some classifications but not others?!	Far too broad a question.	No	Are you taking into account the affect of additional traffic to the west of York these amended road plans will cause?	No	No	Yes	No	Tea Room Square back to how it was!	No
407										
408	without a doubt the RI gymnasium and buildings should be retained. They are irreplaceable and would be an unforgiveable massive loss.	some RI buildings could be negotiable. eg water tower, band room, firing range.	No	Removal of Queen St. Bridge should be a last resort to be considered at the conclusion of the teardrop itself.	Yes	No	Yes	No	Rehouse the memorial gardens and turn them into a bus station, relieving pressure at the railway station	No
409	The function of the York RI building should be retained. If it has to be demolished, it should be replaced by a building with all the same functions very close to the railway station.		Yes	I agree with the idea of a park, but the shape should not be defined at this stage, particularly if a linear park restricts egress or ingress options.	Yes	Yes	Don't know	Don't know	If Queen Street bridge is demolished then the ramp up to Micklegate Bar crossroads will be steeper and it will be harder to see approaching vehicles. Regarding the west side public square this should not be achieved by losing the Leeman Road underpass	No opinion
410			Don't Know		Yes	Yes		Yes		No
411	Retain York Railway Institute Gymnasium & associated buildings. This provides a multitude of activities on the doorstep - a 'walkable to' amenity that keeps York residents healthy & happy.	No opinion	Don't Know		Yes	Yes	No opinion	No opinion		No
412	Queen Street Gymnasium and Associated Buildings. This is already a vibrant community venue.		No opinion		No opinion	No		Yes	The front of the station is already a nice looking, welcoming, place. With Queen Street bridge gone, it will be even more so	Yes
413			Yes		No	Yes	Yes	No	Reorganise taxi ingress and egress. Reroute passing traffic, except busus and taxis. Site private drop pff and pick up at the back of the station.	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
414	There are old rail buildings used by Autobhan that should be protected and included in the development. Autobhan converted an old rail buildings into offices and this should be protected.	The buildings along Leehman Road behind the Industrial Grey Railings should be removed and used offered as low rise modern offices or landscaped.	Yes	It is very hard to 'imagine' what these will actually look. They should have been 3D modelled for viewing. I am not convinced that the development of the and alongside the East Coast Mainline has been properly 'explored.'	Yes	Yes	Don't know	Don't know		Yes
415	York Railway Institute		Yes	Current plans do not actually allow for much green space, despite the avowed intentions.	Yes	Yes	Yes	No	Removing Queen Street Bridge might ultimately be beneficial, but how are residents to the west of the station going to access the city centre or train services while this is being done? It will not cause 'temporary disruption' but traffic chaos.	Yes
416	The existing listed structures should stay. The Coal Managers Office would benefit from staying and being sensitively incorporated into the cultural area. Similarly, refurbishment and incorporation of the NER Stables would be beneficial as a heritage asset.	Many of the more recent industrial units have little heritage value.	Yes		Yes	Yes	No	Yes	The front (east) area of the station is chaotic and traffic flow is poorly managed. However the traffic connected with that area still needs to be accommodated somewhere. So long as proper provision for drop-off/pick up and short term parking (arrivals collection, for example) is made at the west side, then this should be an improvement. However, making only provision for buses and cycles, and assuming cars will simply 'go away' is short-sighted and naive. Cars can be phased out after suitable and sustainable alternatives have been provided and proved effective, but not the other way round.	Yes
417	Yes old trains sheds or railway institute building	No	No		No	Yes	No	Yes		No

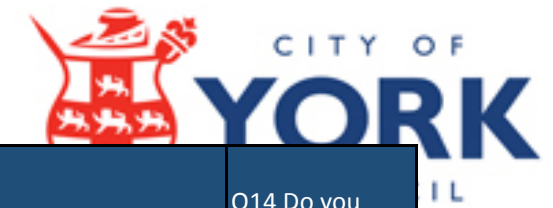
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
418	York RI should be protected at all costs! The quality of the provision would not be replaceable in central York.		Yes		Yes	No	Yes	No		Yes
419	YORK RI		Don't Know		Yes	Yes	Yes			Yes
420			Yes	Yes, but access must be thought through, there will have to be easy road traffic access to enable the community, businesses and museum to thrive	Yes	Yes	No opinion	No opinion	Taxi access is important, but not with the meter running while negotiating a traffic loop on leaving the station, and with pedestrians crossing zebra crossings in a continuous flow. Do a survey at the station, there has been no thought to the taxi exit, York station is notorious.	Yes
421	R. I. institute should be retained. The only facility to provide various sport facilities in the city centre.		Yes		Yes	Yes		Yes		Yes

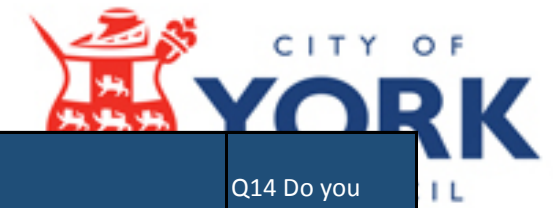
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
422			Yes		Yes	Yes	Don't know	Don't know		Yes
423			Yes		Yes	No		Yes	The proposals should include a bus station	No
424	Keep RI.	Remove the road bridge at Queen street	Don't Know	Could be bland and municipal if you are not careful.	Yes	Yes	No	Yes	Needs to be better for buses. As a cyclist I need sensible cycle lanes. Reroute lorries ot of the way. The station itself must retain public access without ticket barriers or provide an additional public access footbridge that serves the same purpose.	Yes
425			Yes	Plots waiting development should be grassed over not left as wasteland	Don't Know	Don't Know	No	Yes		Yes
426	York RI gymnasium		Yes		Yes	Yes	Don't know	Don't know		Yes
427	The RI gymnasium is an important leisure facility which is used nationally. The badminton courts must be retained they are a unique and much used facility. Any new development requires more not less leisure facilities and the courts are competition quality		Don't Know		No	Yes	Yes			No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
428	As many as possible of the railway buildings should be retained - this is after all the overarching "theme" of the area and what gives us this heritage. Where possible disused buildings should be retained and refurbished as opposed to new build. New build should be in keeping with the style of the heritage buildings at all times.	Unipart building, Post sorting office, York IECC - all of these have limited appeal and ought to be capable of being replaced with more sympathetic structures / landscaped in line with wider plans.	Yes	Not a big point in the wider scheme, but the marble arch foot tunnel, if retained, needs significant improvement. Necessary for both residents and visitors.	Yes	Yes		Yes	Ambition should be high in this area. It is the gateway for many to visit York and sets an initial impression. Kings Cross is cited as an example and that is absolutely the right approach. Presently the whole area is chaotic and creates an extremely poor initial impression to visitors as well as significant frustration for residents.	Yes
429			No opinion		Yes	Yes	Don't know	Don't know		Yes
430										
431	Wagon works currently freight liner wagon shed for repairs it's only complete full train inspection shed full walkways beneath train to carry out inspections was used part of Holgate road site before closure. This section should be kept incase of transpennine expansion as replacement depot for Siemens as current site at leman road has no potential for increasing its size due to other businesses in proximity ie hertz & how arthritis timber	The site contains buildings between wagon works and leeman road these should all be flattened to allow proper expansion	Yes		Yes	Yes	No opinion	Yes	York is such a major city yet has no proper bus station, there are cities smaller than york yet these have bus stations to be proud of yet york city council have missed golden opportunities in past to create a proper facility to be proud of. If the bus interchange provided there needs to be a multi storey ie 2 layer car park built on station car park at far end to compensate loss of parking at Queen Street bridge end. As current railway station car park can be full ie 500 spaces by 8am in morning with commuters travelling from outside of York where there are no public transport to city in time for trains to London or Birmingham.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
432	York Railway Institute Gymnasium		Yes		Yes	Yes		Yes	Pedestrianisation of Tea Room Square and removing pedestrian/short-stay/taxi/bus conflicts would be a great benefit to station access. Is there a way to do it without sacrificing the York RI gymnasium?	Yes
433		I think the railway institute buildings are unsightly in their present state but feel they are an essential facility for locals that needs to be rebuilt in a central position. Queen bridge.	Yes			Yes	No opinion	Yes	Imperative to sort traffic conflict on Queen St. Especially buses. I watch this bottleneck most days & am amazed there haven't been more serious accidents.	Yes
434										
435			Yes		Yes	Yes	Yes	No		Yes
436	York Railway Institute Band Room		Don't Know		Don't Know	Don't Know	Yes			Don't Know
437	Retain York Railway Institute Gymnasium and Associated Building				Yes	Yes				Yes
438	The York RI building on Queen Street. I am surprised that it is not listed.				Don't Know	Don't Know	Yes	No		Don't Know
439			Yes		Yes	Yes	Don't know	No opinion	A proper walkway is needed through the short stay car park to connect through to the Scarborough Bridge	Yes

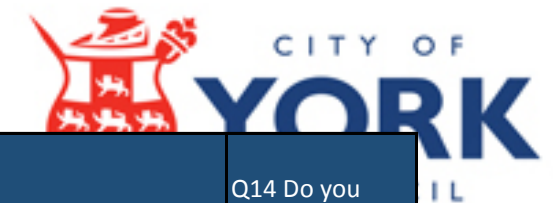
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
440	RI sports- if demolished something equal if it better should be rebuilt at no cost to the community that already live here.		Don't Know		Yes	Don't Know	Yes	No		Yes
441	Most of them as they are part of our Victorian historic legacy in just the same way as older ones.	Perhaps the concrete store adjacent NRM car park.	No		No	No	Yes	No	It is historic and should be kept pretty much as is.	
442	Railway Institute		No opinion		No opinion	Yes		Yes	We need a proper bus station.	No
443	No	No	Yes	Low maintenance but accessible to all including sensory elements	Yes	Yes	No	Yes		Yes
444			Yes		Yes	Yes	No	Yes		Yes
445										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
446	The weighbridge office in front of the Peter Allen building at the N R M		Yes		Yes	Yes		Yes		Yes
447			Yes	Green areas must be good.	Yes	Yes	Don't know	Don't know		Yes
448	Railway Institute		Yes	Develop a pedestrian/cycle route from the station on or parallel to Scarborough bridge.	Yes	Yes	No	Yes	The west side access to the station should be a vibrant area. Sort or long stay car parking could be offered o West side, relieving pressure on East side. Covered and secure bike parking should buffered at both entrances to the station.	Yes
449			Yes		Yes	No	Yes	No	I think it's important to keep the convenient vehicle drop off and taxi pick up points. Removing these was the biggest mistake of the Newcastle station redevelopment.	Yes
450			Don't Know		No opinion	No opinion	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
451	THE YORK RAILWAY INSTITUTE GYMNASIUM AND ASSOCIATED BUILDINGS SHOULD BE RETAINED. My husband and I have played badminton in this gymnasium for the last 40 years. My son and daughter also started playing there at a very early age and represented Yorkshire county, attending many coaching sessions and county matches and tournaments here. It is almost our second home, and it's a travesty that it may be knocked down to make way for this development. There is no other facility like this for badminton in the whole of the UK. York is fast becoming a high rise conurbation of flats and shops. we are losing our heritage to this, and do not need any more flats here. This facility is unique and if demolished it would never be replaced as it would be unaffordable. Why is the council doing away with all the sports facilities in York. Unless you can afford to pay a private club like David Lloyd there is nowhere for the general public to play sport. Where is the legacy from the 2012 Olympics - we are taking a backward step in York where sport is concerned. To demolish this unique facility which brings pleasure to thousands of York residents is a national scandal, so please retain the building. if the development does need to go ahead then work around keeping the buildings in their present form. National champions have started their career in this hall, testament enough to keep the RI standing. Please please don't knock it down!!!!	not as far as I'm aware	No		No	No	Yes			Don't Know
452		dangerous and out of place for the city ones	Don't Know	Lots of trees to soften angles	Yes	Yes		Yes	more hanging baskets to soften the bleak exterior	Yes
453	Important to retain York Railway Institute and Gymnasium and Associated Buildings. This area provides good value sport and leisure facilities to a wide area. Used by many people of all ages and abilities.									
454	York RI Gymnasium and recreational facilities		Yes	Very pretty, but then artist's views created by planned developers always are	Don't Know	Yes	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
455			Yes		Yes	Yes	No	Yes		Yes
456	Those that are home to the Railway Institute, especially the gym, bandroom, and social club.				Don't Know	No	No opinion	No opinion		No opinion
457	York RI Gymnasium		Yes		Yes	Yes		Yes	I like the idea of improving the front entrance and separating vehicle movements at the front of the station, however, it would be good to see a proposal for this without the removal of York RI Gymnasium	Don't Know
458	Retain York Railway Institute Gym and and buildings. This has been used for the last hundred years. I use it weekly to stay active and play badminton. My children have been to events and taken part in plays there.		Yes		Yes	Yes	No	Yes	For goodness sake sort out traffic flow. It takes me longer to drive from blossom street across lendlal to gillygate than to drive all round ring road on FOSS islands. The whole of traffic flow on entry to city could be in sync like in Sheffield where it aids traffic flow and you stop once then you set off and all the lights are green rather than stopping you at one light AND the next AND the next etc	Yes
459	To keep the York R.I. gym, racket sports building and surrounding buildings as this is well used and benefits the community		Yes	To keep some open green space	Yes	Yes	Don't know	Don't know		Yes
460	York RI Gymnasium	Listed water tower should be located near the Railway Museum	Yes	Create some water feature around Holgate Beck	Yes	Yes		Yes	minimise traffic conflictions by using one way systems	Yes
461			Yes		Yes	Yes	No	Yes		Yes
462	Yes the R.I. Building		No		No opinion	No	Don't know	Don't know		No opinion

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
463	the York Railway Institute gymnasium, and associated buildings, such as squash courts, dance studios etc. These provide accessible sport for all, open to the general public, and in particular the size and heritage of the gymnasium itself attracts many regional and national events with all the attendant visitors to stay and shop in York.	there is an (apparently) redundant building between the gymnasium and the queen street NCP car park that should be removed	Yes		Yes	No	Yes	No	the portico front of the station is a classic piece of architecture, and in keeping with the brief of 'Heritage as an Asset' should be retained as-is. There is insufficient space to create a pedestrian-only square and maintain a reasonable flow of traffic to the station. attempting to divert traffic to the other side of the station entirely is folly, but enhancing vehicular access to the other side will alleviate pressure on the front, positively reducing the vehicle/pedestrian conflicts here.	Yes
464	York RI gymnasium		Yes		Yes	Yes	Don't know	Don't know		Yes
465	The York Railway Institute Gymnasium and Associated Buildings should be retained.		Don't Know		Yes	Yes	Don't know			Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
466	Retain the York Railway Institute gymnasium and associated buildings. I take my son here twice a week for judo and it is always full. It feels like a real community, the people are friendly and genuinely care about the sports they are trying to promote amongst all ages. There is so little sport played at schools these days and most facilities are ridiculously expensive for children, the York R.I. is not.		Yes		No opinion	No	No	Yes	Removing the queen street bridge will open up views of he station, but traffic needs to be able to pass here. We don't need another fiasco like the closing of Leeman bridge.	No
467	Retain York Railway Institute Gymnasium and Associated Buildings because the pilates and sommatix classes held there are exceptionally good. I attend sommatix classes and these have helped me recover from a nasty road accident. I still attend the classes and will do so for many years to come.		No		No	No	Don't know			Yes

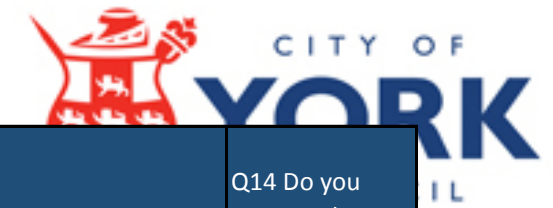
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
468	York RI Gymnasium	No	No	As the area is it doesn't need any higher landscapes	No	No	Yes		More space at the front, but not to loose the character	No
469	The York Railway Institute provides valuable sports facilities close to the city centre. These should be retained in their present location or elsewhere within the development site.		No opinion		Yes	Yes	Yes	Yes	The scheme should not become fixated on the removal of Queen Street Bridge. Many of the benefits of re-organising Tea Room Square, moving the taxis, short term parking, car hire and staff parking can be achieved without removal of Queen Street Bridge. The taxis, car hire and short term parking can be relocated in the long stay car park area. The staff parking can relocated to Leeman Road, nearer to the TPE depot. See comments on staging under Q31.	Yes
470	Yes RI sports and related builbings		No		Don't Know	Yes	Don't know	Don't know		Don't Know
471										
472	Retain york railway institute gymnasium and associated buildings.		No opinion		No opinion	No opinion	Yes			No opinion
473			Yes		Yes	Yes	No	Yes		Yes
474			Yes	Shared use for pedestrians and cyclists, long term maintenance agreements with developers and tenants	Yes	Yes	No opinion	No opinion	Bridge works ok. Demolish only if sufficient funds available once other objectives are fully funded.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
475			Don't Know		Yes	Yes	Yes			Yes
476	No	No opinion	Yes	A 'linear park' as proposed is NOT a park - it's just a strip of land - it would be far better to build an actual park with community facilities on, e.g. sports and a nursery, and to encompass development programs, e.g. a research centre for flooding	Yes	Don't Know	Yes	No	No mention is made of why developing the land beneath the bridge with the bridge in situ is not a feasible option - how can anyone support an expensive restructure without knowledge of feasibility studies into other options?	Yes
477	Good historic buildings	The sad old buildings opposite the Leeman Road entrance of theNRM	No	waste of space	No	Yes		Yes	Desperate need for a real bus and coach station not the pathetic "bus interchange" areas	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**

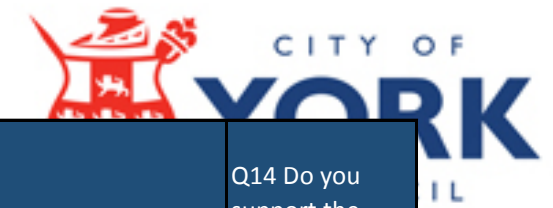


URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
478	Focus on creating a landmark new development built to passive house standard. This is the opportunity to building in the heart of our city a new city that responds to the challenges of our age, just as previous developments responded to the challenge of the age in which they were built. Keep the listed buildings and an engine shed, for conversion for use by small businesses and start ups.	Stores, concrete depot, horse stables, coal manager's office, York IECC, Alliance House, Post Sorting Office, Former Wagon Works.	Yes	Yes, with an important condition: that you run a tram line through it. Look at what our twin city of Dijon has done. They have transformed the city by introducing two tram lines. Through much of the city the tram runs through park, gardens, and a green carpet of grass. The whole thing is environmentally sustainable because the vegetation is water by recycled rainwater stored in an underground store. They have thereby created green corridors that cross the city AND created a public transport system fit for the 21st century. Happy to come to show the Chief Executive, senior officers, and councillors the film I produced on the creation of the Dijon tram system, and to explain how the project is financed and how Dijon saved many tens of millions of euros through joint procurement. https://www.youtube.com/watch?v=d4J6q7_gllg Delivering a sustainable city is about making those radical moves that are need to genuinely create modal shift, rather than creating a road network and hoping that people will using taxis.	Yes	Yes		Yes	The station should be the hub for the whole city, with tram lines connecting the station with the rest of the city. York Central site is key to this because as of now the city could construct a tram line heading northwards from the station through the York Central site and the British Sugar site, all the way up to the northern ring road. In this way you can create a development on York Central where the car is not needed and a public transport corridor all the way through the north of York that will genuinely create modal shift. This would transform the city. While installing a tram line you could simultaneously create a district heating network, beneath the tracks, as is done in cities across France, Germany, Austria, the Netherlands and elsewhere.	Yes
479	The Railway Institute gymnasium and associated buildings		Yes		Yes	Don't Know	Yes	No		Yes
480	retain York RI Gymnasium and Associated Buildings		Yes		Yes	Don't Know		Yes	Remove team room square taxi loop	Yes
481	RAILWAY INSTITUTE as well as surrounding buildings.		Don't Know	Should not absorb enormous costs when there are so many vital services that are under funded.	Don't Know	Don't Know	No opinion	No opinion	York Station is an important historical building and I would not want to see it altered in any substantial way.	No

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
482	The scope of the assessment is too limited and fails to understand or setout the special characteristics and qualities of the city and how the site may embrace and enhance these.			It is essential that the right balance of development and safeguarding the City's special historic qualities is met in bringing forward this site. It cannot be viewed as a						
483	York RI		Don't Know		Yes	No	Yes	No		Yes
484			No opinion		No opinion	No opinion	No opinion	No opinion		No opinion
485	Yes, York RI Gymnasium	N/A	Yes	No	Yes	Yes		Yes	No	Yes
486	York R.I. gym.		Don't Know		Don't Know	Don't Know	Don't know	Don't know		No
487	York Railway Institute.		No opinion		No	No	Yes	No	Bus hub at station rear would allow for major improvements.	Don't Know
488	Retain York Railway Institute Gymnasium and Associated Buildings	No	Don't Know	No	Yes		Yes	No		Yes
489										
490	York RI gymnasium. The facilities are of a national standard. It is the only facility I know of with a sprung wood floor which makes it much easier on the knees for those of us over a certain age!		Yes		Yes	Yes	No opinion	No opinion		Yes
491										
492			No		No opinion	No opinion	Yes	No		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
493	We live on Cleveland Street and we have a play area [Upper St. Paul's Play Area] which looks to be removed or affected by the development. There are lots of young families in our community and this is a fundamental open space for children to play. Removing this would disrupt and damage our community. This space also includes the community gardens run by Julie Fern which are also essential as a recreational space where the community can come together and contribute to the upkeep of the area. This is a social, educational garden which with volunteering benefits the area.		Yes		Yes	Yes	Yes		I can't see how the cost of removing Queen Street bridge and re-routing the roads is going to be balanced by the revenue from the proposed development. Either this will be something that York residents [who already pay a high levy in terms of Council Tax] will have to bear or this will not be possible.	Yes
494						Yes	Yes		Must be easy access and exit for taxis and also for cars short stay parking.	
495	Retain the York Railway Institute Gymnasium and Associated Building! These buildings provide central access to a variety of activities (badminton, squash, table tennis, pilates, yoga, dance, brass band etc.) that are invaluable assets to us York residents. Especially attractive and important are their easy access and central location, particularly for people without cars, when a lot of other facilities are located further away from the city centre. York needs to provide facilities for activities like this close to its city centre.						Yes			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
496			Yes	I maintain that the entire site should be transformed into a park.	Yes	Yes	Yes	No		Yes
497		I don't think that many if any of the buildings on the city side of the station are of merit. I also think the sorting office is particularly poor for such a visible site	Yes	We don't want another Hungate where the green elements are not really accessible. That development feels cold and sterile	Yes	Yes	No	Yes	Option 2 is much better by keeping pedestrians from the station away from the taxis. The whole area is untidy and yet is for many the first impression they see of the city.	Yes
498	Its unclear which list you refer too. I think that there should be family homes built which are eco-friendly thus making a more sustainable home. NOT flats. Which are ok for students/professionals.	Anything that has little character. We want to look like York not Kings Cross.	Don't Know	York citizens deserve parks of a grand scale to breathe and play and relax and LIVE. Not just a strip of land which dog owners will use as a toilet.	Yes	Yes		Yes	As above. Stop smokers congregating at the entrances. More green space. More signs. Better bike shed.	Yes
499	The Railway Institute	No opinion	Yes		Yes	Don't Know	Yes			Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
500	See 7	Dilapidated buildings that cannot usefully be restored	Don't Know	Just that this needs to be in keeping with the ancient city and not an open space that will be left to rot.	Yes	Yes	No opinion	No opinion	The image just needs smartening.	Don't Know
501	York RI Coal manager's office Former NER Horse Stables York NER Shed		Yes	There appears to be a conflict between the landscape and the Development Parameters.	No opinion	No opinion	Yes		Would the walls collapse if Queens Street Bridge was removed? There does not appear to be much advantage in traffic management if Queens Street Bridge was demolished. The traffic arrangements around Tea Room Square have not been a success, the previous arrangement was better. Noted that there no mention of the Executive Car Park under the train shed. The problem to a certain extent is traffic having to cut across on coming traffic in order to access and leave the station. Perhaps the bus stands adjacent to the station could be redesigned so that the island for No. 44 is extended south.	No opinion
502			Yes	The description does not feature enough green, I would like to see alot of trees and grass	Yes	Yes	No	Yes		Yes
503	york RI gymnasium		Yes	ok if gymnasium retained	Yes	Yes	Yes			Yes
504	York RI	No	No		No	No	Yes	No	Knock the old station front down and build a new one	No

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
505										
506			Don't Know		Yes	No	Yes			Yes
507										
508	Retain York Railway Institute Gymnasium and Associated Building	Unsure.	Yes	no	Yes	Yes	No	Yes	Interchange/hub not to interfere with RI building & access.	Yes
509	Railway institute	most industrial	Yes		Yes	Yes		Yes	Clean it!!!	Yes
510	York RI Gymnasium		Yes		Yes	Yes	No opinion	No opinion		Yes
511	Railway Institute		Yes		Yes	Yes		Yes	ensure distinctive high quality commercial activity predominates in the mix and retain mood of concourse as a 'space for movement'	Yes
512										
513										
514	Railway Institute		Yes	The new park should link to the open land by Holgate Beck to the NE. The beck should be removed from its culvert within the new park. Trees wherever possible.	Yes	Yes	No	Yes	Close it to through traffic except buses/taxis/cycles	Yes

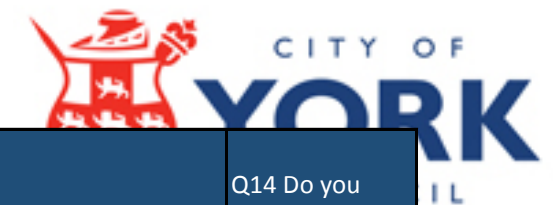
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
515	Railway Institute should be retained, it is a valuable community space that doesn't appear to have been considered in the 'new community' plans	Network rail ops centre?	No	Having worked in Central Library when the new 'Library Square' was introduced, I have a very negative opinion on public spaces being created near the city centre, the proposed usage vs the actual usage is really quite different.	No	No	Yes	No	Staff presence to advise visitors on where to go, which bus goes where, how to behave!	No
516	The Railway Institute		Yes		Yes	Don't Know	Don't know	Don't know		Yes
517			Yes		Yes	Yes		Yes		Yes



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
518			Don't Know	See me previous comments.	No opinion	No opinion	No opinion	No opinion		Yes
519	York RI gymnasium		Yes		Yes	Yes	Yes			Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
520			No	A park sounds nice but if it dramatically impacts the roads and congestion around the rest of the city then it is not essential	No	Yes	No opinion	No opinion	Any change for the current taxi's having to do a loop around near the short stay carpark would be welcome as with the busy pedestrian crossings, it can cause issues	No
521			Yes		Yes	Yes	Don't know	Yes	Improved free of charge drop off / pick up / short stay options for drivers would be of major benefit.	Yes
522	If possible the Railway Institute or sports facilities replaced		Yes	See Planning for a healthy environment: good practice for green infrastructure and biodiversity downloadable from http://www.ywt.org.uk/planning . It should incorporate native species or plants related to UK species which support biodiversity plus SUDS designed to encourage wildlife.	Yes	Yes		Yes	A major need to keep pedestrians and cars separate around tea room square. Anything that improves peak hour congestion!	Yes
523	all	west offices	No		No	No	Yes	No	leave all alone	No
524	Retain the Gymnasium & Associated buildings, my two sons have been using these buildings for over ten years doing all sports , getting kids out of the house . getting them fit , their is nothing else in York. Do not knock it down?	No	No	No	No	No	Yes		no	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey

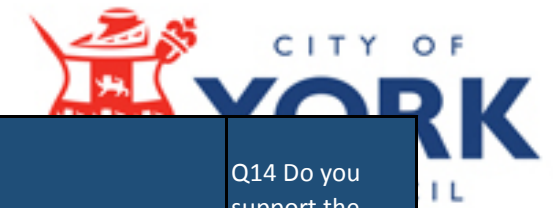


URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
525	The Railway Institute gymnasium and associated buildings		Yes		Yes	Yes	No	Yes		Yes
526			Yes		Yes	Yes	No	Yes		Yes
527			Yes		Yes	Don't Know	Don't know	Don't know		Yes
528			Yes		Yes					
529	Need more information-- develop with minimum disruption-- draw in existing users to invest in the site.		Yes	This is very important--- park should expand at Severus Bridge end to produce great environment for local residents as well as for visitors. Currently this area around the beck is an unsightly mess.	Yes	Yes		Yes	Removal of bridge will make our very special Wall much more key for approach to York-- sports club could stay on edge of new piazza	Yes
530	Queen St Bridge Cholera Burial ground		No		No	Don't Know	Yes		The front of the station is fine. You just need a panel of MOTORISTS to organise the free flow of traffic	Yes
531	More information is required on the proposed development in order to comment further.	More information is required on the proposed development in order to comment further.	Yes	What effect does this have on the net developable acreage?	Yes	Yes	No	Yes	It is too early to comment, but the general principle of improving the entrance is of merit.	Yes
532					No opinion					
533										
534	The York Railway Institute Band Room and the York Railway Institute Social Club		Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
535	York Railway Institute		No opinion		No		Yes			Yes
536										
537	York RI Sports Club		Don't Know		No	No	Don't know	Don't know		Don't Know
538	Save the sports centre. It's a vital part of our community.		Yes		Don't Know	Don't Know	Yes			Yes
539	Retain York Railway Institute Gymnasium and Associated Building as it is a historic building and is a hub of community activity		Don't Know		No opinion	Yes	No	Yes		Yes
540	York Railway institute sports facilities are a real asset to the centre of York and should be retained. The importance and uptake of these facilities would likely increase with the new housing development.					Yes				Yes
541	The Railway Institute and Gymnasium		Yes		Yes	Yes	No	Yes	Removal of Queen Street bridge would be a great improvement and provides great opportunities to remodel the road, drop off points and bus stops. It will also improve the view of the city walls in this location. However I am concerned the bridge removal option should threaten the Railway Institute buildings. I do not believe that that is necessary or desirable.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
542	The Railway Institute sports facilities, which are regularly used and create community in the York Central area		Don't Know		Yes	Yes	Yes	No		Yes
543	Retain York railway institute gymnasium and associated building for the hub of activities in the centre of York for people without access to cars making this more environmentally friendly.	No	No opinion		Don't Know	Yes	Yes	No		No opinion
544						Don't Know		Don't know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



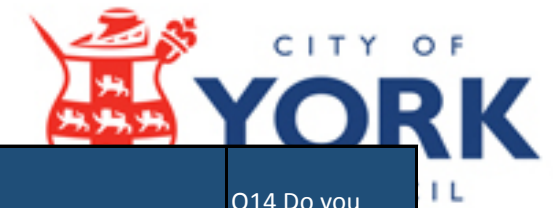
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
545	The following buildings which are included in the 'Audit of Heritage Assets', in the numbered sub-areas should be retained: 2. Queen Street: Railway Institute; RI gymnasium and rifle range; Water tower; Queen Street bridge; YNM Engine sheds, Queen Street workshop) and extension; Queen Street turntable site. 4. NRM: Bull-nose building; Horse stables; site of the Concrete depot 5. Wagon Works and Engineers' Yard: Wagon Works 6. York South engineering sheds 7. Foundry area: the Albion Foundry These buildings should be retained to accord with the first Objective set out on page 11 of the Consultation Document. As stated under the Heritage section on page 13 of the document, the character of the site is defined by its history as a rail yard of national importance: and building on this heritage will contribute towards making a distinctive new place which complements and enhances the existing historic fabric of York. The site contains the record of the York's crucial railway history which in turn forms the basis of the City's industrial history. In order to acknowledge this, the above buildings should be retained and incorporated into the new development.	No buildings included in the 'Audit of Heritage Assets' should be removed.	Yes		Yes	No	Yes		Queen Street bridge should not be removed. It is a heritage asset of considerable historic significance, built in 1878 and widened in 1909 in the then new material of reinforced concrete. Besides being a rare surviving example of the new use of an innovative construction material, the bridge is evidence of the original approach to York's first railway station inside the City Walls. Furthermore, any proposal to demolish the Railway Institute and associated Rifle Range housed in the original railway wagon repair shop of 1844 should be resisted. York Station is located within the Central Historic Core Conservation Area. Queen Street bridge, the Railway Institute and Rifle Range building, together with the adjacent grade II listed Water Tower, stand just outside the conservation area boundary and provide the setting for this part of the conservation area. Their demolition would be irretrievably damaging to its character and appearance.	Yes
									It is not Queen Street bridge which constricts the traffic but the way use of the space in front of the station has evolved over the past century and more. Creating new spaces in the way suggested would simply nullify the space gained by demolition of the bridge. Creation of a bus station at the rear of the station and removal of buses to this, would reduce congestion in front of the station. Removal of the street clutter down the middle of Tea Room Square would make that area more usable.	
546										
547	Retain York Railway Institute Gymnasium and Associated Buildings		Yes		Yes	Yes	Yes	No		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



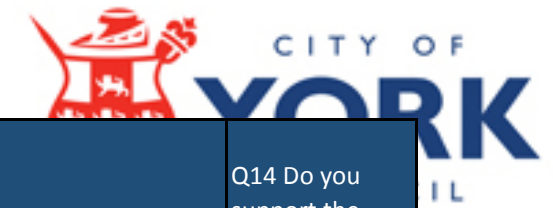
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
548	York RI Band Section Band room		Don't Know		Yes	Yes	Don't know			Yes
549		the old homeless shelter. garage etc	Yes		Yes	Yes		Yes		Yes
550	Retain York Railway Institute Gymnasium and Associated Building. I am a regular supporter of the health and fitness facilities. I have a disability.		Yes		Yes	Yes		Yes	Create access and egress for taxis which doesn't include trying to negotiate car park traffic.	Yes
551			Yes		Yes	Yes		Yes	It needs to encourage the free movement of people in/out of the station, streamline areas for vehicles to remove the congestion currently at the entrance. It needs to present York as a welcoming place with good guidance to the visitor's next stop (city centre/transport etc)	Yes
552	Old buildings including railway institute - these provide important leisure facilities within the city - crucial for increased residential development. The railway institute gym should be retained - it is an important heritage building and a valuable asset, used by all members of my family.	I would like to see the removal and replacement of the existing rowing club. The site is ideal as a hub for sport and inner city activity on the river. A redeveloped site could provide important increased facilities for its large youth section, as well as providing wider facilities for general community fitness.	Don't Know	I do not understand what a linear park is.	Yes	Yes	Yes	No	Reorganise major bus hub to the rear of the station. My experience of growing up in Reading - which created a bus only high street - is that the resulting bus traffic is perhaps even more dangerous than the preceding slow moving/congested car traffic. Increased bus traffic should be accommodated at the rear of the station. The front east side should allow more relaxed access to the city centre.	Don't Know
553	The Railway Institute buildings are an irreplaceable resource for the community.		Yes		Yes	Yes	Don't know	Don't know	It could hardly be worse. The area from the drop off point out to the bus stops is filthy, crowded and in poor repair. If we're comparing it with King's Cross then the clean and open aspect of that station is a real asset.	Yes
554			Yes		Yes	Yes		Yes	Add roof between tea room and hotel	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



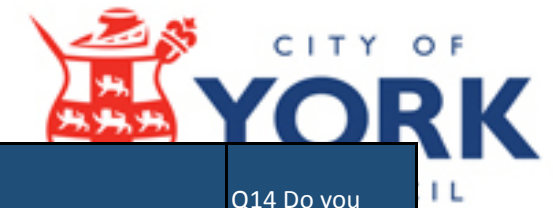
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
555	York Railway Institute Gymnasium and Associated Buildings. I am a member and regular user of the Railway Institute. York RI is part of the history of the railway community in York still providing a valuable function and as such the buildings and site should be retained	Am quite happy for you to remove Queen Street Bridge which is in a poor state of repair and no longer serves a purpose	No	The proposed residential buildings are too high	Yes	Yes	No	Yes	The present taxi system creates traffic jams removing them to a new entrance near the Railway Museum would be a good idea. Improve bus facilities at the front of the station	Yes
556			Yes		Yes	Yes	Yes			Yes
557			Yes		Yes	Don't Know	No	Yes		Yes
558			Yes		Yes	Yes	Don't know	Don't know		Yes
559	What will happen to the small (listed?) building currently in front of the National Railway Museum entrance?		Yes		Yes	Yes	Don't know	Don't know		Yes
560			Yes		Yes	Yes	Yes			Yes
561										
562			No		No	No	Yes			Yes
563	York railway institute		No		Yes	Don't Know	Don't know	Yes		No
564	York R.I.		Yes		Yes	Yes	Don't know	Don't know		Yes
565			Yes		Yes	Yes		Yes	There is too little room there for a proper bus station, so could a shuttle bus service from/through the city centre also serve a bus station at the back?	Yes
566	Railway Institute gymnasium building. (Not labelled as listed on the plan?)		No opinion	Good landscaping is beneficial but do not demolish buildings just for this end.	Don't Know	Don't Know	Yes	No	I can appreciate that removal of the Queen St Bridge might allow the development of a better entrance area to the station but if this involves the demolition of the Railway Institute facility then it is simply not worth doing.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
567	Retain York Railway Institute Gymnasium and Associated Buildings	n/a	No		Yes	No	Yes	No		Yes
568	York Railway Insitute main building		Yes		Yes	Yes	Yes	No		Yes
569	Retain York Railway Institute Gym & Associated Buildings		Yes		Yes	Yes	No	Yes	Final solution to allow smooth transfer of vehicles & pedestrians to avoid existing bottleneck.	Yes
570	York RI sports centre		Yes		No	Yes	No opinion	No opinion		No
571										
572	The old railway building, in its faintly decayed glory, especially internally, where it provides recreation for those of us who can't afford annual subscriptions to greedy gyms, and a place to meet a wide range of people from all different backgrounds and income levels.	Only such as do not shelter wildlife and are in a dangerous condition which cannot otherwise be remedied.	No	There is far too much hard landscaping. This contributes to water runoff which swells the drains and rivers. Trees provide some habitat but are not very attractive embedded in concrete and gratings. In contrast, native shrubs and plenty of grass provide food for blackbirds, robins and thrushes.	No	No	Yes	No	A better one way system so that it is possible to drop off and collect passengers, especially the elderly or incapacitated but who do,not possess blue disability badges. Otherwise, leave well alone. Consider the awful mess made of Londons Euston station where the wind tunnel results in heaps of wind blown litter, and Huddersfield, where the forecourt is paved with chewing gum and provides a hangout for those who enjoy antisocial behaviour.	No
573	The railway institute gymnasium		Yes		Yes	Yes	No opinion	No opinion	Wider footpaths, covered areas for shelter- but glass/see-through ones to keep it light.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



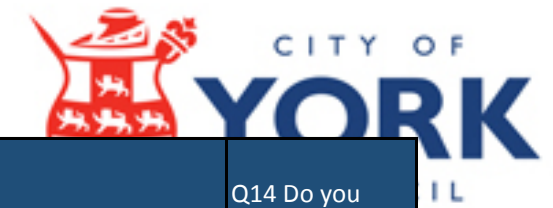
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
574	York Railway Institute Gymnasium and Associated Building		No		No	Yes	Yes		Do something to reduce congestion for cars leaving the drop off area.	Yes
575										
576	Retain York Railway Institute Gymnasium and associated buildings. These are part of York's heritage and provide superb sporting facilities. My husband and I have been members for over 50 years, playing Badminton, Squash, Table Tennis and Snooker. Our children also learned to play Badminton, Squash and Snooker and still play today. I still regularly play Table Tennis. York RI encourages sport for all ages and abilities at an affordable price, isn't this what our young people need to fight obesity. York and District TT rely on York RI for competitions, county leagues and entry of 10 winter league teams, having the best facilities in York. The same applies to the other sections. Surely these facilities should be retained and enhanced within the new development but nowhere does this seem part of the plan.		Yes		Yes	No opinion				Yes
577	1-9 except 4 & 7. 17 & 19 10 unless alternative arrangements can be made for the sporting facilities that the Railway Institute provides	4,7,11- 16, 18, 20-26	Yes		Yes	Yes	No	Yes	Please get rid of Queen St Bridge - the whole area would be better without it. The disruption would be tolerated for the benefit it provided	Yes
578	Retain York Railway Institute gymnasium and associated building	Don't know	Don't Know		No opinion	No	Don't know	Don't know		Yes
579										
580			No	Support principal of 3 squares but not removal of existing Greenery adjacent to station entrance. Emphasis should be on softening entrance to Railway Museum and car park access to station.	Yes	Yes	Yes	No	Reduce number of vehicle turnings off road - currently 2 more than needed. Have single lane below canopy with drop off & pick up layby on LHS. Existing Taxi lane is dangerous and confusing for strangers.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
581	1-3, 5-6, 8-9, 17,19 and 10 unless alternative sporting facilities can be provided elsewhere	4,7, 11-16, 18, 20-26	Yes		Yes	Yes	No	Yes	The removal of Queen St Bridge would be a very worthwhile improvement Disruption caused by removing it would be acceptable in order to achieve the long term benefit	Yes
582	The Railway Institute should be retained. It should be upgraded and supported as the valuable resource it currently is.		Yes		Yes	Yes		Yes		Don't Know
583	Although pulling down York RI may make sense, I think provision should be made to replace it with a central York arts, sports and recreation space of equal size. It is ok to use schools in the evenings and at weekends but there are limited spaces for classes for adults/OAPs during the day. The RI is a unique space, having lived around the UK I can't think of a similar venue. Facilities out at the Uni are all when and good but even with good, reliable affordable transport the time/distance will be a deterrent to some people. Let's not throw the baby out with the bath water by striving for a vibrant community. we need to build on the good bits we have not ignore them and start again.	I would raze to the ground that monstrosity recently built by Network Rail. It is an embarrassment to the city! That is the first thing people see! The building currently used as an NCP carpark at the back of the RI. The tin sheds across from railway station are ugly, as is the newer bit of the NRM. CPP/Benenden buildings are pretty average/lack any architectural style.	Yes	No - but a more detailed overall vision for York Central would be welcome - the brevity of the consultation document leaves it a little unclear	Yes	Yes	No	Yes	Priority should be given in order to 1: Pedestrians, 2. cyclists, 3. buses, 4. private cars, 5. taxis - the taxis should be separated from private cars and plenty of parking should be provided. You have to make it an easy choice for people to use affordable parking at the station so that they see it as a straightforward easier/cheaper option to park and take the train than drive to London, Leeds, Manchester etc	Yes
584										
585										
586										
587	Railway institute		Yes		Yes	Yes	No opinion	No opinion	Ban smoking, keep it clean! it is full of litter and chewing gum and is always very dirty	No

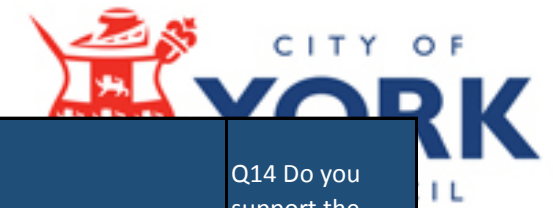
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
588	The Railway Institute is a beating heart of the community and I think it is a disgrace that you are proposing to turn these in to car parking!		No	I am supportive of using the railway yards for housing and community development but this must be for York Residents first and not open to Investors to drive up the already inflated housing prices in York	No	No	Yes	No	The heritage of the building should be retained as should the RI buildings as these are a centre for the community. This development must benefit the existing community and not just be a land grab and money making short sighted development by the council.	Yes
589										
590			No		No	Yes	Yes			Yes
591	RI Sporting facilities unless replaced by equivalent facilities	No strong opinion	No opinion		Yes	No	No opinion	No opinion	Either option must include the need for better private access for drop off and pick up which remains inadequate	No
592	All of the RI buildings The railway wagon workshop	The clutter in the centre of the site of oldish railway buildings, portacabin city etc.	Yes	It is far too hard. Needs to be softer with far more tree cover. The area at Kings Cross is horrible, and 200 miles further south, in central London and therefore warmer than here possibly by upto 6 deg C.	Yes	Yes	No	Yes	The West side should be developed as a major bus station interchange so that all of the longer distance buses can be kept away from the inner ring road. But this would also need a public circulating area. The station should have at least one, and preferably both lines re-instated between platforms 3 and 5. But HS2 needs planning for, before any of this central development goes ahead.	No

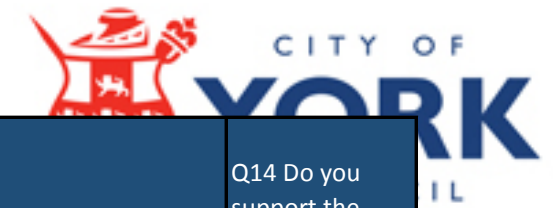
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
593			Yes	As much green space as possible for pedestrian enjoyment. Trees/ bushes are better than walls & fences	Yes	Yes		Yes		Yes
594	The RI is an incredibly valuable local asset that is widely used by many people and is part of a major link with Yorks railway history and culture (as prioritised in your objectives above). I and my family have used the facilities for many years. Any redevelopment should retain the RI because it is a valuable community asset and fits in with your objectives for redevelopment.		Yes		Yes	Yes	Yes			Yes
595	Please retain York Railway Institute gymnasium and associated buildings		Don't Know		Don't Know					
596	The Railway Institute Buildings provide a valuable insight into the former wagon shops as as providing excellent modern sporting facilities	None	Yes	Keep in relatively simple and inexpensive as can be seen in Paris with the former Railway Viaduct which has been landscaped	Don't Know	No	Yes	No	The brickwork in the arches is of an extremely high quality and represents and excellent example of early Railway infrastructure in being the former rail gateway into the city	Yes
597	York Railway institute Gymnasium and Associated Buildings						Yes			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
598	York Railway Institute buildings		Yes	•Landscape and Public Realm: the landscape principles are very vague. The linear park is laudable but there's no description of what this might be like. How are trees going to be incorporated? There should be an objective to plant trees across York Central, not just in the 'park' area, but in all the public realm areas – these will be vital for cooling and shade, as well as helping to clean the air and create a pleasant environment. Green and blue landscape is recognised as being important to SUDS but there's no description of how 'blues' will be incorporated into the design of the landscape and, given the general flood risk (from surface water/flash flooding), this is crucial. The public squares create more hard surfaces that increase the risk of runoff – how will this be managed? Green infrastructure needs to be incorporated throughout – especially on all those rooftops and walls.	Yes	No	Yes	No	•Proposals on the station: the station is already beautiful – please don't mess with its glorious and stately architecture. Having said that, there is HUGE potential to connect its Steam Age origins with the Solar Age and cover the extended roofspace with solar to make York Station into a true Northern Powerhouse that generates its own energy and could possibly even produce enough electricity to power other buildings, business premises and houses in York Central.	Yes
599	Yes, the York Railway Institute Gymnasium and Associated Buildings		Don't Know		No opinion	No opinion	Don't know	Don't know		Don't Know
600	Railway Institute gymnasium and other buildings		Don't Know		No	No		Yes		
601			Yes		Yes	Yes	No opinion	No opinion		Yes
602	York railway institute gymnasium and associated buildings	no	Yes	no	Don't Know	Don't Know	Yes	No	no	Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



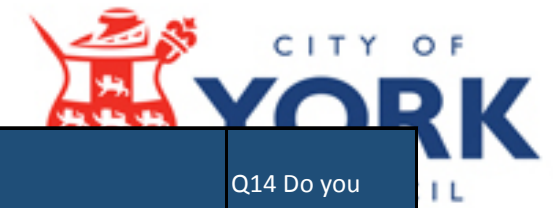
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
603	Railway Institute		Yes	A suggestion was made to develop a level (ie wheelchair / buggy / bike) route from the station across the river on, or alongside Scarborough Bridge. This would be a great asset	Yes	Yes	No	Yes	It will be important to do more than build a sterile access to the station on the West side, as has been done at some stations, and ensure that there is life there to prevent it becoming a black spot. either the short, or the long stay car parking could be put on the West side, thus relieving pressure on the East side and allowing for the retention of the Railway Institute. All bike parking should be covered and in sight of CCTV	Yes
604	The Railway Institute Gymnasium and associated buildings on Queen Street must be retained. The Institute in this location is an important piece of York's historical heritage and railway history, as well as being a living monument to the part the railway played in the lives of the people of the local community and in creating modern York. They also provide a unique and invaluable community service to local people and an embodiment of community spirit and ethos that would simply not be replicated in any substitute building elsewhere, and which would instead be lost. As the Railway Institute occupies a very small part of the proposed development area, its retention would not materially affect the proposed development while its loss would be out of all proportion to the site's minor contribution to the development.		No opinion		No	No	Yes			Yes
605										
606	York R I Sports facilities	Unightly	Don't Know		Don't Know	Yes	Don't know	Don't know		Don't Know
607	If Buildings are not retained then they should be replaced like for like. For example the York RI Gymnasium, Badminton & Squash courts are a valuable resource. I believe that they provide community engagement in the city, and because they are in the city centre easilly accessible for all, on public transport, bicycle and road users.	Potentially any that are no longer fit for purpose. Taking in to consideration point 6.	Yes	Great idea.	No	Yes	No	Yes	The traffic in the area can be a nightmare, especially at peak times, I appreciate York can be a challenge but surly there's a better way of making it safer for pedestrians, cyclists alike?	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
608	York RI gymnasium - no other central sport provision. It is easily accessible wherever you live in York as all buses meet in the area.		No opinion		No opinion	Yes	Don't know	Don't know	Reorganising buses and taxis to make cycling safer would be a good start.	Yes
609	York Railway Institute	unknown	Yes	no	No	No	Yes		no	No
610										
611	Who decides which are 'buildings of value' and why? Otherwise, not enough local knowledge	not enough local knowledge	Yes		Yes	Yes	No	Yes		Yes
612	Yes - York Railway Institute gymnasium and associated buildings. These buildings should be Listed. There is no other sprung-wooden-floored gym in the north of England. This facility is vital to the encouragement and participation of racquet sports locally. It is used by several RI sports clubs and schools and is the venue for a number of national championships including judo and badminton.	No opinion.	No opinion	No.	No opinion	Don't Know	Yes	No	I am against any proposal that requires the removal of any part of the RI facility.	No opinion
613	York RI - This is a thriving multi-spotry facility used by young and old. It offers affordable city centre sports facilities and is part of the history of York.		Yes		Yes	No	Don't know	Don't know		Yes
614	York RI building and gymnasium		Don't Know		No opinion	No opinion	No opinion	No opinion		
615			Don't Know							
616	Yes - York Railway Institute Gym & associated buildings. It is a vital community hub in the city centre offering a wide range of sport & other facilities & well used.		Don't Know		Don't Know	Don't Know	Yes			No opinion
617										
618	Retain York Railway Institute Gymnasium & associated Building. I have used the facilities for the past 20 years to play badminton 2 or three times a week, both on a lunchtime & evenings due to its convenient central location. I play within a group of 20 players and the loss or moving of this facility would be devastating for us all.	no	Yes		No	Yes	Yes	No		Yes
619	York RI gymnasium		No		No	No	Yes	No		No
620			Yes		Yes	Yes		Yes		Yes

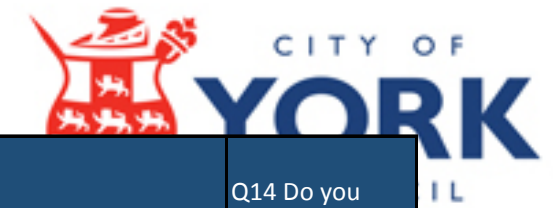
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
621	The Railway Institute		No		Yes	Yes		Yes	i think it is fine as it is, lots of bus services, not too busy during peak times, why change it! i agree to the removal of the bridge though.	Yes
622			Don't Know		Yes	Yes	No	Yes	Bus station elsewhere, with single through route. Much improved car/taxi access	Yes
623			Yes		Yes	Yes		Yes		Yes
624	York Railway Institute		Don't Know		No	No	Yes	No		No
625	The NRM's existing buildings and those such as the coal office and former railway buildings fronting the NRM	All the rest	Yes		Yes	Yes		Yes	The front of the station requires massive improvement to reduce traffic congestion, especially for short term parking, pick up and set down for rail travellers and visitors. The area between the station and the city walls needs to be opened up. The area of the station opposite Queens Street Bridge is an eyesore and would benefit from refurbishment. The Railway Institute Buildings should be demolished and the area landscaped.	Don't Know
626										
627										
628	Those buildings associated with our railways heritage, including the Railways Institute		Yes		No	Yes	Yes	No	Sort out how taxis exit!	No
629	Retain York Railway Institute gymnasium and Associated buildings	Unused buildings in the RI car park	Don't Know	Any new buildings should fit in with the existing York architecture	Yes	Yes	Yes	No		Yes
630										
631	Railway Institute facilities		No		No	No	Yes	No		Yes
632										
633	Retain York Railway Institute gymnasium and associated buildings. The York RI houses competition / county standard badminton courts, 5 squash courts, judo and martial arts facilities, table tennis rooms meeting rooms for hire, snooker, pilates and drama facilities. The standard of the facilities at the York RI gymnasium are so good that they are used for county and national level competitions in badminton and martial arts.	No opinion	No opinion	no		No opinion	Yes	No	remove the convoluted route that taxis and cars have to take right outside the station	Yes

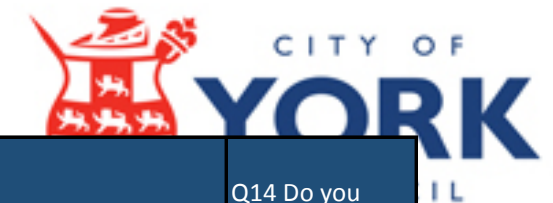
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
634	York RI gymnasium		Yes		No opinion	No opinion	Yes			Yes
635	York railway institute.		Don't Know		No	No	Yes	No		Yes
636	Retain York Railway Institute Gymnasium and Associated Buildings.		Yes		Yes	Yes	No opinion	No opinion		Yes
637	The York Railway Institute buildings should be listed in the planning framework.		Yes		Yes	No		Yes	The existing front is too restrictive because of the city Walls. The rear of the station should become the reorganised arrival and departure point, linked to a new Square with bus station and taxi queue provision.	No
638										
639			Yes		Yes	Yes		Yes		Yes
640	Retain York Railway Institute Gymnasium & Associated Buildings.	No	Yes		Yes	Yes	Yes	No		Yes
641	The York railway institute gymnasium and the institute building		Yes	No fences no restricted areas	Yes	Yes	No	Yes	Replace the added on extensions with more architectural structures that blend into the original building	Don't Know
642	Retain York Railway Institute Gymnasium and Associated Buildings. It's is an icon in York and a hub for community recreation. In a period where the focus is on health and well being...physical fitness and community sporting opportunities in the heart of York in a building so rich in sport history should be protected and preserved.	No. The Current facilities should be able to carry through with their own internal expansion for the growth and development of the RI as a community sporting Mecca in York. Access for all...not an exclusive club but a hub for the community!	No	leave it as it is.	No	No	Yes	No		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
643			Yes		Yes	Yes	No	Yes		Yes
644	York Railway Institute Bandroom.		No		Yes	Yes	Yes			Yes
645	Retain York Railway Institute gymnasium and associated buildings.		Yes		Don't Know	Don't Know	Don't know	Don't know		Yes
646	York Railway Institute Gymnasium and associated buildings		Don't Know		Yes	Yes	No opinion	Yes	Re-organise the bus, taxi & car drop-off & pickup area to reduce congestion	Yes
647	Carriage Works workshops and the Railway Institute buildings.	Not known	Yes	Scant attention placed for environmental features 'green' spaces.	No opinion	Yes	No	Yes	Station portico should be retained, with attention given to ease of traffic movement.	Yes
648	The Railway Institute needs to be supported as a vibrant asset for existing residents - zoning them for development will prevent investment in this site and should not be allowed.		Yes	Mixed planting including native trees and wildflower meadow sections to enhance wildlife habitats	Yes	Yes	No opinion	No opinion	The interaction of buses, cars, pedestrians and cyclists needs to be improved - not sure how to do this - as it has been reorganised at least once - but this does need looking at	Yes
649										
650			Yes		Yes	Yes	No opinion	No opinion		Yes
651		Useless old ugly buildings on Leeman Road	No	No	No	Don't Know		Yes	- The amount of short term parking at the station should be increased - The traffic scheme installed some years ago only made congestion worse. Need to revise this scheme by removing some zebra crossings and synchronising traffic and crossing signals. - Face the truth, York needs a bus station!	No
652	The railway institute should remain as it is. This is a vital place for sporting and social activities.		Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
653	Those of historical value.	?	Don't Know		Yes	Yes	Don't know	Don't know		Yes
654			Yes		Yes	Yes	No	Yes		Yes
655	York station is nice and general shape should be left as it is as it's symbol of York but we need to go ahead and we can't keep old buildings all the time ... if we would do this we would live in caves...!	Any which are old but not in use - what's the point to keep them all the time...	Yes		Yes	Yes	No	Yes	Should have proper easy drop off/pick up access. Easy access for car parks and make sure that people don't need to cross too many roads- as this stops vehicle traffic.	Don't Know
656	yes ri or offer replacement		Yes	make sure you just dont create rat run for jobs & criminals	Yes	Yes		Yes		Yes
657			Yes		Yes	Yes		Yes	The traffic situation in front of the station has been difficult for many years and this makes it a less attractive entrance to the station. Making the immediate area more open and pedestrian-friendly would create a positive impression on visitors.	Yes
658	Retain York RI Gymnasium. We use it every week, and really value the ability to take part in sport at a local, affordable venue, which we can walk/cycle to.		Yes		Don't Know					Yes
659										
660										
661										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
662	Badminton courts		No opinion		No opinion	No opinion	No opinion	No opinion		No opinion
663	York RI gym	No	Yes	No	Yes	Yes	No opinion	No opinion		Yes
664										
665	No opinion	No opinion	Yes		Yes	Yes	No	Yes	Ensure there is space for buses to turn around near the front of the station	Yes
666			Yes		Yes	Yes		Yes		Yes
667	All existing building should be upgraded or refurbished so that they blend in with the rest of the building in the area. NO futurist white elephants should be built unless they match the surrounding buildings or are in keeping with other external materials used in York's Historical landmarks!!	Yes all the modern futurist white elephants that have been built that are eye sores and don't blend in.	Yes	From the Artist impression it looks UGLY to say the least! I appreciate York's Railway History and like the Steam Train but that's about all I do like about it!!	Yes	No opinion		Yes	Queen Street Bridge needs removing as it no longer serves any purpose. The whole area around the station needs completely changing to allow better traffic control and less TRAFFIC LIGHTS ON TOP OF EACH OTHER, this also applies to all traffic lights being synced to allow better traffic flow through York.	Yes
668	York RI gymnasium	Sport is incredibly important for the future of society and facilities that are available to help people be more active should be retained.	Don't Know	Consider residents on Leeman Road and the noise, and building disruption of the works that would impact onto them, and the long-term development fitting in with the residents.	Yes	Don't Know	Don't know	Don't know		Yes
669			Yes		Yes	Yes	No	Yes		Yes
670	Railway Institute		Yes		Yes	Yes	Don't know	Don't know		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
671	Retain York Railway Institute Gymnasium and associated buildings. Hugely important community facility which I, and my family, use regularly. Busy in the daytime with retired and part-time workers all trying to avoid middle-age spread and old-age seizing up muscles and joints. Friendly and welcoming atmosphere, great social focal point in addition to sport. Historic building for the city which should be Listed and maintained as a sports facility.		Yes		Yes	Yes	No	Yes	Option 2 but only if York RI Gymnasium is retained. Develop passenger drop-off point at NW corner of station, Cinder Lane off Leeman Road	Yes
672	York RI gymnasium		Yes		Yes	Yes	Don't know	Don't know		Yes
673	York RI gymnasium		Yes		Yes	Yes	Yes	No	I agree that the bus / taxi / pickup access and exits need changing - at present there just isn't room for all vehicles. Maybe route the majority of vehicles round the back of the station where there could be more space? Keep the short stay car park as it's really valuable to residents	Yes
674	York RI gymnasium		Yes		Yes	Yes	Yes			Yes
675	Railway Institute		No opinion		No	Yes	Yes	No		No
676	Retain York Railway Institue Gymnasium and Associated Buildings	No	No opinion		No	No	Yes	No		Yes
677										
678			Yes		No opinion	Yes	No	Yes		No
679	York Railway Institute	No comment	Yes	Green space is essential.	Yes	Yes	No	Yes		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
680			Yes	Using local materials and local plants. With wheelchair accessible paths	Don't Know	Yes	Don't know	Don't know	Not having a road between bus stops as people run across it	Yes
681	York RI Bandroom York R I Social Club		Yes		Don't Know	Yes	Yes	No		Yes
682			No	It would be nice if the park could be relocated to the NE corner of the site, so it is nearer the river and the city centre.	Don't Know	Yes	No	Yes		Don't Know
683	No	No opinion	Yes	As much green as possible	Yes	Yes	No	Yes	Remove traffic from Tea Room Square but still allow access to the station for disabled drop off.	Yes
684		Freightliner Depot	No		No	Yes	Yes			No
685			Yes		Yes	Yes	Don't know	Don't know		No
686			No		No	No	Don't know	Don't know	York needs a bus station!! So bus stops can be taken out of the traffic flow and improve traffic flow, but you don't want that to happen as snarled traffic gives you a stick to beat the motorist with.	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
687	Hall containing badminton courts		Yes		No opinion	No opinion	No opinion	No opinion		No opinion
688										
689	York railway institute		No opinion		No	Don't Know	Don't know	Don't know		Don't Know
690										
691										
692	YORK RI Queens street		Don't Know		Don't Know	Don't Know	Yes			Don't Know
693	RI gymnasium		Yes		Yes	Yes		Yes		Yes
694										
695	the ri should be listed both building, very big heritage		No	unconvinced, maintenance costs met by whom	No	No	Yes	No	every change in the last 30yrs have been detrimental. as a bus driver for 35yrs spent %10 of my life there	Yes
696	York RI gymnasium		Don't Know		No	No	Don't know	Don't know		Yes
697	The Railway Institute sports facilities		No		Yes	Yes	Yes	No		Yes
698	The RI buildings should be retained but not in its current form - ie the footprint should be used for new building replacing the old to enable better access but not deprive RI of its buildings and facilities.		Yes	Ideally it should be visionary - raised bed and edible gardens - simple things and novel ideas such as fruit bushes and fruit trees in allocated locations (orchards).	Yes	Yes	Don't know	Don't know	The RI buildings could be demolished if needed but similar buildings would need to be provided in a new location nearby as part of the plan. The central location is excellent.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
699	The facilities at the Railway Institute should be retained, if not expanded.	I am sure there are.	Yes	No	Don't Know	Yes	Yes		No	No
700	York Railway Institute		Yes		Yes	Yes	No opinion	No opinion	To my mind the station area is the key part of the whole redevelopment. York relies on the tourist industry and, for most people, this is where they get their first impression. Currently it is a disaster. York NEEDS a bus station/interchange, ideally close to the station, perhaps where the office space occupies the draft plan. The taxi rank could be placed at the back of the station, where the NCP car park is. There needs to be separation between the various modes. Pedestrian safety should be number one priority. This is a once-in-a-lifetime opportunity to give York visitors, and residents, a state of the art transport hub	No opinion
701	Retain York Railway Institute Gymnasium and Associated Buildings		Don't Know		Don't Know	Don't Know		Yes		Yes
702	York RI should not be compromised due to the high level of Sport and Recreation which it has, including a high level of Badminton usage which is of paramount importance to the Governing body the yorkshire badminton association and groups ad clubs and school children which play there throughout each year.	na	Don't Know		Yes	Yes	Don't know	Don't know		Yes
703	York Railway Institute Bandroom and Social Club		Yes		No	Yes	Yes	No		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



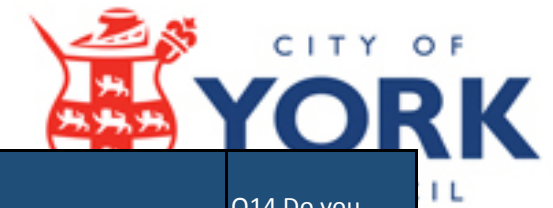
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
704	York RI is a big sporting venue, offering high class facilities to a range of sports that are often overlooked by funding partners and sporting authorities. It would therefore be argued that should the development consist of saving this venue then there is still good access to high quality facilities. Offering good social outlets to many people in the local community, as well as offering a venue for national competition. The building itself is arguably an historic building, with distinctive and attractive architecture and could offer a focal point for development around and attracting visitors to York, especially with its proximity to key road and rail links.	N/A	No	York already seems like a green and open place. Maintaining current historic buildings and locations not only add and maintain the aesthetics around York, but are also one of the main draws to York for visitors.	No	No opinion	Yes	No		Yes
705										
706	York RI Gymnasium									
707	The York R I buildings should be retained because they offer a unique sport and meeting facility in the centre of York, also they are easy to get to by bus, bike or walking. There is nowhere else in the centre of York that can offer all these facilities. If the buildings have to be demolished, they should be replaced with facilities at least as comparable to what is currently on offer. York council should be offering as many sporting facilities as possible.		No opinion							
708	York Railway Institute. This building provides a huge contribution to the sporting and cultural life of York.		Don't Know			Yes	Yes			Yes
709	York R.I.		Don't Know		Don't Know	No opinion	Yes			Yes
710	Retain York Railway Institute and Associated Buildings. I and my family play badminton here on a regular basis, and have done for the last 50 years. The building should be preserved for three equally strong reasons: 1. It is a vibrant, well-used facility which provides key sports facilities for both York residents and people from all over the UK. 2. It provides the best badminton courts in the north of England: 9 dedicated courts with wooden flooring. 3. It is an attractive building which would sit well with other plans for the design of this area.		Don't Know	The York Railway Institute Buildings should be preserved within the plans for this area.	Yes	Don't Know	Yes	No		Don't Know
711	Only those Listed		No opinion		Yes	No	No	Yes	Keep the drop-off point and taxi rank under cover and easily accessible from the trains. Either as now or in the current short stay car park off Tea Room Square.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
712	There is lovely timber building adjacent to cinder lane that should be retained. Ill buy it myself!		Don't Know		Yes	Don't Know	No	Yes	Heavily pedestrianised to front of station (Queen St/Station Rd) Bus interchange located between railway institute and station where small car park currently is. creating a one way bus/taxi loop joining Queen Street to either The Crescent on Blossom Street or Lowther Terrace on Holgate Road (a59) I believe the Queen St/Station Road should be retained for buses & taxis only and opened only during evenings to private vehicles only in the evening.	Yes
713	York Railway Institute and associated buildings should be retained.		No		Yes	Yes	Yes	No		Yes
714	York RI Queen St Gym or it's equivalent should be provided and where possible, incorporating some of the other facilities such as Squash, music rooms, spaces for drama, meetings etc. This is an important cultural facility not just for RI members but for other leisure and sporting bodies that visit/make use of the facilities. This 'central' position in the city is unique and important as it forms a central to the city 'hub' for the many activities hosted. I have a particular fondness for the gym as it played an important part in my physical rehabilitation following serious knee injury by joining the table tennis club. I would be greatly saddened to see these wonderful, and unique to the city, facilities lost from this convenient central location.		Yes		Yes	Yes	No	Yes		Yes
715	the Railway institute		Yes		No opinion	Yes	Yes	No		Don't Know

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
716			Yes		Yes	Yes			Bigger pavements needed walking into york. Same as on the george leeman statue side, but on the hotel side	Yes
717	The old Fire Engine shed (not marked on plan)	Unipart	Yes		Yes	Yes	No	Yes	Public art and fountain/s - see Sheffield	Yes
718	York RI sports centre		No							
719	York RI Offices and gymnasium		Yes		Yes	Yes		Yes		Yes
720	Railway Institute		No opinion		Yes	Don't Know	Yes	No		Yes
721										

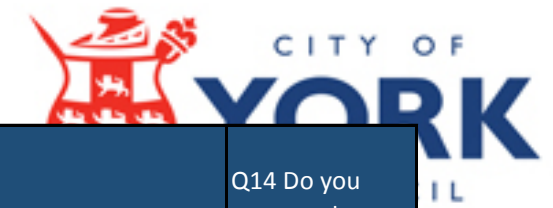
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
722	All the listed ones and the Railway Museum, obviously. There's absolutely no reason to demolish the RI gym as it's not even on the teardrop and it's removal isn't essential to the removal of Queen Street Bridge. The plan is extremely vague but the site appears to include the Fox pub on Holgate Road and the old carriageworks buildings. Neither of those should be touched.	None of the others have any particular value, although removing a number of successful businesses from behind the station to create a mini-Leeds seems kind of backwards.	Yes	If anything there's slightly too much green space in the middle, forcing residential out towards the railway lines.	Yes	No	Yes	Yes	Pedestrianising the Portico seems to be the plan either way, but it would be better to keep taxis using it and remove the loop from Tea Room Square than having taxis running through Tea Room Square. There's a lack of clarity on the plans for long-stay parking at the station.	No
723	Railway Institute gymnasium		Yes		No opinion	Yes	Yes		Easier access for cars to drop off and short stay parking	Yes
724			Yes		Yes	Yes	Don't know	Don't know	The diagram for the remove/keep Queen Street Bridge option is not easy to understand - I'm not sure what the red line is showing or why coloured ovals have been used (rather than the actual outlines of things) as this all seems quite vague. I'd need clearer drawings of each to make a decision on this.	No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
725	A mix of employment and residential buildings is to be applauded but given the pressing housing affordability crisis in York, a majority of the housing should be truly affordable, and available to rent as well as to buy. Consideration should also be given to novel housing solutions such as crowd-funded cooperatives (see 'LILAC' in Leeds), opportunities for SME builders and opportunities for housing associations.		Don't Know	There should be a strong focus on wildlife friendly planting, with biodiversity for its own sake as well as for public amenity, for food and for urban cooling. Urban insect and bird numbers and diversity is rapidly falling and this development provides an opportunity to arrest that decline, locally at least, while providing an attractive USP for the sort of people likely to be attracted to live and work in York Central.	Yes	Yes	No	Yes	Anything that creates a more welcome approach to the station is welcomed: for all its architectural merit it isn't currently the jewel in the city that it should be. However, any public space should truly be public space, for the enjoyment of people without any explicit or implicit requirement to make any purchase from bordering shops and cafes. It must be a welcoming, tolerant space - so the sort of anti-homeless, anti-skateboarding architecture seen. Elsewhere in York would be quite inappropriate. Public spaces should also have sensitive native planting for amenity, cooling, wildlife and food.	No opinion
726	York Railway Institute must be retained as a sports facility like this cannot be lost!!!		Yes		Don't Know	Yes	Yes	No		Yes
727	York Railway Institute Gymnasium.		Yes		Yes	No	Don't know	Don't know		Yes
728	14 - biggest roost for black headed gulls in York more of Victorian architecture used in new development		Don't Know	need as many green spaces and trees as possible	Yes	Yes	Don't know	Don't know	try to keep Victorian buildings part of our heritage not just only on paper	Yes
729	Retain York Railway Institute Gymnasium and Associated Buildings.		Yes		No	No	Yes	No		Yes
730	The gymnasium in Queen Street		Yes		Don't Know	Yes	Yes			Yes
731	York Railway Institute Sports Complex		Yes		Yes	Yes	Don't know	Don't know		Yes
732	York RI gymnasium		Yes		Yes	No opinion	Yes	No		Yes
733			Yes	The important issue is to create good pedestrian/cycle permeability into the site, but for the site to also be fully integrated into the cityscape and be a place people pass through onto somewhere else.	Yes	Yes		Yes	Queen street bridge provides no practical function. It's removal, although expensive, creates a gateway opportunity.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



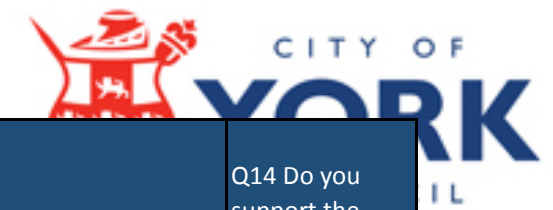
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
734	Railway Institute, gym and associated facilities which are used by thousands of local people each year.		Don't Know		Don't Know	Yes	Don't know	Don't know		Don't Know
735	All the railway institution buildings.		Don't Know		Yes	Yes				
736	York RI		Yes		No	Yes	Yes	No		No
737	Retain york railway institute gymnasium and associated buildings		No		No	No	No		Leave it all as it is	No
738										
739	The Railway Institute		Yes	Vegetation effect on the rail infrastructure	Yes	Yes	Don't know	Yes		Yes
740	York RI gymnasium	No	No opinion		No opinion	Yes	Yes	No		Yes
741	Railway institute gymnasium		Yes			Yes	No	Yes		Yes
742	York RI gymnasium		Yes		Don't Know	Yes		Yes		Yes
743	former engine sheds at Queen Street (RI building)	queen street bridge	Yes	flood risk needs carefully looked at	Yes	Yes	No	Yes	sort the taxis out, every night they congest the car parks and block access, and create a genuinely accessible station for pedestrians and cyclists. sort out the restricted access to the long stay car park / taxi park	No opinion
744	York Railway Institute		Don't Know		No opinion	Yes	No opinion	No opinion		Yes
745	The York RI sports facilities. It is not the building per se that should be retained but the site for a valuable local resource. In an age of David Lloyd style expensive membership clubs the RI provides affordable squash and badminton facilities on a pay per play basis. I have used these with friends and my children. My wife using the pilates sessions on offer. Having such facilities that a large proportion of York can walk too and access easily is vitally important for the health and well-being of the city. I hope the development will not mean this asset is lost or dispersed. It should be part of the community offer ... provide a new building for this community charity but please do not sacrifice it to the mammon of developers.		Don't Know	Green, largely pedestrian and cycle friendly and limit car access ... be bold and brave like the Dutch were 20-30 years ago and set a template for city development in the 21st Century	Yes	Yes	No opinion	No opinion		Yes
746	Railway Institute		No opinion		Yes	Yes	Yes	No		Yes
747										
748										
749										
750	York RI gymnasium, or replacement facilities to be provided in the same location		Yes		No opinion	Yes	No	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
751	The gymnasium at the Railway Institute should be preserved, as should the RI main building, as a vital centre for sports and community activities in York centre - there is simply nothing equal nor will the loss be replaced (an out of town development is not the answer for several reasons). The badminton courts are in full and frequent use and the benefits are reflected in the very high standard of the sport there. For badminton and, for example, chess in the main building, it acts as a nerve centre for the activity. People will often start there and can feel it is a community activity, not a club where they have to know someone or be invited to play. They may go on to join other individual clubs, but often it is as a result of being able to attend a centre where they feel they have as much right as anyone else to attend. If it is taken away nothing comparable will replace this. Chess is a good example - the York RI teams are some of the strongest and most active in the whole of Yorkshire and indeed the north. Ask how many times York has won the championship in recent years compared to much larger cities such as Sheffield, Hull and Leeds. It is not because York is particularly and consistently gifted with good chess players - it is because there is an excellent centre for its base. The Council may not be able to exercise power over the land owners as to what activities take place in the main RI building, but it must not assist in taking away the ability for those activities to take place by allowing the gymnasium to be demolished. Out of town new build is no answer. Games/matches finish late, the people who play mostly do not have own transport. Anyone and everyone within a good distance of York Centre can get to the RI and home without difficulty any time up to 11 pm or later. They can call in to a club to see who is there and either stay or move on. There will be no community feel to a new sports centre at Monks Cross or similar. Do not take yet another step in killing sport for the community in York.		Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know
752	York RI gymnasium		Yes		Yes	Yes	Don't know	Don't know		Yes
753			No opinion	As shown to work well in other cities (San Paulo, Bronx. NY etc); please have moveable setting to enable ownership of the space and open views (no hedges for naughty people to hide behind)	No opinion	Yes	Don't know	Don't know	St pancreas/King Cross works well; open space to welcome travellers rather than exiting into a car park/road.	No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
754	The Railway Institute buildings and the Bull Nose building. Although they are not listed they are unique in their own way and lend character to the site. The Railway institute buildings also house a valuable central community asset		Yes		Yes	Yes		Yes		Yes
755	Not that I can think of.	Not that I can think of.	Yes	A linear park is lovely idea - I think something that connects one side to the other would be great as I said previously, it is VERY crowded and actually quite dirty in York, so a bit of functional breathing space would be lovely.	Yes	Yes	No opinion	No opinion	Definitely a public square! Open space and somewhere to sit that's nice while waiting for a train is much needed.	Yes
756	York Railway Institute buildings									
757	RI sporting facilities		Don't Know		No	Yes	No opinion	No opinion		No
758										
759	York RI gymnasium		Yes							
760	Any buildings used for community and sporting that have been removed should be replaced within the development.		No		No	No		Yes		No
761			No	To be kept in keeping with the historic area.	Don't Know	No opinion	No		Only remove bridge if concerns of safety, not to create access for a new development.	Yes
762	York RI gymnasium		Don't Know		Don't Know	Yes	Don't know	Don't know		Yes
763	York RI Gymnasium									
764	York RI gymnasium		Yes		Don't Know	Don't Know	Yes	Don't know		Don't Know
765	York RI gymnasium		Don't Know							
766	York RI gymnasium				Don't Know	Yes	Don't know	Don't know		No opinion
767	York RI gymnasium									
768	York RI gymnasium		Don't Know		No	No	Yes	No		Don't Know
769	York RI Queen Street facilities - heritage - local history - current use to bring people into city centre		No opinion	I head out of York for open spaces	No	No	Don't know	Don't know	Travel to London often and St Pancras and Kings Cross squares are an open space to travel through to go somewhere else, empty when it's wet, full of drinkers when it's not	No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
770	The cholera graveyard should be included especially as the very wide pedestrian path between it and the city walls could be adapted to provide a safe cycleway, relieving pressure on the road infrastructure immediately in front of the station.		Yes	Planting schemes should be mentioned as they should be designed to increase the current level of bird, animal and native plant life in the area.	Yes	Yes		Yes	1. See my previous comment about cycle route east of cholera ground. 2. Huge effort should be made to reduce number of buses (including tourist buses) using Micklegate Bar to Lendal Bridge section of road - as many as possible should be rerouted to west of station. At present they are a huge hazard to cyclists. 3. When cycle parking is considered each place to park a cycle should be wider than is normal in York. 4. Make opportunities throughout York Central for building more public toilets at dispersed sites, or consider doing what is done in Llandudno - local businesses and shops are encouraged to invite the public to use their toilets and have signs to say so on their entrances. (Could you pass these ideas on to people planning other parts of the city too?)	Don't Know
771	York RI Gymnasium	Water Tower	Yes		Yes	Yes	No	Yes	Relocate the majority of taxis and buses to the rear of the station. Remove Queen St bridge to open up the area	Yes
772			Yes	Success depends on variety in landscaping techniques, appropriate access for pedestrians, mobility impaired and cyclists and design appropriate to ongoing maintenance commitments.	Yes	Yes	No	Yes	The required junction at Queen Street Bridge requires pedestrian/cycle protection and segregation from motorised traffic, improvements should be continued on to Blossom Street/Nunnery Lane traffic lights. Additional consideration needs to be given to ensure safe ingress/egress of cyclists from the tea room square for pedestrians and cyclists. The a fully pedestrianised tea room square needs to allow for marked cycle provision. The numbers of users and 'rush' element associated with station use will make a shared space inappropriate.	Yes



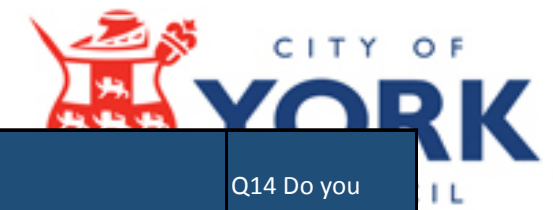
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
773	York RI gymnasium		No		No	No	Yes			No
774			Yes		Yes	No	Yes			Yes
775	York RI Gynasium Unipart Rail		No		No	No	Yes	No opinion		No
776	The band room is crucial to the progress of the 3 brass bands which rehearse there. I.e. The York Railway Institute Band, The York RI Golden Rail Band and The York RI Golden Rail Development Band. If the building isn't retained suitable alternative facilities will need to be provided for these 3 fine organisations to continue.		Don't Know		Yes	Yes	Yes			Yes
777										
778										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



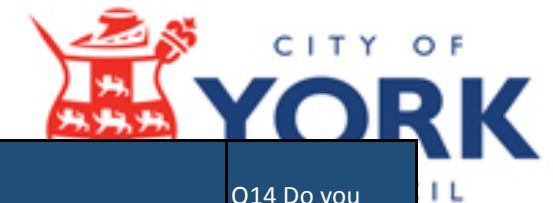
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
779	Is Cleveland Street park being removed? It is not clear.	Is the old railway building on Chancery Rise being removed in the plan? It is not clear.	No opinion	No	Don't Know	Don't Know	No opinion	No opinion		No opinion
780	York RI bandroom and RI social club facilities	I believe the facilities should remain however it may prove beneficial for all to replace rather than retain existing buidlings.	Yes		Yes	Yes		Yes	The front of the station is a traffic/pedestrian blackspot and the cause of much of the traffic gridlock in this area. The new development should ensure that York station provides for better access for all. (easier said than done i appreciate). Once spaces for pedestrians approaching thre station and a safer traffic routes would be ideal. I believe this has been achieved at many other UK cities already.	Don't Know
781										
782	Yes: all historic railway buildings, such as Coal Manager's office must be retained.	No	No		No	No	Yes			No

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
783	York RI ground		Don't Know		No	No	No opinion	No opinion		No
784			Yes		Yes	Yes	No	Yes	Queen Street bridge is pointless. Remove it. have more bus and taxi and cycle lanes.	Yes
785	No opinion	No opinion	Yes	They should reflect the railway and its contribution to the city	Yes	Yes	No opinion	No opinion	Creation of a pedestrian friendly route to the city is essential	Yes
786	Retain York Railway Institute Gymnasium and Associated Buildings - very important to retain quality badminton courts in a central and easily accessed location in the region!		Don't Know		Don't Know	Don't Know	Yes	No		Don't Know
787			Yes		Yes	Yes	Yes			Yes
788	The York Railway Institute Bandroom The York Railway Institute Social Club	No	No		No	No	Yes	No	I personally dislike the square in front of Kings Cross Station. I don't think York has anything to learn from London.	No
789										
790			Yes		Yes	Yes	No	Yes		Yes
791	York RI gymnasium		No opinion		No opinion	No opinion	No opinion	No opinion		No opinion
792			Yes		Yes	Yes	Don't know	Don't know		Yes
793			Yes		No opinion	No opinion	No opinion	No opinion		Yes
794	Some of the older buildings such as the coal managers office and wago repair works.	Yes, newer industrial units, such as the unipart building	Yes		Yes	Yes	No	Yes		Yes
795										
796			Yes							
797	York R I Bandroom York R I Social Club		Don't Know		No opinion	Yes	No opinion	No opinion		Yes

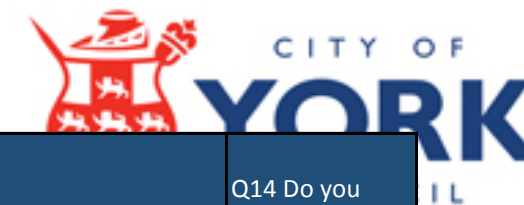
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
798										
799			Yes	Green space is always welcomed, Yorks' gardens and parks are always full, and in the summer, the family shows and events which can be displayed would be huge crowd pullers	Yes	Don't Know		Yes	Look at Newcastle as to how the station front has been reorganised. Its a disaster!!! Its not an understatement to say everyone hates it, traffic problems have now trebled in scale, the portico is a huge "white elephant", it is inhabited by a coffee shop and a flower stall. £50million for a new coffee shop? Change the lanes, widen the footpaths, but don't follow Newcastle's example.	Yes
800	Retain York Railway Institute Gymnasium and Associated Buildings		Yes		No	Yes		Yes		Yes
801			Yes		Yes	Yes	No	Yes		Yes
802	York RI Gym		Don't Know		Don't Know	Yes	Don't know	Don't know		Yes
803			Yes		Yes	Yes	Don't know	Yes		Yes
804			Yes		Yes	Yes		Yes		Yes
805	Only those that are Listed.	Any building which isn't Listed.	Yes	The linear park should add value - retail, cafes, cover to underground car park, light rail corridor, sustainable urban drainage scheme etc.	Yes	Yes	No	Yes	Need to discriminate between those who have a real mobility issue and need to get closer to the station and those who really could have a short walk.	Yes
806			Yes		Yes	Yes	Yes	Don't know		Yes
807	York RI Gymnasium - part of our heritage		Yes		Yes	Yes		Yes	Remove as much of the street furniture clutter as possible	No opinion
808	York Railway Institute Gymnasium and Associated Buildings		Yes		Yes	Yes	Yes			Yes
809	The RI Gymnasium should be retained! The loss of this will have a huge impact on the 15 teams which currently play there, as well as on the badminton club which plays there twice weekly. The league would face a huge disruption if this building as to be removed, and I have thoroughly enjoyed being able to play here.		Yes		Yes	Yes		Yes		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
810	York RI Gymnasium		Don't Know	No	No opinion	No opinion	No opinion	No opinion		No opinion
811										
812	York Railway Institute Gymnasium and Associated Buildings. I have been a member of the RI for over 30 years, playing badminton as a club member, team member, Yorkshire League, County Veterans League and in competitions. This is a well used facility, not only for badminton, but also for Judo, Squash, Weights Room, Table Tennis to name a few. There are no other facilities in the York Area for the community and county to use which is so easily accessible. Schools and Junior competitions are also held here, a shame to take such a facility away from the future generation of sports people. National level competitions are also held in the gymnasium, an indication of how good the facilities are.		No		No	No	Yes	No		No
813	York RI gymnasium, Badminton courts		Yes		Yes					No
814			Yes		Yes	Yes	Don't know	Don't know		Yes
815	York RI Gymnasium	-	Yes	-	Don't Know	Yes	Yes	No	-	Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



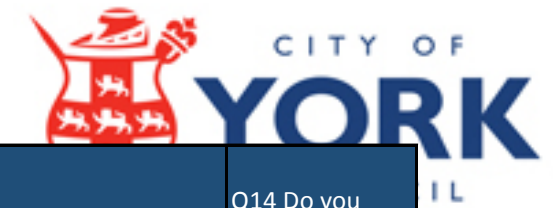
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
816	If they are currently serving a purpose that can't be met elsewhere or are currently in a useful location then I guess those should be the ones prioritised for saving.	I guess perhaps ones that don't fall so much into the above question	Yes		Don't Know	No	Don't know	Don't know	I thought that knocking down the bridge was meant to increase overall vehicular space/capacity but it seems that pedestrianizing the portico and tearoom square take away some of that. I think the taxis are in a good place where they are-why not just make the road so that taxis go in a virtual straight line out of the portico rather than round the loop as currently. Encourage pedestrians then to cross tearoom square to the left of that road and then there would be no conflict between taxis and pedestrians. I'm not sure there's really a need for a major square out the front as people on the whole are on the move/in a hurry or waiting for a bus at the appropriate stop.	No
817	Retain York Railway Institute Gymnasium and Associated Buildings - I have played badminton tournaments here since I was 10 years old, it's a lovely hall that is loved by many. There are no other halls like this in all of Yorkshire, if not all of the North.	Not aware of any	Yes	None	Yes	No	Yes	No	Better and clearer access for cars (and where they can go for pick-up) / taxis / buses	Yes
818	All the original railway ones	no	Yes	no	Yes	No	Yes	No	vehicle access needs to be retained as close to entrance as possible	Yes
819			Yes		Yes	Yes	No	Yes		Yes
820	Railway Institute Gym and Rifle Range		No		No	No	Yes		Visually untidy at present. Needs a good clean up.	Yes
821	Queens street buildings		No		Yes	Yes	Yes	No		Yes
822	Retain York Railway Institute Gymnasium and Associated Buildings		Yes		No opinion	No opinion	No opinion	No opinion		No opinion
823										
824										
825	York RI sports Hall Unipart Rail		No		No	No	Yes	No		Yes
826	York Railway Institute		Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know
827	York RI Gymnasium		Don't Know		Yes	Yes	No opinion	No opinion		No opinion
828										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
829										
830	York Railway Station, all buildings on Leeman Road, the RI Gymnasium.	Not sure	No	Scrap the truly ugly present proposals. Create something beautiful. Place more importance on accessibility by both car and public transport. Why not look at the extension to Kings Cross Station in London and do something similar at the York Central side of the station - a modern concourse linking buses, taxis and car parks with the station. That way there would be less need to change the frontage of the station on Queen's Street as it would free up the existing access. Create the park space between the rear station concourse and some beautiful buildings behind. Think of London squares.	Yes	No	Yes		The station entrance is beautiful. Better access to the other side of the station, especially for taxis, would automatically free up the front, enhancing it without any expensive changes here at all.	Yes
831										
832			No		Don't Know	Yes	Yes			Don't Know



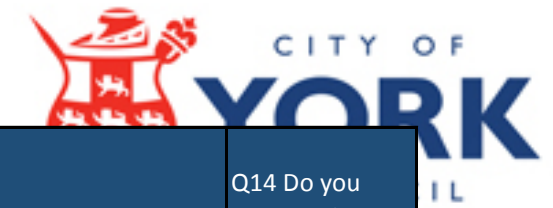
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
833			Yes		Yes	Yes		Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



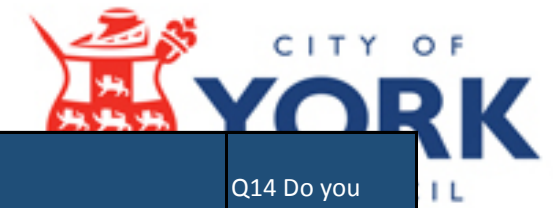
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
834	Railway Institute Gymnasium	Some of the buildings on the side of the bar and the car park building	Don't Know	Access by transport needs more planning as access and exit onto proposed routes is inadequate and will cause traffic issues on already small and busy roads	Yes	No	Yes			Yes
835	Only those that are currently providing a function and employment - a lot of these seem to be included in the red identified development boundary, so presumably will not be included in the re-development	Those that are redundant /empty	No	If the proposal is to include a park, then it should be a proper one, so at least the residents of York will get something tangible out of having to endure undoubted hikes in Council Tax to pay for this very expensive aspiration.	No	No	Yes	No	The place to put the buses and taxis is round the end of the station on what is currently the NCP/long stay car park. The cars should be taken out and inducements provided to ensure full use of park and ride facilities that should also provide secure overnight parking - which they do not do at present. This will return the front of the station to how it was originally without spending unnecessary money on "public squares"	No
836	York RI gymnasium		Don't Know		No opinion	No opinion	No opinion	No opinion		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



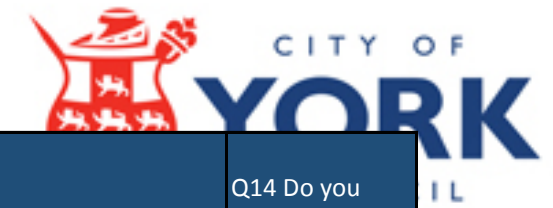
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
837	York RI is an important sports resource for the city and the region. It currently has a central location, is heavily used and should be retained. The nine badminton courts are used for regional and local competitions, by clubs, schools and individuals and are a great resource for the city		Yes		Yes	Yes	No	Yes		Yes
838	YORK RI GYM		Don't Know		Yes	Yes	Yes			Yes
839	No. Level the area and build using modern materials and techniques to allow for maximum benefit to the environment. York has lots of historic heritage. An industrial / un-maintained wasteland isn't one of them.	Yes - see above.	Yes	Give the kids of York a decent playground / skate park. DO NOT PUT UP "No Ball Game" signs.	Yes	Yes	No	Yes		Yes
840	Building 10 York RI gymnasium- has anyone even looked at what is being provided here. Its unique in York.		Yes	Don't get confused by drawing on a flat plan. Some of the areas identified as green spaces look nice, but will never be able to provide a good green space because of the levels difference. If Queen Street bridge is removed there will still be issues as to what use it could actually be used for, other than small areas of planting.	No opinion	No opinion	No opinion	No opinion		Yes
841	York Railway Institute 22 Queen Street.		Don't Know	The proposals are too vague.	Don't Know	No	Yes	No	I cannot see how access to the station will be improved by pedestrianising Tearoom Square and narrowing the road in front of the station. The portico serves the purpose for which it was built very well in that it provides a covered pick up and drop off area. I do not see the point of pedestrianising this area. It is stated that this would allow the station to expand into the portico but it is not stated for what purpose. There is no need for any more coffee shops or retail outlets.	Don't Know
842	York RI gymnasium		Yes		Yes	Yes	No opinion	No opinion		Yes
843										
844	The ri gymnasium should be retained as it is the only multipurpose badminton hall in York. Either retain the building or provide the same sized hall elsewhere on th development.		Yes		No	Yes	Yes		The traffic system getting in and out of the station is appalling It does need reorganising properly.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
845	York RI Gymnasium		Yes		Yes	Yes	No opinion	No opinion		Yes
846			Yes		Yes	Yes	No opinion	No opinion		Yes
847	York Railway institute and all associated buildings		Don't Know		Yes	No	Yes	No		Yes
848										
849			No opinion		Yes	No opinion	No opinion	No opinion		Yes
850	All sports and leisure facilities in Queen Street. Should be kept and upgraded.		No opinion		Don't Know	No	Yes	No		Don't Know
851	Personally I am more interested in what can be learned of the deep archaeology of the site, e.g. location of Roman amphitheatre or evidence of pre-Roman, rather than the industrial archaeology.		Yes	linear is fine, but do as much as possible to allow foot/cycle access from different directions e.g. entering the northern end of the linear park from Water End Lane. Additonal access (footbridge over freight lines) from Poppleton Road would avoid having cyclists/pedestrians using the new car access route and improve safety and convenience.	Yes	Yes		Yes	Location of cycle parking will be crucial as risk that cyclists will cycle through pedestrian space to reach it and there will be mutual hazards and resentment. Current cycle/foot route from Holgate Road to station, and continuation through to Scarborough Bridge, are very heavily used and should be kept open. Good if it was easier to cycle all the way but may not be achievable.	Yes
852	York Railway Institute. York RI is a strong part of the community and offers facilities to a wide group across the city at a low price due to it being mainly volunteer led. The groups at York R. I. span generations and there are limited places in York where intergenerational projects work effectively because people want them to, rather than because someone has decided to 'do an intergenerational project'. The facilities are brilliant and it would be a great shame for the York R I to lose its site in central York - if it moved further out or to a less accessible area, the likelihood is it would also lose some of its audience as people would find it much more difficult to get to.		Yes		Yes	Yes		Yes	The road layout needs to be much more simple - currently confused tourists regularly step out infront of cars because they haven't realised the direction of traffic.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
853	The Railway Institute has long been a sporting venue for the citizens of York, even our Fire crews use the facilities for fitness training. There is nowhere else like it in York where people can go to play badminton and it also hosts many different sporting tournaments. City of York Council are supposed to be committed to giving the public opportunities to keep fit and healthy, it is not maintained by CYC, so no cost there so getting rid of the Railway Institute does not make sense at all.	None that I know of	Don't Know	It is the entrance and exit routes to the proposed site that is the major cause for concern and probably why the last council wanted to walk away from it. Solve the issue of access without creating even more congestion is the real problem. I can only suggest taking the access routes away from both the station and the city and probably by tunnelling rather than building or rebuilding bridges.	No	No	Yes	No	Does the front of the station have to be improved? The only eyesore are the tab ends from cigarettes. I use the station regularly for travelling, dropping off and collecting family and friends. It may be a little frustrating at times waiting for a gap in the traffic, but it's all part of modern day living. I certainly have never had a problem when I use the bus, coming or going. The taxis are fine as they are. Why do you want to change it.	No
854	York RI badminton		No		No	No	Yes	No		No
855										
856	All listed buildings and any others which are either of architectural or historic interest or are significant in the development of York as an important railway centre.	Difficult to be specific but one accepts that some buildings may inhibit the sensible layout of the development.	Yes	York is very short of attractive open space - really only the Museum Gardens close to the centre - and the highest standards of landscape design should be required. A landscape design competition might be appropriate to encourage a high quality of design.	Yes	Don't Know	No	Yes	After the Minster, the Station is York's most important listed building and proposals for its sensitive enhancement are most welcome. The portico should be pedestrianised (as proposed), but recent proposals for shops which would derogate from the dignity of the building should be resisted. The removal of Queen Street Bridge, which is of little interest in itself, would give more space and flexibility in the design of the proposed public square and allow the buildings to either side of it (and the City Wall - including Andrews' Tudor arches giving access to the original station) to be better appreciated. The location of the original railway lines into the old station (now the Council Offices) could perhaps be indicated by bricks set into the road surface in the same way as the line of the Wall has been indicated in Berlin.	Yes
857										
858	York RI gymnasium		Yes		Yes	Don't Know	No opinion	No opinion		Yes
859	York RI gymnasium		Don't Know		Don't Know	No opinion				

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
860	York RI Sports Hall		No		Yes	Yes	Yes			Yes
861	York RI gymnasium		No		No	Yes	Yes			Yes
862	York railway institute for sport	No	No	The one to remove York railway institute is disgusting. I will take it through high courts.	No	No	Yes	No		No
863			Don't Know		Yes	Yes	Don't know	Don't know		Yes
864	It is of great concern to me that the York RI Rifle range will come under threat as there is no other local (To York) range with the facilities to allow 22LR (Rimfire) shooting		Yes	Landscapeing is fine but we do not want to lose any facilities presently offered by York RI unless another site/venue can be sourced	Yes	Yes		Yes		Yes
865			Yes		Yes	Yes	No	Yes		Yes
866	York RI Gymnasium		Yes		Don't Know	Don't Know	Don't know	Don't know		Don't Know
867	York RI gymnasium		Don't Know		Don't Know	Yes	Yes	No		Yes
868			Don't Know		No opinion	No opinion	No opinion	No opinion		No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
869	The Railway Institute gymnasium buildings	The derelict water tower. Relocate to a more suitable site. IE the railway museum	Don't Know	What does a linear park mean?	Yes	Yes	Don't know	Don't know	Anything would be better than the tea room square update	No opinion
870	YORK RI GYMNASIUM		Yes		No opinion	No	Yes			No opinion
871	Retain York Railway Institute Gymnasium and Associated Buildings. This is a really great sporting facility, which is easy to get to because it is right near the station. Having joined the University in September, I have found the badminton courts the best I have played on. It would be hard to match the quality of the courts currently in the York RI building anywhere else. It would be a very sad loss, should these great facilities be lost. The fact that the facilities are right by the train station means that there is easy transport to these facilities, both by bus and by train. This makes it easy for both local and national clubs to easily get to the building. York would not want to lose out on these National-level facilities.		Don't Know		No	Yes	Don't know	Don't know		Don't Know
872	York RI gymnasium		Yes		Yes	Yes	Yes	No		Yes
873			No	Where are people who use these amenities going to park?	No	No	Yes	No	This is not London. What do we need to aspire to become the Kings Cross of the North?	No
874	York RI gymnasium		Yes		No	Yes	No opinion	No opinion		Yes
875	York RI gymnasium		Don't Know		No	No	Yes	No		Yes
876	York RI gymnasium		No		No	No	Yes			Don't Know
877	The York Railway Institute!!	No	Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
878	The York Railway Institute gymnasium		Yes		Don't Know	Don't Know	Yes	Don't know		Don't Know
879	York RI Gymnasium									
880										
881	The York RI buildings including the offices and gymnasium The water tower	Queen street bridge	Don't Know		Yes	No		Yes	Why not build a multi storey car park where the long stay car park and also put the short stay in this area so that the Taxis would have better access to and from the sataion.	Yes
882			Don't Know		Yes	Yes		Yes		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
883			Yes		Yes	Yes	No	Yes	The front of the station could be enclosed like Newcastle Station to create more areas for retail and seating. The taxi rank could be moved to the car parking area between platform 1 and the Royal York Hotel.	Yes
884										
885			Don't Know		No opinion	No opinion	Yes			Yes
886			Yes							
887	The York Railway Institute to be retained as a Gymnasium and particularly as a centre for Yorkshire badminton	No	No	Not to happen	No	No	Yes			No opinion
888										
889										
890										
891										
892	York Railway Institute		Don't Know	Landscape is fine along as community facilities like York RI are not sacrificed	No	Don't Know	No opinion	No opinion		No opinion
893	York RI Gymnasium		No opinion		No opinion	No opinion	No opinion	No opinion	I value the RI gymnasium there is no were else in York that you can got to to play badminton on a regular basis	No opinion
894	Yes, York Railway Institute	None	No		No	No	Yes	No		No
895	York RI Gymnasium		Don't Know		Don't Know	Don't Know	No opinion	No opinion		No
896	York RI gymnasium		Yes		Yes	No	Yes			Yes
897	The Railway Institute Buildings, Sports Facility and Gymnasium		Don't Know		No	No	Yes	No		Yes
898	the front of the existing station		Yes	The greener the better	Yes	Yes		Yes	Follow the examples shown in London's Kings Cross	Yes
899	York RI gymnasium		Yes		Yes	Yes	Don't know	Don't know		No opinion

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
900	York RI gymnasium		Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know
901	York RI Gymnasium and		Don't Know		Don't Know	Yes	Don't know	Don't know		Yes
902	York RI gymnasium		Yes		No opinion	No	No opinion	No opinion		No
903			Yes		Yes	Yes	No	Yes		Yes
904	York RI gymnasium		Yes		No opinion	No opinion	No opinion	No opinion		No opinion
905			Yes		Yes	Yes	No	Yes		Yes
906	York RI Gymnasium. I've played various sports there for 30+ years since my father introduced me to the RI. It's badminton courts are one of the best in the country. I've played Judo, Squash, Table tennis and used the gym over the years too	water tower or other disused/abandoned buildings	Yes		Yes	Yes		Yes		Yes
907	York RI gymnasium	Water tower should be moved to the NRM	Yes		Yes	Yes		Yes		Yes
908			Yes	3 public squares in such proximity seems over-ambitious, would think that 2 would be more viable or amalgamate the 2 west of station into one, at present the front of the station has few reasons to dwell	Yes	Don't Know	Yes	No	Keep Queen street bridge open until development starts and re-assess at a later date	Don't Know

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
909			Yes		Yes	Yes	Don't know	Don't know	The arches that hold Queen Street Bridge are a part of the original stations infrastructure and should be preserved for heritage issues. I am happy for the to be reconstructed within the site. Concern over the removal of the bridge and the exposure of the embankment holding the Bar Walls - this will need addressing be care.	Yes
910		Marble Arch underpass	Yes		Yes	No opinion	No opinion	Yes	Keep vehicles outside the curtail age: most luggage is wheeled	Yes
911			Yes		Yes	Yes	No opinion	No opinion		Yes
912			Yes		Yes	Yes	No opinion	No opinion		Yes
913	no	Queen Street Bridge	Yes	obvious need for green space	Yes	Yes		Yes		Yes
914			Don't Know	NE Sw route strange.. nowhere to nowhere as a green transport link.. did anyone consider that residents routes to work will not be in these directions thus th proposed routes will NOT improve transport flow for those on foot/cycle?	No	Yes		Yes		Yes
915										

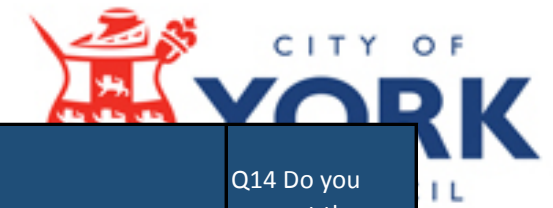
York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
916			Yes	It is something which can improve an already fantastic city.	Yes	Yes	Yes	No	The actual doorway into the station concourse could be widened. Whether this can be done by moving the taxi rank to bring the entrance further forward I cannot answer.	Yes
917	All	None just the low metal bridge into Railway institute replace with an internal lift for the "Coach Driver" Bed & Breakfast or Coaching Hotel.	No	Existing Car Parking Areas should have Maisonettes on Pillars in order to prevent loss of the parking facilities which would also contribute to congestion. Undercover "Very Large Multi Vehicle Car Port" style parking would be popular and also profitable as well as sensible.	No	No	Yes	No	See my graphic of a virtually cost free bus station creating the final part of a World Class Travel Interchange Area/District building upon and enhancing the current status quo with bus stands which exists at THE MOMENT AND IS HIGHLY COMMENDABLE WITH A LITTLE TWEAKING SO IT IS NOT NECESSARY TO BE AT TWO STOPS AT THE SAME TIME.	No
918			Don't Know		No	Yes	Don't know	Don't know		Yes
919			Yes		Yes	Yes	No opinion	No opinion		Yes
920	Unclear what this means. The "other buildings" list is unexplained. Certainly not a list of buildings that should be conserved. Idea of having locos from the RM as part of the street scene is good. Suggest also a working line or loop through the development for demonstration purposes.	Most of the "other buildings" list. Anyone really want to conserve the concrete depot or the sorting office for that matter?	Don't Know	Need more detail than has been offered on land take. More important to provide a link to the riverside and beyond	Yes	Don't Know	No	Yes	Remove taxis from portico and put in current long stay car park with additional rank at new western entrance. Changes to East entrance should not be used as an excuse to sever the inner ring road.	Yes
921			No		No	No	No	Yes	city walls would be difficult to support	Yes

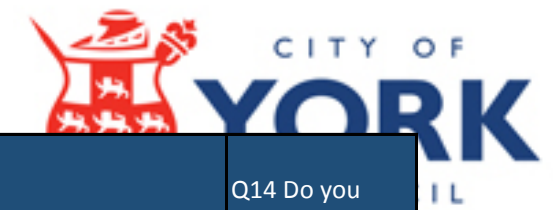
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
922			Yes	New developments need to be complemented with as many green spaces, tree planting, landscaped areas etc as possible	Yes	Yes		Yes	General access for all users needs to be clearly set out (unlike the current mess)	Yes
923			Yes		Yes	Yes	Don't know	Don't know		Yes
924										
925			Yes		Yes	Yes		Yes	De-clutter street furniture and signage	Yes
926			Don't Know		Yes	Yes	Yes	No		No opinion
927										
928	As much heritage infrastructure must be retained / developed	NO	No	I think this would have to be very well thought out; an enlarged Bressingham Gardens(Norfolk) type Museum, would be a cultural and historical disaster	Yes	Yes	Yes	No	Nothing too ultra-modern; blend in and enhance the historic experience	Yes
929			Yes		Yes	Yes	No	Yes		No
930			Yes		Yes	No		Yes		Yes
931	the viewing platform next to york railway station	yes, any that restrict the view of the railway for rail and train enthusiasts.	No	no need for a green square - it must be all nrm related.	No	Yes	No	Yes	more station shops and restaurants	No
932			Yes		Yes	Don't Know	No opinion	No opinion	Try and make it clearer as to where each type of traffic should enter and exit. Make a short stay car park slightly away from the main station to reduce the crossing of routes.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
933			No		No	No	Yes	No		No
934	All listed and historical buildings.	I do not know the site well enough.	Yes	Looks good.	Yes	Yes	Yes	No	York has a nice station.	Yes
935	yes within the site there are listed buildings which should be retained		Yes		Yes	Yes		Yes		Yes
936			No opinion	paddy fields of cotton and silk/colour	No opinion	Don't Know	Don't know	Don't know	euston single straight filing london subway clear and settled but not flashy.	Don't Know
937			Yes		Yes	Yes	Don't know	Don't know		Yes
938										
939										
940			No		No	No	Yes	No		Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey

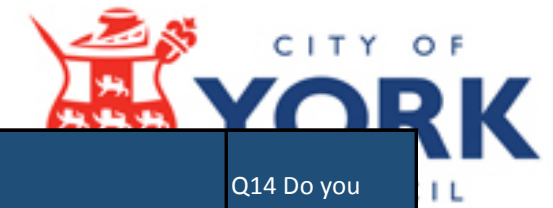


URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
941			Yes		Yes	Yes	Yes	No		Yes
942	Obviously York Station and NRM. I am sympathetic to the case for the R.I. Gymnasium, so if they loose their building they should be appropriately compensated with an equivalent new building in my opinion.	I am very supportive of the removal of Queen Street Bridge.	Yes	As the leader of Friends of Leeman Park, I am very pleased to see a proposed link bridge over the main-line and on to Leeman Park. I think it's important to give the new employees and residents easy access to the riverbank and broad open spaces, and we welcome the new communities.	Yes	Yes	No	Yes		Yes
943	Careful thought needs to be given to retaining not only those listed but others of historical merit.	Those without historical note that no longer serve a purpose.	Yes	I worry that the proposed commercial buildings may overpower the site.	Yes	Yes		Yes		Yes
944	Both turntables		Don't Know		Don't Know	No	Don't know	Don't know		No opinion
945			Yes		Yes	Yes	Don't know	Don't know		Yes
946			Yes							
947	Those of historical interest	Make shift' extensions that detract rather than excite.	Yes		No opinion	Don't Know	Don't know	Don't know	Take it back to its origins. Remove taxis etc, consider glassing it in. Loo at what has been achieved at stations such as Sheffield and Nottingham Midland	Yes
948			Yes		Yes	Yes	Yes	No		Yes
949			Yes		Yes	Yes	No	Yes	As a visitor when exiting the station it can be "busy" and confusing on which direction to take and where crossing points are.	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
950	The original railway buildings, particularly what is left of the shed roundhouse		No		Don't Know	Yes	Don't know	Don't know	the station should be more clearly visible as to what it is	Yes
951	The area of the railway museum, sheds and shunting yards as they form part of the pattern of infrastructure that was the reason for rail development in York.	All the yards where there are no useful businesses.	Yes	Yes please ensure that a park area has a pond or area where water can drain to. We will be creating far too much concrete and non porous surfaces and roofs which will increase the rate of run-off in the central area. Flooding is already an important issues in York do not exascerbate this	No	Yes	No opinion	No opinion	Develop a short term car park near where the present long term car park is.. Use the short term car park for hire cars or find a new way of getting to the hire car area at the back of the station where there is currently a car park. The jams caused by taxi, bus and private car interface is a major disaster of York and the design is appalling at present.	Yes
952	the railway museum		No opinion		Yes	Yes	Yes	No		Yes
953	Removal of all engineering sidings is shortsighted considering predicted increase in transpennine and regional rail travel.		Yes	Green space is beneficial to health, biodiversity and flood resilience.	Yes	Yes		Yes	The current arrangement is a mess. A reorganisation of the car park and station entrance is needed. Bus services to places with a frequent rail service should be rationalised and visit other main bus stations around the city centre. A cycle rental scheme similar to those in Barcelona and London should be provided to reduce load on buses and taxis at the station entrance. Using the front station canopy as a public space and food court similar to sheffield (and newcastle?) main stations should be considered.	Yes
954			Yes		Yes	Yes	No	Yes	The buses need to be at the station but they are a major source of congestion and mess from waiting passengers.	Yes
955			Yes		Yes	Yes		Yes		Yes
956										
957										

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
958		The postal "sorting office" no longer sorts post. Can part be removed to make Marble Arch wider in the Long term?	Yes	Must be installed ASAP to match up and be beside the diverted Leeman Road and other new roads through the site.	Yes	Yes	No	Yes	Work at the front and rear of the station can be done independently. Ugly car park on network rail/Virgin East coast site beside the railway station and towards the Railway Institute needs replacement with a hole-in-the-ground multi-story car park. Would give space for proper mini bus station to the south of the railway station onj site of Queen Street bridge... so station would stand in all its glory without boring bus stops. MUST have covered ways to/from station to buses.	Yes
959			Yes		Yes	Yes	Don't know			Yes
960										
961										
962			Yes	This new green space should encompass a natural looking and varied wild environment with trees, hedges, ponds and so on to maximise bio-diversity and local wildlife success.	Don't Know	Don't Know	Yes	No	At the moment it looks like old dirty stone, maybe it could be cleaned up somehow to be more bright, or vibrant with some sort of decoration or panelling.	No
963	Depends what can be done with them to enhance the development.	Don't know enough about the buildings on site - public not able to go and see it I presume.		Holgate Beck culvert MUST be able to cope with future flows of water - not like the recent Foss floods which were more than catered for by the pumping station.	Yes	Don't Know		Yes		Yes
964			Don't Know		No	Yes	Yes	No	Get rid of that small car park on the east side (the one with the semi-circular access with two zebra crossings) as this causes a lot of congestion in Queen St, Rougier St, and Museum St when vehicles are entering and exiting.	Don't Know

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
965			No opinion	Where are potentially are the proposed new homes and workers going to park hundreds of cars? On the artists impressions I didn't see one car!!	Don't Know	Yes		Yes	Yes the station entrance / exits are not fit for purpose they are only wide enough for one taxi in and one taxi out then the farcical set up of gridlock for taxis to actually have access to the main road . You really ought to sort this out first then talk about York Central	Yes
966	Railway Institute (see attached doc delivered by hand	Don't know	Yes		Yes	Yes	Don't know	Don't know	See attached doc, delivered by hand	
967			Don't Know		Don't Know	Don't Know	Don't know	Don't know		Don't Know
968			Yes		Yes	Yes	No	Yes		Yes
969			Yes		Yes	Yes	No	Yes		Yes
970										
971			Yes		Yes	Yes	No opinion	No opinion		Yes
972										
973			Yes		Yes	Don't Know	Don't know	Don't know		Yes
974		I think the area around the Railway Institute would benefit from a bull dozing.	Yes		Yes	No	Yes	No		No

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
975	No	Needs detailed assessment at next stage and also depends on ability to purchase. The most important area is to ensure that the area near the station is opened up in order to create a strong link and attractive environment/ public spaces	Yes	Yes in principal but public space in the commercial area needs to be very carefully considered and designed to ensure a vibrant environment with cafes, retail, leisure etc are successful. There are many very good examples around the UK as elsewhere	Yes	Yes		Yes	This is an excellent opportunity to address this important area that is currently poor and to create an important public space and improve the setting of this important listed building and the City walls.	Yes
976			No		Don't Know	Don't Know		Yes		Don't Know
977	The aim should be to retain as much as possible of the Victorian ensemble that was the York station, hotel and works.	I am not familiar with the area so am unable to comment	Yes	See my reply to Q7	Yes	Yes		Yes	Take a look at what has happened at Newcastle and Huddersfield station	Yes
978			Yes		No opinion	Yes	No	Yes		Yes
979		Be radical, be confident, remove anything in way of the vision. York needs it	Yes	Excellent	Yes	Yes	No	Yes		Yes
980		Leeman Road rail bridge (adjoining marble arch) needs a facelift.	Yes		Yes	Yes		Yes	Taxis should be able to move out of the station freely - the current situation is far from perfect.	Yes
981			Yes		Yes	Yes	No	Yes	I think that the removal of the Queen Street bridge is essential for the future development of the station. Unfortunately I suspect it won't happen as the short-term disruption will be deemed to be too high. It would be good to somehow make a feature of or utilise the 1840s railway arches.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
982			Yes		Yes	No	Don't know	Don't know	Short-term pickup/dropoff parking for private cars should be kept as close as possible to one of the station entrances (either Queen Street or Leeman road or both). This parking should be FREE.	Yes
983			No opinion		Don't Know	No	No	Yes		No
984	No	No	Yes		Yes	Yes	No	Yes		Yes
985			No		No opinion	No opinion	Yes	No		Don't Know
986			Yes		Yes	Yes	No	Yes	I believe the removal of Queen Street bridge and complete reorganisation fo the station from will only make things better. The current arrangement is cluttered with cars busses and people. It is currently an unwelcoming eyesore for anyone arriving to york by rail	Yes
987			Yes		Yes	Yes	No opinion	No opinion	Greater range of shops. Small supermarket.	Don't Know
988			Yes		Yes	Yes	No	Yes		Yes
989			Yes		Yes	Yes	Don't know	Don't know		Yes
990			Yes		Yes	Yes	No opinion	No opinion		Yes
991			No opinion		Yes	Yes	No opinion	No opinion		No opinion

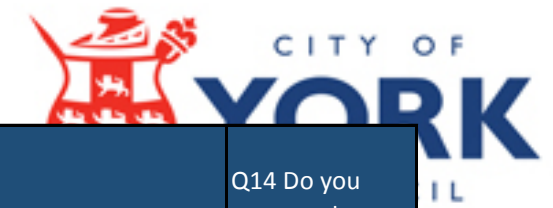
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
992			Don't Know		Don't Know	No	Yes	No		No
993										
994		Ugly single storey industrial units to north of station	Yes	Large and meaningful public open spaces required. Your current proposal includes too much crammed in to the site. Consider less dense built-environment but with an added storey	No	No	No	Yes	Car drop-off / pick up at rear by NRM. Integrated transport hub to SW of station site including bus station and tram hub	No
995			No		No	Yes	No	Yes		No
996			Yes		Don't Know	Don't Know	No opinion	No opinion		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



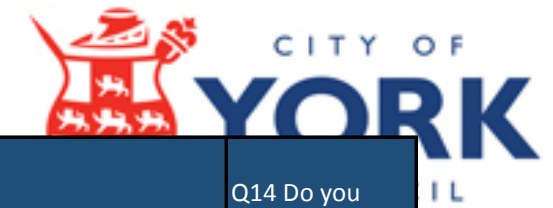
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
997	the old buildings next to NRM visitors entrance	Post Office, Unilever and buildings next to it.	Yes	needs to be green areas, buildings must not be too high (only need to go to Leeds to see damage in an incoherent planning strategy has had on the city with horrific tall buildings sporadically located), buildings must be sympathetically built - not some of the horrid office block monoliths, let's have some well thought caring and inspiring buildings.	Yes	Yes	No opinion	No opinion	front of the station needs better and safer traffic flows, the rear of the station needs a complete overhaul with better access for all (disability access, access when carrying heavy bags etc), friendlier environment for the west entrance (inviting, welcoming, presence of ticket machines, drop off and waiting areas, cafe's), making it link to NRM and making the whole area a Rail enthusiasts area (not that I am one but I think it deserves it and would be great for YORK - Make it unique and use trains as the design for the area and some unique and outstanding buildings - it annoys me that you only see different buildings and use of space abroad and rarely in UK)	Yes
998	Yes	The Royal Mail buildings	Yes		Yes	Yes	Don't know	Don't know		Yes
999			Yes		Yes	Don't Know		Yes		Don't Know
1000										
1001			Yes		Yes	Yes	No	Yes		Yes
1002										
1003	People's current homes		Don't Know	Gardens rather than parks between the residences would be better. There's already plenty of green space between Lehman Road and the river.	Yes	No	Yes	No	The road in front of the station is extremely busy and there doesn't seem enough space between it and the station to create a square like at King's Cross away from the traffic.	No
1004	All listed buildings	No opinion on this	Yes	No	Yes	Yes		Yes	Better pedestrian crossing facilities to access the bus stops opposite the station.	Yes
1005										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



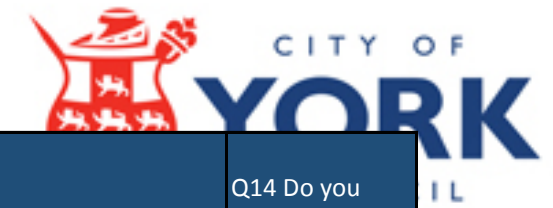
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1006	As you have already mentioned all listed buildings should be retained and as many of the older and historic buildings preserved as possible.	If they aren't listed or of an historical value or cannot be reused cost effectively then they should go.	Yes	The green corridor is great to see.	Yes	Yes	No	Yes	It needs freshening up, making more modern (whilst not forgetting the historical architecture) and making it all more user friendly - taking the opportunity to reorganise the taxi, bus and car flows as well as making it safer and easier for cyclists and pedestrians to access the station and the new site. Plant trees, open and clean surfaces etc.	Yes
1007	All existing Railway maintenance buildings should be replaced within easy cycling distance.		Yes	Yes, if doesn't affect any current jobs.	No	Don't Know	Yes	No		Don't Know
1008			Yes		Yes	Yes	No	Yes		Yes
1009			Yes		Yes	Yes	No	Yes		Yes
1010										
1011			Yes		Yes	Yes		Yes		Yes
1012	No opinion	No	Yes	No	Yes	Yes	No opinion	No opinion	None	Yes
1013										
1014			Yes		Yes	Yes	No	Yes	More lanes of bus stops for North bound buses.	Yes
1015	As it is the NRM, any buildings with railway history should be retained where possible or relocated as museum features if possible	Any which don't have any Railway/historical significance, and obstruct the aesthetics of the development	Don't Know	ensuring all are catered for, eg a scented area for the blind	Don't Know	Don't Know	Don't know	Don't know	general tidy up of the area, removal of unnecessary clutter, to give a more airy inviting space	Yes
1016										
1017			Yes		Yes	Yes	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



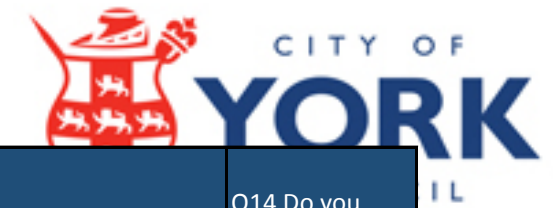
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1018			Yes	The development of green spaces can only be good.	Yes	Yes	Don't know	Don't know		Yes
1019			Yes	Would rather 1 large green space allowing sports and larger community activities than a less useful linear park.	Yes	Yes	No	Yes		Yes
1020			Yes		Yes	Yes	No	Yes		Yes
1021	Retain all buildings with historic or heritage value	Buildings with little or no historic or heritage value	Yes	Landscape/greenspace with a positive/active use	Yes	Yes	No opinion	No opinion	Remove street clutter but retain all historic and heritage features	Yes
1022	You've missed some listed properties off your listing		Yes		Yes	Yes	Yes	No		Yes
1023	None other than those proposed in the consultation papers, subject to my previous comments about the station hall.	No comment here.	Yes	No, except that they same entirely appropriate.	Yes	Yes	No	Yes	I am happy with what is proposed.	Yes
1024										
1025			Yes		Yes	Yes	Yes			Yes
1026	Retain the old Goods Building, reuse of thw Weight Bridge Building . Re Question 5 What Classification ?	all the old rail buildings along Leeman Road as most seem to have been forgotten.	Yes	needs to be sustainable and very hardy plantings (Not a few flower beds .	Yes	No		Yes	the road way widened as their is through traffic and Bus traffic. Ideally Queen St lowered and a proper Terminal, interchange and parking on upper level	
1027			Yes		Yes	Yes		Yes	We need better public access to the front of the station.	Yes
1028			Yes		Yes	Yes	No	Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



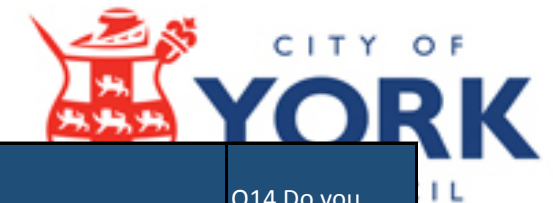
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1029		Changes to the underpass to make the pedestrian bit wider and more welcoming	Yes		Yes	Yes	No	Yes		Yes
1030	The value of the sporting and cultural activities carried out in the York Railway Institute Buildings and Gymnasium should be recognised and the buildings retained and improved	No	Yes		Yes	Yes	No	Yes		Yes
1031	Don't know	Don't know	Don't Know	No	No	Yes	No	Yes	Clean it up and have tubs of flowers	Yes
1032			Yes		Yes	Yes	No	Yes	Strongly support pedestrianisation of portico	Yes
1033	The Railway Institute should be retained if possible as well as the current array of activities it provides/supports.	The PO Sorting Office function should be retained (the building can go!) in the vicinity and not relocated to Birch Park which is highly inaccessible to may residents.	Yes		Yes	Yes		Yes	The current transport interchange around the station does not work well despite gallant efforts to improve it - improved accessibility and through flow should be at the heart of any proposals.	Yes
1034	The Friends of NRM		Yes	No	Yes	Yes	Don't know	Don't know	None	Yes
1035	Original museum building		No opinion		Yes	Yes	No opinion	No opinion	Move taxi rank , make it non smoking , clean up the bus stop area , it looks shabby and unpleasant	Yes
1036										
1037	A few like Royal York Hotel.	Royal Mail Sorting office & old rail sheds?	Don't Know	Would like to see examples before commenting.	Don't Know	Yes	No	Yes	Keep façade but redevelop both sides to reduce car/taxi access & keep buses/parking to rear/side.	Don't Know
1038			Yes		Yes	Yes		Yes		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1039			Yes	Planting trees is of import.	Yes	No	Yes	No	Safety should be of importance.	Yes
1040			Yes							
1041			Yes		Yes	Yes	No	Yes		Yes
1042			Yes		Yes	Yes	No opinion	No opinion		Yes
1043			Yes	Ensure development is designed to encourage sustainable travel rather than the car	Yes	Don't Know	No opinion	No opinion		Yes
1044			Yes	Dont make the mistake of creating flat spaces. They should be on levels or with mounds to make the view less buiding orientated.	Yes	Yes		Yes	Could be more footfall orientated and with a proper bus station.	Yes
1045		All housing near the museum	Yes		Yes	Yes	Yes	No		Don't Know
1046			Yes		Yes	Yes	Don't know	Don't know		Yes
1047	Those with architectural and/or historical value.	Do not know.	No opinion	Good to create open spaces for all to use.	Yes	Yes	Don't know		None.	Yes
1048		no	Yes		Yes	Yes	No opinion	No opinion	Completely ban smoking as it makes waiting for a bus unpleasant	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



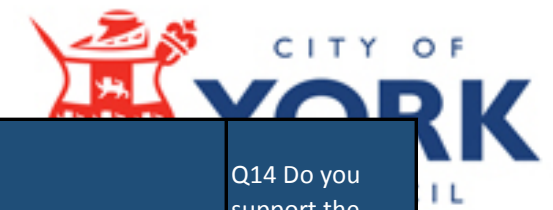
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1049			Yes		Yes	Yes	No opinion	No opinion		Yes
1050			Yes		Yes	Yes	Yes			Yes
1051			Yes		Yes	Yes	Don't know	Don't know		Yes
1052			Yes		Yes	Yes	Yes			Yes
1053			Yes		Yes	Yes	No	Yes		Yes
1054			Yes		Yes	Yes	No opinion	No opinion		Yes
1055	The Main Hall because it really feels like a train station and a safe environment for children to explore.		Yes	It's all about the trains so make it train themed. Train shaped seating. Train playground. Little train-shaped trolleys to push kids around. An engineering area with hammering and pulleys and puzzles. A water-play area similar to Falkirk Wheel with canal lock gates and cycle-powered fountains	Yes	Yes	Don't know	Don't know	It's not very dramatic or "trainy". You could enter through a train carriage? I always think it's odd we have to wait at the counter when it's free to enter.	Yes
1056			Yes		Yes	Yes		Yes		Yes
1057			Yes	This would be a good use of the space, particularly as attention would be focused on the National Railway Museum, as well as the green area itself.	Yes	Yes	No opinion	No opinion	Make the station more visually inviting, with an ergonomic concourse that is easy to navigate around and in.	Yes
1058			Yes		Yes	Yes	No opinion	No opinion		Yes
1059			Yes		Yes	Yes	Don't know	Don't know		Yes
1060	THE EXISTING LOCO SHED THE BASIS OF THE MAIN DISPLAY AT THE NRM	NO BUT PERHAPS YOUR BRAINS NEED TO BE STRIPPED DOWN AND REBUILT	No	HAVE YOU GOT PRINCIPLES?	No	No	Yes	No	LEAVE WELL ALONE	No
1061			Yes		Yes	Yes	No opinion	No opinion	IT NEEDS A VERY GOOD CLEAN	Yes
1062			Yes		Yes	Yes	Yes			Yes
1063			Yes		Yes	Yes	Yes			Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



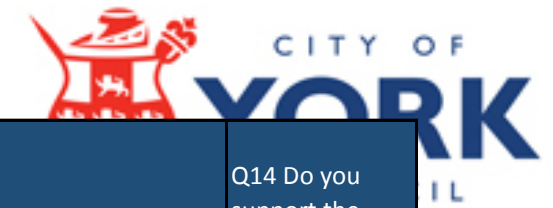
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1064			Yes	Can some of the trains not be displayed in the park area like many sites in the USA	Yes	Yes	Yes	No		Yes
1065	No	No	Yes	The Landscape Principles are excellent.	Yes	Yes	Yes		If all road transport could be rerouted away from the front of the station----it would make access to The Station much easier.	Yes
1066	No		Yes		Yes	Yes	No	Yes	Once Queen Street bridge is removed a bus station would be useful in that area.	No opinion
1067			Yes		Yes	Yes	Yes	No		No
1068			Yes		Yes	Yes	No	Yes		Yes
1069			Yes	No	Yes	No opinion	No	Yes		Yes
1070										
1071			Yes		Yes	Yes	Yes			Yes
1072	some older buildings?		Yes		Yes	Yes	Yes			Yes
1073			Yes		Yes	Yes	No opinion	No opinion	Not particularly, but no ticket barriers!	Yes
1074										
1075			Don't Know		Yes	Yes	Yes		Really important to develop access at the back of the station by the NRM as routes through there are very inaccessible with lots of stairs and poor signage.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



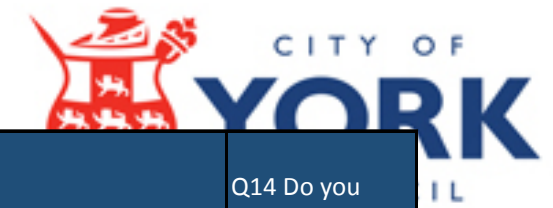
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1076			Yes		Yes	Yes	No	Yes	By de-clogging the space in front of the station of buses and taxis which, at times, make it unsightly.	Yes
1077			Yes		Yes	Yes	Don't know			Yes
1078			Yes		Yes	Yes	Yes	No		Yes
1079			Yes		Yes	Yes	Yes			Yes
1080	Not especially	Only if they impede the development	Yes	No, it looks well thought out	Yes	Yes	Don't know	Don't know	It could be updated, but I like it as it is	Yes
1081	No	Not aware	Yes	As much access and space as possible for the NRM	Yes	Yes	Don't know	Yes		Yes
1082			Yes							
1083			Yes	Looks great. A real highlight. York does lack this.	Yes	Yes	No	Yes	As open as possible. Anything that solves the issue of cars coming out of the short stay to the right of the station! Needs to be wider, easier to access.	Yes
1084			Yes		Yes	Yes	No opinion	No opinion		Yes
1085			Don't Know		Yes	Yes	No	Yes		Yes
1086			Yes		Yes	Yes	No		none	Yes
1087			Yes		Yes	Yes	Yes	No		Yes
1088			Yes		Yes	Yes	Yes			Yes
1089						Don't Know				
1090			Yes		Yes	Yes	Don't know			Yes
1091			Yes			Yes		Yes		Yes
1092			Yes		Yes	No	Yes			Yes
1093			Yes							
1094		Concrete depot	Yes		Yes	Yes	No opinion			Yes
1095			Yes		Yes	Yes	Yes	No		Yes
1096										
1097			Yes		No opinion	No opinion	No opinion	No opinion		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



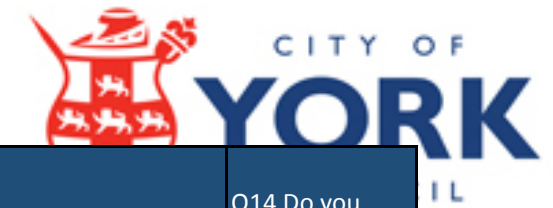
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1098										
1099			Yes		Yes	Yes	No	Yes		Yes
1100			Yes		No opinion	No opinion	Yes	No		Yes
1101			Yes		No	Yes	Yes			No
1102			Yes		Yes	Yes	Yes		Good separation of pedestrians and traffic	Yes
1103	The RI		Don't Know		No opinion	Don't Know	Don't know	Don't know		No opinion
1104			Yes		Yes	No	Yes			Yes
1105			Yes		Yes	Yes	Yes	Yes		Yes
1106			Yes		Yes	Yes	Don't know	Don't know		Yes
1107			Yes		Yes	Yes	Yes			Yes
1108	Obviously the roundhouse.	Leave the decisions to the planners on the ground and what makes sense architecturally. Its not like Swindon or Doncaster, nor Wolverton.	Yes	No. Just create some some green spaces for public and wildlife enjoyment.	Yes	Yes	No opinion	No opinion	Its a bit congested but there seems little space to do anything else.	Yes
1109			Yes		Yes	Don't Know	No opinion	No opinion		No opinion
1110			Yes		Yes	Yes		Yes		Yes
1111			Yes		Yes	Yes	No opinion	No opinion		Yes
1112			Yes		Yes	Yes		Don't know		Yes
1113	The weighbridge building by the existing entrance		Don't Know		No	Don't Know	Yes			Yes
1114			Yes		Yes	Yes	Yes			Yes
1115										
1116	Where possible, the oldest buildings should be retained (even if they have to be moved).	Unable to say, once destroyed, it is permanent.	Yes	Suggest if gardens are laid out, to be somewhat similar in design as those found on railway staions. Seating could use designs of chairs that the Big Four companies used on their stations. Railway style signs could be used in the BR Region Colour schemes eg Green for Southern, Maroon for Midland, Chocolate & Cream for WR, Tangerine for Eastern, etc.	Yes	Don't Know	Don't know	Don't know	Traffic flow around the front of the station does pose problems. Perhaps it might be time to restrict usage to public transport and vehicles serving the immediate areas. No through traffic allowed.	Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



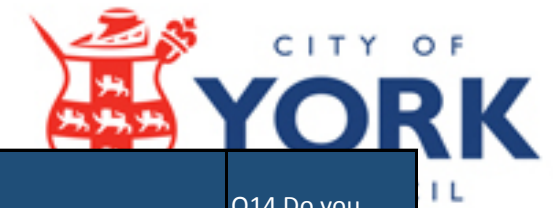
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1117			Yes		Yes	Yes	Yes			Yes
1118			Yes		Yes	Yes	No opinion	No opinion		Yes
1119			Yes		Yes	Yes		Yes	The re-routed road connected to the Leeman Road underpass should be kept as an underpass for sufficient length to provide an uninterrupted pedestrian route from the station to NRM	Yes
1120	I wasn't aware that any significant buildings were being removed. I would not like to see any old/character buildings destroyed.		Yes		Yes	Don't Know	Don't know	Don't know		Yes
1121			Yes		Yes	Yes	No opinion	Yes		Yes
1122	all	none	Yes		Yes	Yes	Yes	No		Yes
1123			Yes		Yes	Yes	No	Yes		Yes
1124			Yes		Yes	Yes	No	Yes		Yes
1125			Yes		Yes	Yes	Yes	No		Yes
1126	Anything pre 1960	Post 1980's extensions	Yes		Yes	Yes	Yes	No		Yes
1127			Yes		Don't Know	Don't Know	Don't know	Yes		Yes
1128										
1129			Yes		Yes	Yes	Yes	No		Yes
1130			Yes		Yes	Yes	Yes	Yes		Yes
1131	The older buildings around the entrance to the NRM.	Many of the old coachworks buildings (e.g. the Freightliner building) unless they could be repurposed akin to Lingfield Point in Darlington.	Yes		Yes	Yes	No	Yes	The visual accompanying the Queen Street Bridge options are confusing and of very poor quality.	Yes
1132		No	Don't Know		Yes	Yes	Don't know	Don't know		Yes
1133	No	No	No opinion	Accessible	Yes	Yes	Yes		No	Yes
1134			Yes		Yes	Yes	Don't know	Don't know		Yes
1135			Yes		Yes	Yes	Yes	No		No opinion
1136	Not that I can specify at this time.	As above.	Yes	No.	Yes	Yes	Yes		No.	Yes
1137										
1138			Yes		Yes	Yes		Yes		Yes
1139			Yes		Yes	No opinion	No opinion	No opinion		Yes
1140			Yes		Yes	Don't Know	Yes			Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1141			Yes		Yes	Yes	Yes	No		Yes
1142										
1143			Yes		Yes	Yes	No opinion	No opinion		Yes
1144			Yes		Yes	Yes	Don't know	Yes		Yes
1145	leave them just as they all ways have./ most of what is left	none	No	they may be ok will lighting up some dull places around there, but the museum seems ok away it is.	No	No	Yes		leave it as it is I cant see any problems as it is now.	No
1146			Yes							
1147		Postal Sorting Office. The exteriors of the NRM built since 1970.	Yes	A RIDICULOUS number of trees alongside the running tracks to the goods stationside of the NRM. Trees and steam locomotives NEVER mixed - it'd be wrong - inaccurate, even - to display steam locomotives in a sylvan setting. Keep trees away from trains. (Elsewhere - not a problem).	Don't Know	Yes	No opinion	No opinion	Incorporating buses into the project needs considerably more work. And don't create too much pedestrian area - it's be disproportionate to the original design of the station and its surroundings.	No
1148			Yes		Yes	Yes	Don't know	Don't know		Yes
1149	Roundhouse	No	Yes		Yes	Yes	Yes			Yes
1150	Bullnose building Leeman Rd.		Yes	no	Yes	Yes	Yes	No	Move taxi pickup to rear with new escalator to station footbridge. That will ease operation of the station's long stay car park	Yes
1151	The Great Hall. The Station building.	No	Yes	Should be appropriate to the industrial history of the site,	Yes	Yes	Don't know	Don't know	No comment.	Yes
1152										
1153			Don't Know		Yes	Yes	Don't know			Yes
1154	All within the National Railway Museum site.		Yes	Ensure tge landscape principles are 'green' and sustainable.	Yes	Yes	Yes		York Station's frontage could be improved by glazing the portico (as has been done successfully at Newcastle Central) and having high quality retail units within it adding to revenue.	Yes

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1155			Yes		Yes	Yes	No opinion	No opinion		Yes
1156			Yes							
1157	I am assuming the non listed buildings could be removed but the plan does not clearly state which may be retained and which may be demolished - apart from the Railway Institute. In addition the document does not include the current uses of the buildings so it is hard to comment when closing a building may impact jobs and businesses. What consultation has been done with the affected people? I think Alliance House should be retained as it provides the railway character to the site and could be developed - perhaps the RI could move there and this become a leisure centre for the York Central site and the Holgate area. I thought the Albion Iron Foundry was defined as "Buildings identified as being of local archaeological and historic interest through the work of the York Open Planning Forum." Does this mean that the buildings will be retained or could still be demolished?	I think the Post Office sorting office needs to be moved elsewhere as the access now is rubbish for picking up parcels and if the Leeman Road shutting option is introduced then people will need to either drive through town via Lendal or come past the station front to collect parcels.	Yes	I think the note that layout of existing sidings and rail lines being incorporated into the design is a good idea and should be implemented. The space needs to reflect the heritage and link to the station and the NRM. However the council has already stopped a lot of the maintenance of current parks eg West Bank Park, so what are the plans for maintenance of this site in the future?	Yes	Yes	Yes	No	The current issues with the front of the station are caused mainly by the access to and from the short stay car park which is one way with no control and the taxis and changes to the access to the long stay car park. Traffic flow was better before all the changes were made. There is no need for Tea Room square to be pedestrianised if the station hall was improved and made a lot more inviting and controls were put on the car park entrance.	Yes
1158	I'm not sure	Don't know	Yes	It certainly needs to reflect the historic city and be in keeping with the area	Yes	Don't Know	Yes	No	No	Yes
1159										
1160			Yes		Yes	Don't Know	No opinion	No opinion		Yes
1161			Yes		Yes	Yes	Don't know	Don't know		Yes
1162			Yes		Yes	Yes	No opinion	No opinion		Yes
1163										
1164			Yes		Yes	Don't Know	Don't know	Don't know		Yes
1165	Main hall with its turntable and rail connections.	Temporary tents in which the extended collection is housed (i.e. diesels)	Don't Know	Should have a strong rail theme.	Yes	Don't Know	Yes	No		Yes
1166			Don't Know		Yes	Don't Know	Yes	No		Yes
1167			Yes		Yes	Yes	Yes			Yes
1168			Yes		Yes	Yes	Yes			Yes
1169			Yes		Yes	Don't Know	No	Yes		Yes

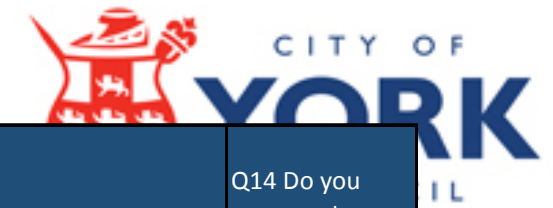
URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1170			Yes		Yes	Yes	Yes			Yes
1171			Yes		No opinion	Yes	Yes			Yes
1172	I'm not sure if it classifies as a building - but the road bridge accessing the old station site has significance, and should be retained.		Don't Know		No	Yes	Yes	No	The bridge should be retained. It has historical value.	Don't Know
1173										
1174			Yes		Yes	Yes	Yes			Yes
1175			Yes		Yes	Yes	No opinion	No opinion		Yes
1176			Yes		Yes	Yes	Yes			Yes
1177										
1178										
1179										
1180			Yes	wonderful	Yes	Yes	Don't know	Don't know		Yes
1181	Most and adapted	NO	No	Irrelevant	Yes	No	Don't know	Don't know	No	No
1182										
1183			Don't Know		Don't Know	Don't Know	Don't know	Don't know		Yes
1184			Yes		Yes	Yes	Don't know	Don't know		Yes
1185			No opinion		No opinion	No opinion	No opinion	No opinion		Yes
1186			Yes		Yes	Don't Know		Yes		Yes
1187										
1188			Yes		Yes	Yes	Yes			Yes
1189	Railway buildings		Yes		Yes	Yes	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1190		The proposed frontage of the museum should be changed to be more heritage and railway influenced not just metal and glass as per the drawings, that looks cheap and nasty	Yes	The proposed frontage of the museum should be changed to be more heritage and railway influenced not just metal and glass as per the drawings, that looks cheap and nasty	Yes	Yes				Yes
1191			Yes		Yes	Yes	Yes	No		Yes
1192	All Railway Related Buildings		Yes		Yes	Yes	No	Yes		Yes
1193			Yes	Landscaping should be sympathetic to the project.	Yes	Yes		Yes		Yes
1194			Yes		Yes	Yes	No	Yes		Yes
1195	I only dislike the new front of the museum. It could be a busgarage as well.		Yes		Yes	Yes	Don't know	Don't know		Yes

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1196			Yes		Yes	Yes	Don't know	Don't know		Yes
1197			Yes		Yes	Yes	No opinion	No opinion		Yes
1198			Yes		Yes	Yes	No	Yes		Yes
1199			Yes		Yes	No		Yes	the station is horrendous and before long there will be a fatality here.short term parking should be stopped and serious thought given to moving all traffic to the rear including taxis	Yes
1200			Yes		Yes	Yes		Yes		Yes
1201			Yes		Yes	Yes		Yes		Yes
1202			Yes		Yes	Yes		Yes		Yes
1203	all the existing main NRM buildings. ie great hall and station hall	the 'tent' in the museum yard is an eyesore	Yes		Yes	Yes	Don't know	Don't know	remove the more modern features and replace with those more in keeping with the historic structures	Yes
1204			Don't Know		Yes	Yes	Don't know	Don't know		Yes
1205			Yes		Don't Know	Yes		Yes		Yes
1206			Yes		No	Yes	No	Yes		Yes
1207			Yes	It will improve the immediate area around the museum	Yes	Yes	Yes	No	A thorough clean and try to bring back features and style from the original construction. The station should be an extension of the museum.	Yes
1208			Yes		Don't Know	Yes	No	Yes		Yes
1209			Yes	Very nice to introduce green spaces into the area	Yes	Yes	No	Yes	I believe the proposals to be the best use of the space	Yes
1210	The existing (Victorian) buildings are an essential part of the NRM's atmosphere. It would lose a lot of it's attraction if it were re-housed. Any additional buildings need to be in sympathy with the existing buildings in terms of their scale and appearance, even if they are not constructed from brick.	Can't think of any.	Yes	This will be a once in a lifetime opportunity for York to develop pedestrian access and that has to be an excellent outcome.	Yes	Yes	No opinion	No opinion	The front of the station is capable of re-development to allow less obtrusive access for taxis. In my view the current situation where pedestrians have to cross a through route for Taxis has inherent dangers for visitors, particularly those from abroad.	Yes
1211			Yes		Yes	Yes	No opinion	No opinion		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1212			Yes		Yes	Yes		Yes		No
1213			Yes		Yes	Yes	No opinion	No opinion		Yes
1214		There should be no tall buildings in the development! These are totally inappropriate for York.	Yes	The park and open green space should be as large as possible.	No opinion	No opinion	Yes	No		No opinion
1215	The Railway Institute building		Yes	A greenbelt for wildlife	Yes	Yes		Yes	Move bus stops to an interchange at the back or side of the station	Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1216			Yes	It will be much more beneficial to have a park in this situation rather than an major road, as now. Residents (both new and existing) will benefit hugely, and it will provide another green space near to the city. It will continue the gradual process of greening the city and keeping traffic to a minimum.	Yes	Yes	Don't know	Don't know	The station approach is a mess as I think all would agree! Buses and taxis and short stay parking all need reorganisation and it would be very beneficial if people did not have to cross the main road to pick up a bus. With a new entrance at the West side some of these problems will be solved, but a rethink will still be necessary. The idea would be that the road is no longer a main/through road and just gives access to the station, but not sure how this could be achieved... or maybe a one-way system right around the station, using the new road at the back too.	Yes
1217	Leave it as it is and spend the money on a) putting existing dis used office blocks back into use b) improving Hopgrove and outer ring road to solve some of traffic problems (also 2 new bridges over river would help traffic flows)		No	What about Piccadilly area, which has been ear-marked for redevelopment for over 20 years?	No	No	Yes	No	Leave as is	No
1218			Yes		Yes	Yes	No opinion	No opinion	just better access and egress so traffic/ taxis flows easily at busy times.	Yes
1219			Yes		Yes	Yes	No opinion	No opinion		Yes
1220			Yes		Yes	Yes	No opinion	No opinion		Yes
1221			Yes		Yes	Yes	No opinion	No opinion		Yes

URN	Q6 Are there any buildings which should be retained?	Q7 Are there any buildings which should be removed?	Q8 Do you support the proposal to create a linear park through York Central?	Q9 Do you have any comments on the landscape principles?	Q10 Do you support the creation of a new public square on the west side (the rear) of the station?	Q11 Do you support the creation of a new public square on the east side (the front) of the station by reorganising buses and taxis?	Q12 Do you agree with either of the following options to reorganise Queen Street?		Q13 Do you have any comments on the proposals for the station or thoughts on how the front of the station could be improved?	Q14 Do you support the creation of a new public square and events space outside the National Railway Museum?
							Option 1: Keep Queen Street bridge	Option 2: Remove Queen Street bridge		
1222			Don't Know	Look ok			Don't know	Don't know	The current situation is TERRIBLE with taxis, drop off, pick ups, short stay, vehicles all in each others way. This must be resolved in any development.	
1223	The Great Hall with its turntable is particularly important	Queen Street Bridge	Yes		Don't know	Yes	No	Yes		Yes
1224			Yes		Yes	Yes		Yes	I personally think the current train station facade lacks interest...over the years development and focus seems to be on transport links and the heritage and interest in the station facade has been lost. Softening up with landscaping and lighting would be good	Yes

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
171	No	Q14 - Only yes if it's compatible with keeping Leeman Road open, ie a modest space. Q15 - No if you mean closure of Leeman Road. Q16 - cannot see that the NRM has any likely link to the development site - other than possibly as a means of cars accessing it - and how that is proposed is not clear. To repeat, the most important thing is to link the NRM and the rail station to the city centre with a new pedestrian bridge to retrieve congestion on Lendal. NRM sites could be linked by building OVER Leeman Road; after all, high vehicles are already restricted by low bridge. How do visitors by car get there?		Yes	Q17 - not clear what you mean Q18 - yes mostly, see below Q19 - A new pedestrian bridge is required alongside (or near) Lendal Bridge. This would provide the single most important improvement to pedestrian access from this side of the city.	Yes				Closing Leeman Road would seriously impinge on the local existing residents freedom of movement - especially the ability to get into the city centre, or even to the sorting office. Access to Holgate Road = not a good spot = traffic already backs up to this location on a daily basis - can an access at the existing traffic lights beyond the new(ish) offices not be explored? Holgate Bridge; already an existing bottleneck, tho' perhaps an extra pedestrian bridge would allow for 3 lanes over it?
172	No		Yes		A cycle route should be retained through the NRM site (on line of existing Leeman Road); if only to make sure that there is an alternative route avoiding a flooded riverside pathway.		Yes			It seems unwise to close Leeman Road underpass only during daylight hours. Surely it needs to be closed at the time of the greatest west side use of the station, i.e. when workers are coming to and from trains. eg up to 10 am and after 4 pm. Might as well have complete closure to car traffic - to avoid confusion.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
173	No	Q15 An alternative route , yes, but not complete close of the section of Leeman Road outside the NRM to traffic. 14/15 I can see the attraction of giving more space to the NRM. As a disabled, elderly person living in the Aldborough Road area off Leeman Road "re-routing" (closing Leeman Road) it would cut me off entirely from visits from family and helpers coming from York City centre to assist me. If "re routing" Leeman Road affected public bus services, this would also be a major problem to elderly and disabled people living in this area, including me. It would not assist "connecting communities" in this area to cut off our only route of access from the city!	Yes		17 - Yes but more needs to be don. 19 - It is a good idea to build a cycle / pedestrian bridge over the railway to the existing walk / cycle path alongside the River. However, this will increase / cause congestion at the junction. There is not a decent foot / cycle bridge over the river, which is much needed, and could be part of the plan or an additional work to enable sustainable travel from the site. My house is next to the cycle / footpath along Cinder Lane (opposite the Vicarage Garden). More surveys / calculations been made to evaluate the increase in pedestrians / cyclists along this route? It cannot take huge amounts of traffic at peak times. Bear in mind that the river route floods. I also suspect that car parking restrictions (eg residents parking badges) will be necessary in the residential areas at the end of the walk / cycle route in the Leeman Road, Cinder Lane area.	Yes				These options do not include the "restricted use of the Western part of Leeman Road to provide access to existing properties and the NRM only". An alternative route to Leeman Road is necessary, as is some restriction to increasing traffic along Leeman Road / Salisbury Road area. However, the ideal solution (previously planned) is to take traffic to the top western point of the "teardrop" or at least build a road which could later link to the Water End, thus reducing traffic along the Salisbury Road section. (Remember the railway bridge from Leeman Road will not take high vehicles and an alternative route is required for maintenance, repair and in case of accidents.)
174	No		No opinion	Don't Know	I cycle into York when I can so any improvement to cycle routes into York from my area (Shipton Road) has my vote. One comment I would make is that when the river is in flood I cannot use the riverside route. If we could use a route from the inner / higher flood bank at the back of York Cricket Club through the Homestead Park (Joseph Rowntree Trust) onto Water End (only during high river levels) this would be good.	Yes	Don't know	No	No	Leeman Road must be kept open to all traffic even if it is re-routed, Bootham and Poppleton Road cannot cope with this extra traffic especially with future traffic to or from this plan will use Poppleton Road.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
175	Yes	I agree that the NRM should be allowed to expand and provide a world beating facility which York and the UK can be proud of. It is currently well on the way but current restraints are a handicap. The quality of the connectivity between the NRM and the station and other adjacent transport links needs to be improved. Ideally the provision of covered / sheltered walkways should be allowed for in the Masterplan. No mention is made of the impact of previous proposals to put barriers at all entrances to the station, which could impact on connectivity between the transport interchange on the east side and the NRM etc on the west side. The Marble Arch tunnel is a significant and currently not too pleasant detour.	Yes	Yes	I support the proposed approach and the proposed routes in principle. No mention is made of York's increasing susceptibility to flooding and pedestrian routes should be put on alignments that will avoid existing and future flooding. A prime example is the need to provide links on both sides of the river which provide direct links to the Scarborough Bridge crossing (hopefully an improved bridge crossing) and which would be usable when the Ouse is in flood.	No	Yes	Yes	No	I strongly support measures to reduce the flow of traffic on Leeman Road and to control traffic movements through the underpass (Marble Arch Tunnel). I would support a measure not mentioned that the Tunnel be declared a Zero Emission Zone which would not only improve Air Quality in this area but also may encourage motorists who need to get into the town centre area to use Zero Emission vehicles, hence improving air quality elsewhere. There is mention of a new Holgate Road link. I would like to see details of the proposal at an early stage to ensure that it is feasible and to allow potential issues to be addressed. Unfortunately it is not uncommon to find access issues not resolved until it is too late. Consider providing a people mover of some sort (possibly an upgrade of the existing NRM/Minster train) to link the station and the main attractions in the city centre.
176	Yes		Yes	Yes		No	Yes	Yes	Don't know	New roads generally lead to more traffic.
177	Yes		No opinion	No opinion		No	No	Yes	No	Option 3 is the 'least worst' option
178	Yes	NRM, as the largest rail museum in the world, deserves a much grander entrance and approach than at present. The diversion of Leeman Road would allow comprehensive re-modelling of the facility. Marble Arch is a problem. The pedestrian tunnel needs massive improvement (new paving, walls / ceiling, lighting, displays etc). The idea of having rails running out into the public areas to allow engines etc to go on display outside is great.	Yes		Pedestrian/cycle routes are required for: a) to get people from A to B and b) as a leisure amenity. a) The existing route in Salisbury Terrace and the riverbank is the obvious main route into town from the NW suburb. The linear route from Holgate Road to the river bank will be a great benefit, better alternative (especially for cyclists) to using Holgate Road / Blossom Street) for people from Acomb. b) Amenity routes obviously in connection with linear park, public squares and other green areas, but pedestrian and cyclists not mutually inclusive. Cycle paths should be restricted to type a) use to avoid conflict.	Yes	No	No	Yes	Leeman Road should be diverted around NRM. Opportunity should be taken not to reconnect at the railway bridge but continue diversion to NW corner of site and connect to Water End. This would remove traffic from terrace house streets. Leeman Road should be open to private cars at all times - it should not be considered a "rat run". To close it off would put more pressure on Bootham / Clifton and Poppleton / Holgate Road. Commercial / industrial vehicles serving new development should be restricted to access from the new bridge only.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
179	Don't Know	Q.14. I do believe the space in front of main doors on Leeman Road is fine - however what you do with older buildings across the street is food for thought. Q.15 Don't know - not sure Q. 16 I believe the Rail Station and the Railway Museum should stand on their own. These are York's and should not be part of "mini city".	Yes		Unfortunately have not seen them so can't comment.	No	Yes	Yes	No	This city needs some new roads!
180	No	See our notes Question 3 e.	Don't Know	Don't Know	17 and 18 - insufficient information to give definite answers.	Yes	No	No	No	See 3 e.
181	Yes		No opinion	No	I would like more information.	No	Yes	No	Yes	
182	No		No	No	I live in Cleveland Street and we do not want the proposed cycle routes down our street. I have spoken to 15 people, the other people I have not seen to speak to. We have enough problems with people parking who do not live in the street but park and then go to work or shopping. We also object to the road crossing the top of the street. We will lose the basketball court, the community garden, play area where the children picnic in the summer months. We also do not want the noise, sight or smell of traffic	Yes				
183	Yes		Don't Know	No		Yes	Don't know	Don't know	Don't know	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
184	No		No	No	Cycle routes waste of money.	Yes	No	No	Yes	
185	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
186	Yes	It is important that London does not claw back some items from the Museum!	Yes	Yes	Glad to see connections across Scarborough rail bridge and the cycle route north past St. Barnabas church/Jubilee Terrace.					

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
187	Yes		Yes	Yes	New footbridge / cycle bridge over railway is good. Good links for cycling is essential.	No	No	Yes	No	
188	Don't Know		Yes	Yes		No	Yes	Don't know	No	
189		Q14 - prebably yes, but require more information. Q15 - Probably yes, provided residents' interests are protected.	Yes	Don't know	Q17 - yes, but requires better public transport than proposed (see Letter 10, section 1)	Don't know	Don't know	Don't know	Don't know	
190	Yes	More specifically.	Don't Know	Don't Know	I have concerns that the area known as "Leeman Road" or at times "The Island" will become more cut off if our routes out are to be reduced.	Yes	Don't know	Don't know	Don't know	See previous page.
191	Yes	Spaces need plenty of seating - especially for expected increase in elderly and shelter from the wind and both shaded and sunny areas - try not to result in "windy" corners. Ban dogs.	Don't Know	Don't Know	I would make as much as possible pedestrian only. Pedestrians and cyclists need the shortest routes possible. Therefore at least allow pedestrians through expand NRM. The riverside route has not been an option for many days this winter due to flooding.		Yes			Help! If more traffic is pushed onto Bootham.
192	No		No	No		Yes	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
193	Yes	Yes - the availability of a tramway system will be an additional "tourist incentive" to alight at the NRM!	Yes	Yes	Commuter traffic density needs to be radically reduced, both across and around York. A tramway system of suitably 'green' design will do this. Fortunately the area around York is relatively flat too. Q. 19 I merely wish to add that traffic air pollution in York is already relatively severe. Because it is not easily dispursed. Asthmatics have a hard time in York and we asthmatics all suffer from conditions that lead to a shortened natural lifespan. Pedestrian and cycle routes alike will become far more enjoyable and safe to breathe in only when and if traffic air pollution is radically reduced right across the city. As a heritage site, a major tourism attraction, York should see traffic air quality as a major target for funding (go to Dijon and observe the pleasantness of the air, and the enhanced attractiveness of the city for visitors!).					Yes, all this is part of a major problem that, apart from encouraging electric cars and buses - York has failed to act effectively on, thus far. Let the Teardrop site be the start of the new, sustainable and environmentally friendly tramway scheme for the historic city. A simple suggestion - Scarborough Bridge (being a rail bridge) is ideally suited to be additionally used by a tramway, which has to cross the Ouse somewhere!
194	No	There is too much traffic that uses Leeman Road, if you re-route going left after going under Marble Arch then you will have to have a zebra crossing for people to get to the NRM etc. This will create a traffic jam of biblical proportions.	Yes	Yes	My only concern would be the cycle route going towards Lendal Bridge. On the map it would appear to approach the bridge going against on-coming traffic. The roads are too narrow to have a dedicated cycle lane.	Yes	No	No	No	I agree with the proposal that York Central should be for buses, taxis, cyclists and of course pedestrians only. But there is a lot of traffic that uses Leeman Road itself. If you divert all that to Clifton Bridge and Holgate Road then these 2 roads will be worse than the M25.
195	Yes		Yes	Don't Know		No	Yes	Yes	Yes	Unless Leeman Road is restricted the new Holgate Bridge will be under-utilised.
196										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
197			Yes	No	Cycle and pedestrian routes to accommodate desire lines based on adequate research. A spine cycle route could help to eliminate customary devious routes cyclists currently face. Spatial planning of this site should bring forward radical measures to tackle climate change, low carbon uses and a 'garden city' ambition.	No	Yes	Yes	No opinion	
198	Yes	Make access via railway station easier	Yes	Don't Know	At all times maximise pedestrian and cycle movement	Don't know	Yes			
199	Yes		Yes	Yes		No	No	Yes	No	The underpass may be redundant. Only single-deck buses can negotiate the bridge beyond the NRM. Where will the NRM car park be? Where it now is? Cars may travel from Holgate towards Clifton Bridge or around Queen Street and over Lendal Bridge and it is unlikely that many will use the underpass (perhaps access for emergency fire / ambulance only).
200										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
201	No	The NRM is important, but must not denigrate the rest of the proposals.	Yes	Yes	No	Yes				The proposed bridge outlet onto Holgate Road is already gridlocked at busy times.
202	Yes		Don't Know	Don't Know		Yes				
203	Yes	Improved public approach to the complex would be of real benefit. This could be through the station - an obvious connection - but do reduce traffic flow across the front of the redeveloped complex. Buses, and perhaps trains, yes, but not private vehicles. A square in front of it would be advantageous but not likely to be attractive October - May given the weather and museums are more likely to be used in Winter. Let's make the most of this great facility.	Yes	Yes	Roughly the right routes are identified. I strongly favour a route down to the river and along the park, but is this accessible when the river is in flood? Is it safe after dark? The Marble Arch underpasses must be improved. They are bordering on a disgrace to the city.	No	No	Yes	No	Q. 20 - Option 3. - If diverted. Q. 21 Remove Leeman Road as a through route for all but buses and re-route these around the Railway Museum. However, double deck buses cannot use this route and I favour not splitting but dropping off points at the station - all in one 'pay station' which logically should be on the east side. Park & Ride buses might be acceptable to the west.
204	No		Don't Know	Don't Know		Yes	No	No	No	
205	Yes		Yes	Yes		No	Yes	Yes	No	
206										

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
207	No		Yes	Yes						
208	Don't Know		Yes	Yes		Don't know	Yes	Yes	Don't know	Must have the bus stop retained in Kingsland Terrace with a reasonably short journey into the City.
209	No		Don't Know	Don't Know						
210	No		Yes	Yes		Yes	Yes	No	No	
211	Yes		Yes	Yes	I think so, but not fully sure.			Yes		
212	Yes		Yes	Yes		No	No	No	Yes	Double Decked Buses cannot travel through Marble Arch Bridge. Therefore one has to consider carefully, which bus routes are to be diverted. One might envisage routes 10 (Poppleton) and 59 (Park & Ride) being diverted over the New Bridge from Holgate Road; with the 24 being sent along Salisbury Road - restoring the link to Acomb shops.
213	Yes	Please consider the wider range of people who appreciate visiting the NRM throughout the year.	Yes	Yes	Longer or more awkward routes discourage use.	No	Yes	Yes	No	Bus lanes?
214	Yes	Improve access to NRM for West side of Railway Station and from Holgate Road	Yes	No opinion		No	No	Yes	No	Nasty bend at Northern end of New Bridge over the Railway Line needs a re-think.

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
215	Yes		Yes	Yes				Yes		
216	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
217	Yes		No	No opinion		No opinion	No	No	Yes	Leeman Road and other routes into the city are busy enough as it is, closing Leeman Road to through traffic is crazy. You won't get people on public transport until buses are better value and run more frequently and other routes into the city are wider to accommodate more traffic. You can't grow a city and have less traffic.
218	Yes		Don't Know	Don't Know	Q.17 Concerned about acces to / from St. Peter's Quarter for residents in cars. Leeman Road is a major arterial route in the city, where will all this traffic go, bearing in mind, Water Lane is a highly polluted area already?	Yes	No	No	Yes	For residents on Leeman Road, getting through town is going to take a longer route and longer time. Also, what about visitors to York who will not know where they are going, they will end up causing congestion as they try and find a way to NRM, Station etc.

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
219	Yes	NRM needs to have more consideration for its neighbours than it has in the past. The extortionate cost of parking has forced visitors to seek free parking in neighbouring streets where parking is for residents only. This has, on occasions resulted in residents being verbally abused and threatened. The NRM must address the need for an adequate number of parking spaces provided at a reasonable cost.	Don't Know	Don't Know	Q. 17 Consideration needs to be given to closing / restricting access to one of the main arterial routes into the city - this would inevitably move more traffic onto already congested routes. Q. 18 Too much focus on cycle routes. Agree there should be pedestrian routes and they are in the right place, however these routes should be free from cyclists.	Yes	No	No	Yes	York Central is the area of land with Leeman Road on its periphery. Leeman Road is a main road into the city and beyond. The development of property and business will inevitably require a greater road network rather than a restricted one. Proposals 1. and 4. offer the greatest options for traffic management and movement across the city rather than making unnecessary restrictions that will only impact elsewhere.
220	Yes	Any expansion of the museum involving re-routing of Leeman Road should also include direct cycle, mobility scooter and pedestrian access to Marble Arch area.	No	Don't Know	Create local rail stations e.g. Poppleton Road / Water End to give a rapid transit access Integrate with British Sugar site development by providing cycle routes to outer ring road		Yes		Yes	Reisents of Leeman Road should not have their road access to Memorial Gardens area restricted, although their route should be diverted round the National Railway Museum.
221	Yes	Picture on p20 shows ideal approach to NRM - great improvement	Yes	Don't Know	Sorry we have to retain the dreary Marble Arch - the road floods. Can you do anything?	Don't know	Don't know	Don't know	Don't know	Sadly, if Leeman Road is closed to vehicles, what plans have you for diverted traffic? What main roads will have a bottleneck because of diverted traffic? We cannot 'wish away' cars, especially as you are planning massive increase of 1,000s in population.
222	Yes	14. But no street food catering units or outside tables/chairs only adds mess and not classy entrance. 16 - Try to create a more "integrated access" between York Station and NR Museum in terms of visitor flows. Make NRM more accessible for older people on foot and the disabled. Where feasible the primary access route should ideally be converted to cope with "all weathers".	Yes	Yes	1. Safe and secure cycle parking provision needed with changing / locker facilities - could be a city centre cyclist parking hub to include daily workers to the City of York. 2. Integrated access for Station and NRM pedestrians. Good lighting for out of hours and night time.	Yes	No	No	No	1. Leeman Road Community still needs car access to the City of York and the University and outer districts. 2. Electric circular bus service into York City Centre business and shopping area.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
223	Don't Know		No	Don't Know	I'm concerned about 'minimising on-site car parking' - we have to accept the need for proper provision for people who use cars - and will continue to do so.	Yes	No	No	Yes	See previous comments.
224	No		Yes	No		Yes	No	No	No	
225	Yes		Yes	Yes		Yes	No	No	No	There has been little thought to the need for Royal Mail vehicle movements, taxi and contractor / tradesmen's vans and other essential ways of getting to this site.
226	Yes	Marked paths (see answer to Q13) from NRM to city centre main visitor sights, railway station, bus stops, theatres etc. More points of interest to increase visits, footfall, e.g. live performance, buskers encouraged, heritage info and sculptures reflecting York's character and history. Allow flexibility for local enterprise to develop.	Yes	Don't Know	18. Cycle and pedestrian routes need to be considered as part of the wider picture, as well as providing good, safe and direct local links. Link with long distance paths sustrans and ramblers' paths.			Yes		
227		1. Ecology - preservation and protection 2. Accessibility for elderly and disabled, the pregnant and families with very young children 3. More seating places	Don't Know	Don't Know		Don't know				Accessibility for elderly and disabled and those who are pregnant and those with very young children.
228	Yes	Re-route Leeman Road so the Railway Museum is on one site, with no traffic cutting it in half. Provide new single line railtrack around the whole teardrop site for steam locos from Railway Museum.	No opinion	Yes	No tunnels under railway, always bridges over (vandalism, safety, etc) Bridges could be features.	No	No	No	No	Leeman Road closed.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
229	Yes	I feel the National Railway Museum will benefit greatly from the proposed expansion, as they will be able to display items currently in storage. Also it will return vacant / Listed former Railway Buildings to continued rail use. The NRM will also benefit from improved connections with the city centre / railway station. Important that new development maintains Heritage assets / Listed buildings. Support continued rail connections to NRM.	Yes	Yes	I am not a cyclist but identify requirement. Improved access to / from NRM, city centre and rail station is important. Closure of Leeman Road to through traffic: at present used as a 'rat run' and no HGV / PCV access due to low bridge. Support relocation of Royal Mail / Parcelforce depots to single combined site - reducing traffic. Support bus stops on west of rail station.		Yes			I prefer Option 2 as it will remove the 'rat run' and through traffic. Support pedestrian access through NRM. Need to redevelop west side of station, allowing space for bus stops.
230	Yes		Yes	Don't Know	18. Not sure - the bridge at Holgate - Holgate is very congested already and the Blossom Street traffic light is a bottleneck. I wonder how that would pan out? 19 - I agree the Marble Arch is horrible and look forward to anything that makes it better. Could we get to the bridge over the river without going down to ground level? It's always seemed odd that you go back and forth to get down, then along a funny dark alley, then up steep steps to get to the bridge over to St. Mary's car park. I hope there will be lots of signs, and tactile pavement guidance for the centre of pavements for white cane users. A raised line is all it needs.		Yes			
231	Don't Know		Yes	Yes			Yes			
232	Yes	However, road access from Water lane into the city centre still needs to be possible and access needs to be good for deliveries to the new housing.	Yes	No opinion	18 - Impossible to say until detailed housing layout is known. 19 - New road bridge from Holgate Road makes very good sense, but please extend this link to Hamilton Drive East to allow vehicles and cycles to avoid steep hill at the end of Hamilton Drive East.	Don't know	Don't know	Don't know	Don't know	Restricted access at closure of Leeman Road is OK if there is good road access through the whole site from Holgate Road to Water Lane.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
233	Yes	National Museum so should be given appropriate premises - ease of access.	Yes	Don't Know	Plans were a little confusing - need more clarity as to the key optional routes.	No	No	Yes	Yes	If Leeman Road is closed then alternative access routes must have greater traffic capacity.
234	Yes	Support the proposal to enlarge the space used by the NRM and to allow it to expand as one site.	Yes	Yes	Please can the existing pedestrian / cycle bridges at Scarborough Bridge and St. Paul's Terrace be replaced by widening foot/ cycle ways with no steps. Please can existing through traffic in Leeman Road housing be eliminated.					
235	Yes		Yes	Yes		No	Yes	Yes	No	
236	No		Yes	No		Yes	Yes	No	No	The new road bridge to the Fox will add traffic to an already congested junction. access would be better at Holgate Business Park further up Poppleton Road. At the Fox LOGJAM already occurs when 2 buses are uploading passengers either side of the road. The new pedestrian route from Leeman Road / St Peter's Quarter is not a flat level route (footbridge over E.C.M.L.) - what about parents with buggies? Although not ideal, the present Leeman Road is a "flat level" route i.e. no stops.
237										
238	Don't Know	No.	Don't Know	Don't Know	No.	Don't know	Don't know	Don't know	Don't know	No.
239	Yes		Don't Know	Yes	They must be as well as roads for cars and vans, not in competition with them and making driving more difficult.	Yes	No	No	No	The words "rat run" are insulting to commuters who need to use the route. Not everyone can cycle or use a bus.
240	Don't Know		Yes	Don't Know		Yes	Yes			
241	Yes		Yes	Yes		Yes	Yes			

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
242	Yes	The National and world famous National Railway Museum should be considerably improved. It serves an important tourist draw, it is a gem that deserves to be fully incorporated both into the city and to its gateway, the station. Both are icons of York, treat them as such. Take the opportunity to do full justice to a transport segment of York an interchange each serving the other and timed like the Swiss know how to do to best treat its visitors.	Yes	Don't Know	Just incorporate them properly into the total scheme without giving them undue preference.	No	Don't know	No		Close Leeman Road as a through route.
243	Yes	14 to 16 If Leeman Road cannot be put under the new railway museum square through a tunnel, then there should be a connecting loop round pas the new west entrance to the station.	Don't Know	Don't Know	17 to 19 If you wish to promote cycling as a way to as well as through the new development you will need first to do a lot more to improve cycling in York itself. Most of the roads into York are dangerous and where there are cycle lanes they are too narrow for safety or indeed to be defined as proper cycle lanes. The inner ring road is murderous and yet there are very few cycle routes across the city. For example, instead of the architecture of the Minster piazza suggesting how the space might be divided between pedestrians and cyclists, the markings are such that pedestrians see no need to take precautions or share the space. If cars are pushing cyclists off roads outside the walls and pedestrians are pushing them off (sometimes literally) inside the walls, what hope is there for encouraging people to cycle to the station? A start could be made by improving the Scarborough Bridge crossing for use by cyclists and push-chair pushers instead of only by weight lifters; and the path could be made through straight on to Platform 4 instead of the (admitted improved) entrance into the area which you are about to make pedestrian only.	No	No	No	Yes	20 to 21 My preference for Option 4 will be clear from the above. Leaving a way for through traffic from Leeman Road to the Salisbury Road area will enable easy access to both sides of the station by car. I cannot see that it will substantially increase the amount of through traffic - there will be more traffic down Salisbury Road but that will come from the west along the new Holgate Bridge route to Water End, traffic from the east forced to go right round through Clifton will add to the Salisbury Road traffic and more than replace any that might have come right through now. For how to cut private car traffic without closing roads, see 4 above.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
244	No	Yes - York's most visited attraction because entry is FREE. Contrast Minster, Art Gallery!			Your maps sees use for heavy goods for both traffic routes (eg Leeman Road) and also for pedestrian / cycle routes (eg riverside path to Salisbury Road). Very confusing.	Yes				I can't reconcile the maps on pages 22 and 24. What do the "bus gates" do? Hold up the traffic (cars, taxis, HGVs, as well as buses? Cause delays and congestion.
245	Yes	As noted, the NRM is a significant draw to York and its economy. I agree with what is proposed to enhance the approach to the NRM.	Yes	Yes	In general, yes - any enhancement to pedestrian and cycle routes away from buses and other large vehicles is to be welcomed (taking not of the measures in place elsewhere i.e. Amsterdam, would be an advantage).	No	Yes		No	Bearing in mind any previous comments, I am happy to leave it to the experts.
246	No		Yes	Yes		Yes	Yes	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
247										
248	Yes		Yes	Yes	Reply item 21 applies apart from vehicles.	No	No	Yes	No	Part applies to item 19. Adequate and acceptable access for pedestrians, cyclists and vehicles needs to be provided to St Peter's Quarter from West and particularly East when access from Leeman Road via National Railway Museum is restricted or prohibited. As an alternative I would accept Option 4, which continues security and exclusiveness of National Railway Museum site.
249	No	Why should the residents pay for any alterations and land grab by the Railway Museum.	Yes	Don't Know		Yes	No	No	No	Traffic needs to run freely - less traffic lights
250	Yes	No	Yes	No opinion		Yes	Yes	No opinion	No opinion	No
251	No	NRM is a key partner in this development and should be encouraged and supported in their participation, in whatever way. Creation of new public square and events space outside the National Railway Museum - is this worth delivering a main road to meander around residential areas?	Yes	Yes			Yes			Improve Leeman Road underpass to make it safer and brighter and more accessible for pedestrians.
252	Yes		Yes	No opinion		Yes				

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
253	No		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
254	No		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
255	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
256	Yes	No	Yes	Don't Know	No.				Yes	No - but see the 1945 plan for major routing of York traffic and expand imagination.
257	Yes	No	Yes	Yes	No.	Yes			Yes	No.
258	Yes		Yes	Yes		No	Yes	Yes	No	
259	Don't Know		No opinion	Don't Know		No opinion	No opinion	No opinion	No opinion	
260	Yes		Yes	Yes	Must improve riverside path - not enough width currently for pedestrians and cyclists. Must improve Scarborough Bridge to provide level step-free access over it. Must provide pedestrian-friendly gateway from Station to, and between, NRM and city centre. Tourists like York because it is a walking -friendly city (in parts). Let us capitalise on that.			Yes		I don't mind losing a small amount of cycle provision (being a cyclist) to make sure development is pedestrian-friendly, and not car-centric.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
261	No	Q. 14 Yes. The existing space can be tidied up but should not lose its 'railway' character. It should be noted that the weighbridge and office are Listed Grade II. Q. 16 An exhibition in the Museum exhibiting and explaining the original purpose and function of the York Central site would make the connection between the interior and exterior of the Museum. The Urban Panel at CABE and English Heritage visited York in 2003 to inspect the newly available 'brown field' sites at York Central and at Hungate. Their report includes comments on the York Cental site and says the Museum has real potential to fulfil the aspiration for "animated public spaces". It continues by saying that its "reinforcement by other cultural assets of value to residents can lead t the development playing a real part in the life of the City. The commitment... to York Central being thoroughly interconnected to the old city and surrounding residnetial areas can thus be achieved. The Panel stressed the importance of this aim coming to fruition" (paragraph 15). The national story of railway development is told in the Museum and exemplified by exhibits connected with George Stephenson and Mallard. George Hudson and GT Andrews should be recognised for the vital part they played in "making all the railways come to York". The spread of the railway out of York in the nineteenth century is the story of much of the City's industrial history and could not be communicated to local people in a better place than the National Railway Museum.				Yes				Any new highway crossing York Central from Holgate Road over a new bridge to link up with Leeman Road must avoid the Albion Iron Foundry adjacent to Carleton and Carlisle Streets. Since the loss of the Phoenix Foundry what is left of the Albion Foundry is all that remains of York's railway-related heavy industry. Its retention will commemorate this activity and act as a visual link with historic uses of the site and will be in accordance with the Objective and intention relating to the Heritage as discussed in answer to Question 4 above. The building/s also have some architecturl merit (see 'Audit of Heritage Assets', p 43).

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
262	Don't Know	Unsure how Leeman Road is re-routed. I'm not against it if it doesn't send more traffic along Poppleton Road and Holgate Road which is already a very congested road into the city. Leeman Road needs to be kept as a major route into the city from the West side, otherwise Bootham and Holgate Road will suffer.	Don't Know	Yes	I think a new bridge for pedestrians and cyclists is good but not for cars or buses. The junction proposed to where the link joins Holgate Road would cause even more congestion at the junction of Poppleton Road, Acomb Road and Holgate Road. There is just too much happening near that junction. There is a bus stop which prevents traffic moving when the bus has stopped. Traffic backs up at the lights even when on green. There is also a cycle/pedestrian crossing at the same point and the Wilton Rise Junction. Too much is happening in this area which causes congestion.	Yes				Leeman Road needs to stay open for traffic so as not to cause congestion to Bootham, Holgate Road and Blossom Street, which are already congested. A road and bridge would be better taken across from the Holgate Park Junction off Poppleton Road causing less congestion near the Acomb Road, Holgate Road Junction.
263	No	Leeman Road closure for Museum to Expand - where is the traffic to go! We need a count of traffic using Leeman Road, especially morning and evening. How will Network Rail and Freightliner wagons get to Network Rail depot? Garfield Terrace and Livingstone Street. Most certainly can not take big wagons - too narrow - corners impossible to manoeuvre. Royal Mail vans and wagons will not have short access to West York. If closed this traffic will have to travel along Lendal Bridge on to Bootham - already congested areas or Holgate Road - already congested area. For residents of Leeman Road - Post Office closed. Barclays bank closed so we have to travel into city for shopping and pension. If we have no bus route do you intend to send buses on to Holgate Road or Bootham? How long would this would this journey take?	No			Yes	Yes	Don't know	No	
264	Don't Know			Don't Know				Yes		

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
265	Yes		Yes	Don't Know	I'd be very happy if more weight could be given to pedestrian routes and ensure that pedestrians are in no danger from speedy cyclists! At the moment in York I think pedestrians are far more likely to be hit by cyclists than motorists. Cycle lobby is so strong that the poor pedestrian is often very much the 'poor relative'.	Yes	No	No	No	Don't know how Poppleton Road and Holgate Road will cope with the additional traffic coming in and out of York Central via the new road / road bridge. Are some buildings / houses going to be removed to accommodate this new road? (Apart from the ones indicated on the plan.)
266	Yes		Yes	Yes	Seek the opinions specifically of cycle groups in York - they will be the most important and informed voice			Yes		
267										
268	Yes	Should become a natural part of York central using exhibits from the museum in the open spaces to bring the museum outside	Yes	Yes		No	Yes	Yes		
269	No		Yes	Don't Know	Keep cycle route access from leeman road to town and station via the river route	Yes	No	No opinion	No	
270	Yes		No	Yes		Yes	No	No	No	marble arch is avital route into the city and a link rioad should be built to the RSPCA
271										

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
272	No		No opinion	Don't Know		Yes	No	No	No	
273	No opinion		Don't Know	Don't Know		Yes				Yes. Object to proposed access from Holgate Road. New bridge will be too steep (pollution) and too close to existing houses. Better acces through Holgate business park. Existing clear space and option for more gentle rise to new road bridge. Also more space for roundabout and traffic flow
274										
275										
276	No	Wish the entrance would blend in better with the brick building next door Why not have brick railway arches? Make it look more connected to the railway.	Yes	Yes		Don't know	Don't know	Don't know	Don't know	Do not know how things will work if more cars are encouraged to the area? Especially if Leeman road is closed.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
277										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
278	Yes		Yes	Yes		No	No	Yes	No	
279	No		Yes	Yes		Yes	Don't know	No	Yes	
280	No		No opinion	No opinion		Yes	No	No	No	Soon we won't be able to drive anywhere!
281	Yes		Yes	Yes		No	No	Yes	No	
282	No opinion									
283	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
284										
285										
286	Yes		Yes	Yes				Yes		The options given here are not as full as the document so it is not clear whether the options are as defined here or on pages 25/6. I would like to see a significant pedestrian route through the Railway Museum (as Option 2)
287										
288	No	I think York national museum could stay the same.Could have more community meeting places.I am sick of costa coffee shop allowed to open in that area.Keep the station as it is	No	No	Cyclists are dangerous.there is to many in York.Like the floods You have no idea on how to run a council.Have proper cycle tracks like the Dutch.Have proper flood defence like the Dutch then talk about improvement.	No	No	No	No	Buses in the city are a Nuience to many of them.why not have smaller buses why have those big things.its bullshit.

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
289	Yes	The closing of 'old' Leeman Road will need to be managed carefully as there will be a number of residents in the area between the NRM and Water Lane who will have major issues trying to move along Bootham and Boroughbride Road at rush hour traffic. Especially as around 8am Leeman Road starts to fill up with people coming from Water Lane who seem to be heading over Lendal Bridge - presumably these are drivers trying to avoid waiting on Bootham to get onto Gillygate or the end of Bootham near the city walls.	Yes	Yes	The route linking to the path by the river near Scarborough Bridge will have to take into account that part of the path floods at around 3.5m @ Viking Recorder. It would be sensible to ensure that the expected traffic on these routes won't cause the others to start backing up when the river is that high. The riverside path is typically unpassable around 3/4 times a year				Yes	As mentioned earlier shutting Leeman Road off will cause a great problem to the residents between the NRM and Water Lane when they need to go into the city centre by car. For myself when I need to use the car to go to work the shorted and fastest route is via Leeman Road and the city centre. Forcing me to go around onto Borobughbride Road or use Bootham will just cause even more chaos at the road junctions on those routes. Given people use Leeman Road to avoid Bootham forcing more drivers onto Bootham during rush hour is just going to grid lock the city centre even more
290	Don't Know		Yes	Yes		Yes	Yes	No	No	
291	No opinion	Should not be focal as it has little community value	Yes	No	The whole zone should be cycle and pedestrian priority area with delineated roads.	Yes				
292	Yes		No opinion	No opinion		Yes	Don't know	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
293	Yes	York needs public event space (look at success of Mill. Sq in Leeds) - the location of this needs is flexible, but needs to link with city centre.	Yes	Yes	The bridge over the railway line by the river may not be in best location as not a natural sight line to city (Scarborough bridge blocking sight line) thus could consider location over (or under) line by Scarborough Bridge		Yes		Yes	
294										
295										
296	Yes	The museum should be an integral part of the new development.	Yes	No opinion	Would prefer not to have shared pedestrians/cyclists route. Separate them if possible.	No opinion	No opinion	No opinion	No opinion	
297										
298	Yes		Don't Know	Don't Know	The site is largely inaccessible at present so I am unable to comment on this and a number of other points. I am simply unfamiliar with the site to the required degree, to have a worthwhile opinion.	Don't know	Don't know	Don't know	Don't know	More information relating to the access road bridge from Holgate Road, it was reported in the press in 2013 that a temporary bridge would be built at a cost of 10 million but failed to locate where and what would be demolished.
299										
300	No	Lets not close Leaman road to achieve that	Don't Know	No	Again the one proposed. I feel it would be used by criminals to avoid capture in a pursuit situation as well as making a quiet street very busy and public	Yes	Don't know	No	No	Need more information
301	Yes		Yes	No opinion		Yes	Yes	No opinion	No opinion	
302	No		Yes	Don't Know		No	Yes	Don't know	Don't know	
303										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
304	Yes	It is SOOO important to the city and our international visitors, it has to be given pride of place. I support closing Leeman Road to all but pedestrians, cycles and buses.	Yes	Yes	Please make them 'off'road' not side of road - let's start really turning ourselves into a Netherlands style city - best in UK is not good enough!			Yes		Prioritise cycles and walking and buses.
305	Yes		No	Don't Know			Yes	Yes	No	The Road Bridge from Holgate Road is in the wrong place. It will add to congestion at the Fox junction and increase traffic noise for residents of Wilton Rise. Either provide a new access road from the bypass, or from Clifton Bridge or from the Tilbury Road junction into Holgate Park.
306	No opinion	No comment. A great opportunity but I don't know how to best do this.	Yes	Don't Know	This design is vital and different proposals should be sought. Including from relevant cycling organisations and from sustainable transport experts (probably via ARUP).	Don't know	Don't know	Don't know	Don't know	These options need to be considered as part of a holistic highway management plan for York. Where bus gates should be located is a big questions which needs INTENSIVE modelling study by experts in multi-modal transport management. It is very important that the control of the highway is considered at a very early stage *** in a holistic manner ***. I can provide more detail on this.
307	Yes	I have long considered that the split nature of the NRM site was a hinderance to its growth and development and feel that the only way to allow it to expand and become one of the major draws for people to come into the site is by re-routing Leeman Road.	Yes	Don't Know	I feel more could be done to provide pedestrian/cycle routes free from road traffic.	No	No	Yes	No	If we are going to change the route we should cut it off from being a route for cars and the centre of the NRM should be fully pedestrianised. However we should look at making a shorter route for cyclists.
308	Yes		No opinion	No opinion		Don't know	Yes	Don't know	Don't know	
309	No	Surely there must be a way to retain pedestrian and cycle access on Leeman Road whilst still enabling the museum to expand.	Yes	Yes	I hope the new road bridges will be easily accessible for pedestrians and cyclists and people with mobility issues (ie mums with pushchairs and the elderly are not going to move to this area and choose to walk if they have to go up and down multiple staircases)	No	Don't know	Don't know	Don't know	I think Option 2 in the Exhibition Boards would be best. Also, the Leeman Road Underpass for pedestrians and cyclists could be improved...it's smelly, leaky, and the bird droppings are really unpleasant. Perhaps some better lighting, artistic mural, bird deterrents?

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
310	Yes	Extend over the existing Leeman Road and retain the south side line up to the freight avoiding line to provide access to the railway and maintain a popular NRM visitor attraction.	Yes	Don't Know	Access from Salisbury Road to the city centre must be retained	No	No	No	Yes	Divert Leeman Road to the south of the NRM to join new road from Holgate but provide some access to Kingsland Terrace etc.
311	No		No	Yes	Existing routes down by the river could be improved for both pedestrians and cyclists to take footfall safely.	Yes	No	No	No	Given the lack of river crossings, Leeman Road provides a key route for residents to access Clifton Bridge and out onto the A59 or A19North. Restricting this will put additional pressure onto the already crowded bridges in the centre of town and onto Poppleton Road. Instead of restricting this, work should be done to look at how the plans can increase traffic flow through this area away from existing residential properties. Whilst encouraging cycling and walking is absolutely commendable and should be paramount, honesty is also needed about the number of new residents and workers that the area will generate.
312	Yes		Yes	Yes		No	No	Yes	No	
313										
314	No		Yes	Yes		Yes	No	No	No	
315	No		Don't Know	No	They are not safe in most areas as do not flow, roads are too narrow and cycle paths just stop in places	Yes	No	No	No	Will mea n back log of traffic in other areas as happened on Clifton bridge and closure of Kendal bridge
316	Don't Know		Yes	Yes		No	Yes	Yes	No	I don't see why shared cycle routes through pedestrian areas can't also be included in options 2 and 3 as is the case around the minster currently (and many areas across Europe).



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
317	Yes	Teh NRM could be the focus for the cultural activities in York Central and with improved access to the City Centre, provides the opportunity to bring the site closer to the City. Dealing with the large number of visitors to the Museum and their relationship with the new development is a key issue.	Don't Know	Don't Know		Don't know	Don't know	No	Yes	People living in expensive house and flats - the type of people we are led to believe the Council wishes to attract to York Central - will also be car owners. The strategy needs to be clear about accommodating car ownership whilst discouraging car usage. Strategy depends on the role of the rear of the station.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
318	Yes	I want to see the NRM grow and prosper. This is a major asset to York and all efforts to improve access and better inclusion, endorsed anyway possible. As per Q9, a coach interchange adjoining the NRM and the potential Station West Public Square could better serve both enterprises.	Yes	Yes	Provided that the new Pedestrian & Cycle Bridge over the East Coast Mainline is protected by / linked within the Flood Defences serving Leeman Rd, then I think this proposal is good.	No	Yes	Yes	No	No objection to close Leeman Rd for NRM expansion. Access via the Marble Arch route if restricted at any point of the day by "Bus Gates", should also permit access for all Emergency Service traffic and also Hackney / Private Hire as per public transport.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
319	Don't Know		Yes	Yes	These should be a priority	Yes	No	No	No	Taxi's should not be seen as Public Transport and have no rights over and above those afored to private vehicles
320	No		No	No opinion		Yes	No	No	No	
321										
322	Don't Know		No	Yes		Don't know	No	No	Don't know	We need to keep in mind access to the station, not all areas of the city have good bus routes and more rural area need access too. Similarly, we need to consider traffic across the city, we'll hamstring wider development if we kill access to/from/around the station
323										
324										
325	No	I don't think the whole thing should be built around the railway museum it's good but it's more for tourists than locals do something for the people of York to be proud of. The water play area in Bristol is fantastic something like that. Don't cut off Leeman Road unless you provide a decent road alternative a new road coming from water lane might work stopping traffic having to go through so much of the housing.	Yes	Don't Know		Yes	No	No	No	Don't do another closing of Lendal bridge and make the city harder to access and put more traffic through bootham which is already awful. Put a new road with a bus lane in if you want to reduce traffice through Leeman road. Or spend the money on the ring road instead.
326	Don't Know		Don't Know	No	The proposed cycle and pedestrian route through Cleveland Street appears to be totally unworkable.	Don't know	Don't know	Don't know	Don't know	The entrance at Chancery Rise should absolutely not affect Cleveland Street's open space and quiet community.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
327	No	Maintain access to mainline for Steam and old Loco exhibition trains. Leeman Road doesn't need re-routing, it just needs the area around it adjusting. Perhaps constructing an additional through road to Water Lane.	No	Yes	Not radical enough. We must accept that York cannot cope with any more cars. If more homes or businesses are to be built, or the NRM/Rail Station to be expanded, it must be made strictly clear that sustainable travel is the favoured option, and pedestrians and cycles (and disabled) given priority. It is vital for the future of the city. There should be a sustainable travel route from the western end of the site to allow direct off road cycle route to both the British Sugar site (to allow cycling to the station from the new development) and to Manor School (to allow walking and cycling to school from the new residential area. This is essential to minimise additional traffic on Salisbury Rd/ Holgate /Poppleton Rd. and was modelled in detail in a council commissioned feasibility study in 2012. This could be more valuable than the proposed new bridge over the East Coast Mainline to the north which can be served by Marble Arch – Scarborough Bridge for access to the riverside paths.		Yes			Realistically Leeman Rd must still be used as a route towards the very centre, but better cycle and pedestrian priority should be built in.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
328	Yes	The NRM needs to have much clearer and convenient pedestrian connection to York station and the provision of a greatly more attractive link to Leeman Road Bridge (tunnel) as a key pedestrian link to the city centre to help broaden its local economic impact. At present the whole linkage presents as a dreadful mess. Closure of Leeman Road is a significant issue to many in the community and there are mixed views on what weight should be given to the expansion of NRM across it. The case has not yet been made as to why another NRM expansion configuration, retaining Leeman Road, could not be found within what is a very large development site. The consultation materials do not posset any other option and this is a pre-mature lock-in at such an early stage of the planning process. Further work on other potential options is required.	Don't Know	No	The pedestrian and cycle routes are attractive at the broad conceptual level shown. The issues will be how they are detailed and especially how they are implemented, and when. The council needs to ensure that paths and routes are discreet and coherent at every stage of what will be a long-term development rather than expecting a credible network just to "emerge" after two decades or so of incremental provision! Routes in the older, established, areas in and adjacent to York central site will need especially careful consultation and detailed implementation.	No	Don't know	Don't know	Don't know	The four options are and should not be seen as entirely mutually exclusive. They seem to give great weight to closing Leeman Road and consolidating the NRM site. This is at one level understandable – but see the response to Qs 4 & 16 which would potentially give other highway and transport options. As set out in the current consultation it rather feels that Leeman Road closure/consolidation of the NRM is the result actively sought via the consultation process and steered to that end. Whilst that may be a credible eventual conclusion, the range of options currently provided for comment are insufficient and in adequately analysed when taking the points raised to Qs 4 & 16 into the equation.
329	No	Need more planting	Yes	No		No	Yes	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
330										
331	Yes	They need to think more creatively than simply solving a split site problem.	Yes	Yes		No	Yes	No	No	the road routes to water lane need improving to handle the volume that will get sent that way. You might get to close Lendal bridge after this is done ;-). I think you should section 106 the related improvements needed there and include them in the plans here.
332	Yes	Once again the architecture needs to be sensitive and consider the context of its surroundings, the existing buildings and the history of the site.	Yes	Yes		No	Yes	Yes	No	It is important to have minimal road traffic between the station and the museum
333										
334										
335	No		No	Yes		Yes	No	No	No	
336										
337	Yes		Yes	Yes		Don't know	Don't know	Yes	Yes	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
338	Yes	Please make the tunnel walkway towards the NRM nicer!! Some art work/tiling would be good - it's just depressing	Yes	Yes	Better cycle lanes in York full stop be good!	Yes	Yes	Don't know	Don't know	
339	Yes		Don't Know	Don't Know		No	No	Yes	No	
340	No		No	No opinion	Please do not assume that everyone can use cycles or walk. Some need to use cars due to disability and their needs must also be met	Yes	No	No	No	I live in the area bounded by the A59, Beckfield Lane and Carr Lane. I already cannot use the ring road at busy times due to congestion. Travel into the city is also problematic at busy times and Leeman Road is my only real access to the city centre by car. Cycling is not an option for me due to disability and public transport is also problematic for the same reason. Restricting access via Leeman road will be disastrous for me but the increase in traffic due to the development will also effectively trap me.
341	No	This should become an area for the people of York above all. The NRM is an important part of that but can't be allowed to dictate the form this scheme takes.	Yes	No opinion	Too soon to say whether the proposed routes are the right ones, but the principles are right.				Yes	Leeman Road is important to the local community and the development scheme should incorporate that reality and keep it open, if only for local rather than through traffic.
342	No					Yes				

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
343	No	The question around the re-routing of Leeman Road is not fair. There is a danger at some future point, if this was to happen that the area becomes 'privatised'. Also, a proposal such as this needs to be far more rigorously tested through detailed engagement with York residents via appropriate place making workshops.	Yes	No	The answer no to question 18 is not so much that I do not agree with the proposed routes but that they should be agreed on through more detailed engagement with users and first, to identify who those users might be!	No	Yes	Yes	No	Leeman Road is part of the site's historic grain and should be retained. Any proposals to divert the road and close the historic link will not help 'tell the story' and it will also potentially lead to the creation of private space in the future.
344	Yes	I would prefer one unifying "square events place joining the NRM with the whole site	Yes	Don't Know			Yes	Yes		
345										



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
346	No		Don't Know	No	No details of sustainable transport are given	No	No	No	No	Highway options are rubbish
347	Yes	Not qualified to comment but agree with the outline plans	Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
348	Yes		Yes	Yes		No	Yes	Yes	No	
349	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
350	No	The railway museum is large enough. DO NOT cause traffic chaos and make residents life miserable to enhance a tourist attraction.	Don't Know	No		Yes	No	No	No	
351	Don't Know		Yes	Don't Know		Don't know	Yes	Don't know	Don't know	
352	Don't Know	No	Don't Know	Don't Know	no	Don't know	Don't know	Don't know	Don't know	No
353	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
354	No		Yes	No		No opinion	No opinion	No opinion	No opinion	
355	Don't Know	Support making it a focal part of York Central as one of the jewels in York's crown	Yes		A walking and cycle path is required from the western end of the site and to beyond to Manor School. This is a great opportunity to design in safe walking and cycling to minimise congestion of surrounding roads.	No	Yes	Yes	No	I support the idea of Leeman Road restricted to cars but it requires studies to ensure Holgate Road and Bootham do not become even more congested than they are already.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
356	No	The NRM is a vital part of the York economy, true, but it is one small part - and its funding has been threatened before. Reorganising York for this one organisation, run from outside the city, with the ability to leave at any time, is utter madness and completely unnecessary. We strongly object to this.	No	No	The original proposal, made some several years ago, suggested a pedestrian and cycle route from Holgate Rd. Holgate rd is a dangerous road for cyclists and a safe cycle route from here makes much more sense than the one in this document.	Yes	No	No	No	The plan is to close Leeman Rd and put a new road in from Holgate Rd - Holgate is already very very busy. Adding more cars - and air pollution - contributing to much slower traffic will greatly decrease the quality of life for residents in this area. Closing Leeman Rd would make it even worse. We STRONGLY disagree with both closing Leeman Rd and the the proposed car route from Holgate Rd. It is unimaginative and the opposite of sustainable.
357	Don't Know	Re the rerouting - I wonder if in terms of expense this is the most important - access from the A 59 side needs to be different from currently proposed and the money may better go on that.	Yes	Yes	Not enough detail to say but the interchanges need to be carefully considered - bad example is the crossover at the end of cinder lane, the railway museum the car part and the cycle route through Leeman road tunnel.			Yes		the highway access is critical in terms of not disrupting communities near the site - this is where expense needs to be really carefully thought through
358										
359	No				Great and better systems need to be included	Yes				
360	No opinion		No opinion	Don't Know		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
361	No	No	Yes	Don't Know	No	Yes	No	No	No	No
362	No	No	Yes	Don't Know	No	Yes	No	No	No	No
363	Don't Know	G We have not had time to consider options	No	No	Not at this stage	Yes	No	No	Don't know	Not at this stage
364	Don't Know	It's fine as it is!	Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
365	Yes		Yes	Don't Know		Yes	Yes	Yes	Yes	
366	Yes	It is clearly the anchor of the non-residential parts of the site	Yes	Yes	In addition there should be a well designed public transport spine. Electric buses and shared electric vehicles should be encouraged and given priority within the site. Many cannot walk more than a few yards or cycle and inclusive access is essential.	No	Yes	Yes	No	See answer to 19. The restrictions on the current Leeman Road bridge unfortunately constrain opportunities for improving bus terminal facilities but this should not constrain planning for high levels of bus use.
367	No		Yes	Don't Know					Yes	
368	Yes	The re routing of leeman road is VITAL to York's long term future as a centre of railway heritage allowing the NRM to expand i think should be a very high priority for these developments/plans! What an opportunity for the city! why waste this once in a lifetime opportunity to do something and make real improvements?	Yes	Yes	As long as the route down cinder land and across the railway bridge onto Railway Terrace is maintained and enhanced as this is a vital commuter link that is used by many York residents to get to and from work (myself included)	No	No	Yes	Don't know	Option 1 and 2 are would make the expansion of the museum difficult if not impossible meaning a massive opportunity would be missed, i prefer option 3 and i feel option 4 could also work if traffic management across the whole city is looked at as a major problem.
369	Don't Know									
370										
371	No	No	Yes	Don't Know	No	Yes	No	No	No	A lot of traffic is likely to be generated by the development. Some radical solutions are required. A tunnel deep under the station might be a good plan; think of the Mersey Tunnel or the Dartford Tunnel. Expensive-yes, but a quality solution.
372	Yes		Don't Know	Don't Know		Yes				

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
373	No	No comment	No	No	We've been told two different routes so far and under question nobody seems to know what they're talking about	Yes	No	No	Yes	No comment
374	No		Don't Know	Don't Know		Yes	No	No	No	
375	Yes	The proposed public square needs to retain the former NER Goods Weigh Office, now office (1877) and the remaining weighbridge (Listed Grade II), together with the gates and gate piers (1878) by William Bell. These (with the former NER Goods Station building) are classified as being of High Historical Significance. These ancillary structures are not shown on the vision included in the consultation document!	Yes	Yes	It is unclear how the proposed pedestrian and cycle route through the NRM will operate, given that the museum does not open until 0930/1000 and is closed at 1730/1800 and on certain Public Holidays.	No	Yes	Yes	No	The proposed road link and bridge to Holgate Road will create major traffic problems. There is already serious congestion on Holgate Road for many parts of the day. An alternative route providing access to York Central from Water End should be considered. The Holgate Road access (if it is retained) should be for pedestrians and cyclists only.
376	Don't Know	It would be great to retain the theatre platforms and allow the NRM to build on the very successful and creative theatre productions hosted there.	Yes	Don't Know	Hard to say without clearer proposals for building footprints.	Yes	No	No	Yes	As a major thoroughfare and already congested route in to the city, I don't see how increasing housing and removing road links can't but exacerbate congestion (as a non-driver I'm really not a massive petrol head I just think planning needs to be realistic about how people use transport, cars are not going to go away - esp when large numbers have to commute out of the city to get decently paid work).
377	Yes		Yes	Yes		No	No	No	Yes	
378	Yes	As a major international award winning museum it should become far more prominent in an improved setting and in suitable surroundings to attract visitors and tourists with unimpeded pedestrian access	Yes	Don't Know		No	Don't know	Yes	Don't know	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
379	No opinion					Yes	Yes	No	No	
380	Yes	Keep a walking and cycling route through the museum on Leeman Rad as most direct route to town centre if the river is flooded	Yes	Yes	The existing route along the river - Cinder Lane - is not wide enough 3.0m segregated use - and prone to flooding at its low point - it could be widened to at least 4.5m and its low point raised The route shown along the River ouse toward Water End ends in some steps so would require ramping up to join the road New bridge over east coast main line - looks to be at a very narrow point at the riverside Scarborough bridge has a narrow subway through it that is a pinch point. Opportunity to provide a wider path in existing blocked up archway or over the river	No	Yes	Yes	No	I am concerned that Salisbury Road could develop into more of rat run from Holgate road as people avoid the A59 Poppleton Road New access from A59 - surely this would be better at the Holgate Park Drive signals which has more room and already has earth works leading up to the railway see https://www.google.co.uk/maps/@53.9588348,-1.1106913,18z
381	No		No	Don't Know		Yes	No	No	No	Closing the road will simply move the problem onto existing overloaded roads into and out of the city centre. Current plans will not alleviate the traffic 'rat run' problems.
382	No		No	No opinion		Yes	No	No	No	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
383	Yes		Yes	No opinion		No opinion	No opinion	Yes	No opinion	
384	Don't Know		Yes	No	You could create some routes without knocking down the Railway Institute.		Yes			
385	Don't Know	Any future plans or proposals should be relayed to the public to give opinion. At the moment I do not feel able to make comments.	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
386	Yes		Don't Know	Yes		Yes	Yes	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
387	Yes		No	No		Yes	No	No	No	
388	No	Against re-routing of Leeman Road. Will cause significant access problems for residents of st peters quarter and further up Leeman Rd	Yes	No	Pedestrian Routes need to be maintained along current Leeman Road. Not a good idea to make a path to the riverbank. It is far more than the '11 flood days per year' as quoted by your team. This route will be impassable for months of the year. Muddy, Slippery and not pedestrian friendly. NRM needs to work with York centra in providing a DIRECT route for pedestrians up LEEMAN ROAD	Yes	No	No	No	Shutting Leeman Road will cause significant problems and detours for residents in the local area.The route around the back of St Peters Quarter needs to be linked on to the Hardisty Mews Road in the quarter itself. Currently the road comes to a complete stop with green space. This is the ideal link, whilst keeping Leeman Road open too
389	Yes		Don't Know	Don't Know		No	Yes	Don't know	Don't know	
390										
391	No opinion		Yes	Yes	Plans show a pedestrian rout via the station footbridge. It's not that long ago that the station operator wanted to install ticket barriers at all entrances.	No	Yes	Yes	No	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
392	Yes	I think the proposals are imaginative and exciting. Would it be feasible to add fake full size Windows to show how the surrounding area would have looked and sounded when the railways were in their prime?	Yes	Don't Know	Can there be an access from Bishopfields Drive,/ Phoenix B'vd to the central route between the two new road bridges?				Yes	Allow blue badge access maybe through a revised city centre permit scheme. I am also concerned that drivers facing the road closure at the NRM will bail out and leave cars in Phoenix B'vd. An imaginative solution would be to create a restriction on the turning from Water End to Salisbury Road making it "Residents Only". That might have the added advantage of making existing residents feel they were gaining from the scheme
393	No	Leeman road is our artery into york. the museum is already linked under the road. if people are confused by this perhaps the museum should look to making this clearer for visitors.	No	No opinion		Yes	No	No	No	As a resident of the area near the river it makes me wonder why we are being ignored again. As stated, Leeman road is our main access to the city centre, why should we be penalised to accomodate the plans of the NRM. Just because we already live here we should be tje priority not the afterthought. We already have problems with the way the bus companies treat us and the elderly.
394	Don't Know	No	Yes	Don't Know	No	Yes	No	No	No	Restricting travel through Leeman Rd is likely to cause additional congestion elsewhere in the city

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
395	Yes	Might consideration be given to enabling the NRM to extend their miniature railway outside their site boundaries and through the proposed linear park; bringing the museum into the community and enhancing the attraction for visitors.	Yes	Yes	There seems to be a gap in the pedestrian and cycle options connecting the western end of the site to the Water End/Boroughbridge Road area. Obviously this is a difficult area due to the convergence of the railway lines, but surely there must be some options to create a link here, which would also enable the linear park to serve as an attractive off-road alternative for cyclists travelling to/from the city centre from this side of York?	No	Don't know	Yes	No	Option 3 seems the most attractive option, enabling the NRM to fully consolidate their site without having to accommodate through-traffic (pedestrians/cycles). Keeping Marble Arch open to all traffic would be detrimental with such an increase in living and working population in the teardrop site. If Marble Arch is restricted consideration should be given to revising the road layout on the eastern end adjacent to the gyratory (i.e. remove the bus lane/pull-in which bisects Memorial Gardens).
396	No		Don't Know	No opinion		No opinion	No opinion	No opinion	No opinion	
397	Don't Know		Don't Know	No opinion						No



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
398	No opinion		Yes	Don't Know	I support the idea of sustainable travel, however, if you think people living in new homes on the site won't have cars you are mistaken.	Don't know	Don't know	Don't know	Don't know	
399										
400	Yes	Good idea to use this opportunity to improve access to the museum and to raise it's profile.	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
401	No	Leeman Road should not be closed. Residents of Leeman Road should not be penalized just so the Railway museum can be revamped	Yes	No opinion		Yes	No	No	No	WE currently have very good access to the city centre, sorting office and railway sation. This should not change just to redevelop the site
402	No	I would be in favour of options 1 and 4 (p 25/26 in the 'York Central Seeking your views to guide development' brochure) regarding keeping Leeman road underpass open to traffic. As a Salisbury Terrace area resident I use the route for commuting and have experimented with diversions down Holgate Road which add approximately 45 minutes to my 15 minute commute. I would not support the closure of this route.	Yes	Yes		Yes	No	No	Don't know	I would be in favour of options 1 and 4. As a Salisbury Terrace area resident I use the route for commuting and have experimented with diversions down Holgate Road which adds approximately 45 minutes to my 15 minute commute. I would not support the closure of this route, unless current residents were granted access. I need my car for work (on Fishergate) and my daily routine involves popping home in my lunch hour to walk my dog. I would not be able to fit this in with the diversion and could not afford to pay a dog walker. As such this would completely disrupt my routine and would not be acceptable. I bought my house based on it's location and accessibility and by closing this route I would have to consider selling up and moving. This seems very unfair!



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
403	Yes	No	Don't Know	Don't Know	No	Don't know	Don't know	Don't know	Don't know	
404	No		No	Don't Know		Yes	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
405	Don't Know	This can be a big element of the total site but it is impossible to reach conclusions without looking at the total range of options and factors including finance.	No	No	The access to the site via a new bridge and road linking to Holgate road does not seem to be the best way. The access to Holgate road close to the bridge centre seems to be adding real extra pressure points to the Holgate road traffic. Access via the existing junction leading to the entry to the business park off Poppleton road seems much more sensible.	Yes	Yes	No	No	The access routes and the costs associated with them are not identified and are therefore difficult to comment on. However, there is already a lot of opposition to the proposed access to the site from Holgate road and the finances are not clear.
406	No	What is so bad about the way it is now?	Yes	Don't Know		Yes	No	No	No	When the bus services are so poor you shouldn't be trying to restrict more reliable forms of transport.
407										
408	No	not sure it needs to be. would we create a white elephant.	No	No		Yes	No	No	No	We should improve Leeman Road access to Clifton and not consider closing/restricting it on the whim of a museum.
409	No	Re-routing Leeman Road would cause major traffic problems elsewhere, particularly on Holgate Road. The NRM cannot be allowed to expand at the expense of local residents.	Yes	Don't Know	The more the better and they should be fully integrated with the existing route network.	Yes	No	No	No	Leeman Road is a crucial railway crossing for west York. It must remain open to all or there will be gridlock in west York.
410	No		Yes	Yes		Yes				I have concerns with the amount of extra traffic on the A59, Holgate road as the main vehicular access will be onto Holgate road which is already congested
411	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
412	No	No particular comments, but I don't see the need for the museum to be extended	Yes	Yes		No opinion	No opinion	No opinion	No opinion	
413	No	Improve public transport access to the NRM.	Don't Know	No opinion		No	Yes	Yes	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
414	No	It should be central to it. Make access through Leeman Road open to Emergency Services, disabled, residents of St Peters (Bishopfields) and St Martin's (until 10am and again at 5pm - when the museum closes), cyclists and pedestrians. Traffic would then be minimal and the existing community would not be penalised.	Yes	Don't Know	I would need to see a 3D version of the plans.	Yes	No	No	No	I would agree with the diversion of Leeman Road if a guarantee of walking, cycling, disabled and emergency access was possible through the current Leeman road for local residents.
415	No	Leeman Rd should not be closed or diverted until alternative routes are ready. If it is closed at the same time as the Queens Bridge, there will be no access to the station from Dringhouses, Acomb or Holgate. Bishopthorpe Rd and Bootham will be blocked by diverted traffic.	Yes	Yes	They must be much better lit than other similar routes are at present, or they will become unsafe.		Yes			The travel needs of residents on the western side of the city seem to be being ignored. We will be effectively marooned while road works are undertaken - possibly up to a year..
416	Don't Know	Access from the railway station via the west exit needs a lot of attention (better impression, more inviting, disability access etc.) but this is covered elsewhere. I have reservations about Leeman Road, but these are also covered elsewhere.	Don't Know	Don't Know	There seems to be a distinct lack of access from the western end of the site - from the Water End & Holgate Beck area. This seems to be an unfortunate omission, given the plans above for the green links and park layout.	Don't know	Don't know	Don't know	Don't know	I have a number of reservations & comments : 1) I agree that Leeman Road is not an ideal route into the city - it is narrow, poor visibility, the low bridge is a regular incident hotspot, but I'm not convinced that simply closing it and making no provision for the displacement of the traffic that does currently use it is the correct alternative. 2) The management options above do comment that there will be traffic displacement but offer no solutions for this. The two main alternative routes in from the north west of the city then become Poppleton/Holgate Road and Clifton/Bootham. Both of these are already extremely congested at peak times and this threatens to make things worse while offering no mitigation. 3) The location for the new road bridge and access to the site from the south, suggests that the new junction would be between the Fox pub and the Bridge Centre along Chancery Rise. This is at precisely the existing choke point on Holgate road and would potentially make vehicular movement around that area extremely difficult. There is an existing and effective bus lane on Poppleton road, but it stops far short of this junction, so Bus travel times would increase severely. A better alternative would be to route the new access via Holgate Park business park road which joins up with Poppleton Road at a much less congested point. 4) Page 23 notes that traffic modelling has taken place, but no details have been given, which gives rise to the concerns above.
417	No		No	No opinion		Yes	No	No	Yes	Closure of this through route will make both holgate road and bootham large car parks as the routes will not be able to cope with the extra traffic.

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
418	Don't Know		Yes	Don't Know		Don't know	Don't know	No	Yes	
419	Yes		Don't Know	Don't Know		Yes				
420	No	I know you don't want to hear this, but road traffic is a necessary part of city life. With only Leeman Road and Holgate Road crossing the main railway lines these roads must be part of York's planning. If you enable good access to the National Railway Museum with a new approach to York Central, from Clifton Bridge/Water End and the CPP/Holgate Park area this will work.		No		Yes	No	No	No	You must look at the big picture and the future. (1) York's traffic problems could be alleviated by making the A1237 usable. It needs o be dual carriageway. Many journeys are made down Leeman Rd or Holgate Rd as it is easier to journey all the way through York rather than round it. The dualling of the ring road is supported by everyone I know, the campaigner (there is only one) who seems to have held up this option over the 20 years I've lived in York claims there is 'demand' that will be 'released' and make the roads as busy as ever but I don't believe anyone chooses journeys in this way. (2) I understand that you think that York Central will be accessed by buses and bicycles but this is optimistic and short sighted. he current use of cars may have detrimentatl effects on local air, but this is temporary. Vehicle design will make vast progress in the near future (carbon neutral, non polluting, the technology will come) and to have developed a huge area of central York without roads will be seen as unbelievably short sighted. Yes buses and cycles look good on artist's impressions but the reality is modern society will not relinquish use of the car in some form. I suspect car design will eventually make cities which have catered for road traffic seem far sighted and efficient. To attempt to deter car use by only allowing access between the bridge club and the disused canteen could create a community that doesn't function and business premises that are never let. You need acess from Leeman Rd (2 or 3), Holgate Rd, CPP/Holgate Park and Clifton Bridge/Water End. Maybe even join to British Sugar. Roads (highways) are key to this development.
421	No		Yes	Yes		Yes	Yes	No	No	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
422	No	I feel the document clearly details the benefits for the NRM and residents of Leeman Road however I am deeply concerned about the impact of already congested roads on closing a busy road.	No	Yes		Yes	No	No	No	Please do not close any roads, they are all so busy.
423	No	Bridge or underpass	Yes	Don't Know		Yes				The Holgate Road option would lead to unworkable congestion
424	Yes	The NRM is controlled from London so we need more local influence about how it is governed. Would it really be public space or would it be NRM science museum space for things that NRM wants not want residents want. Is this idea bringing in central gvt money ie in addition to the enterprise zone money.	Don't Know	No	There must be more options for people to walk and cycle onto / out of the site. Forget about fears of crime, these are outweighed by the need to join up physical communities and neighbourhoods rather than keep them apart.	No	Yes	Yes	Don't know	Use of lorries etc and private cars needs to be reduced throughout the city, would be good to make sure this happens throughout the York Central development. Need to improve how pedestrians can cross roads, and how cyclists can turn right at any point where this is where cyclists need to turn right because is scary right now.
425	Yes		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
426	Yes		Don't Know	Don't Know		No	Yes	Yes	Don't know	
427	No					Yes				

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
428	Yes	None beyond what is set out in the proposals. It is the principal existing attraction and needs to be at the heart of the redevelopment. There must be no adverse impact on it or it's ability to develop and continue to bring visitors to the area / meet its objectives. In particular this means retaining and safeguarding rail access into and between all parts of the museum sites in perpetuity.	Yes	Yes		Don't know	Don't know	Don't know	Don't know	This is probably the hardest question arising from the proposals. In principle Leeman Road should be closed. However, it is not made clear in the proposals how traffic flows would divert. Living in Clifton, Leeman Road is a useful alternative to get to the station given traffic levels on Bootham and through town. If there is better access to the station from the NRM side and the ability to get there from Clifton without travelling via Colgate Road, that will be fine. However, we also wonder about the capacity on Colgate Road. Finally the other aspect that affects this issue is the public transport through the area. The Park & Ride bus service through this side of town is inadequate by itself to meet residents' needs. There are too few stops for that service and too few other supplementing bus services, especially in the evenings. Any decisions on how traffic is managed through the site need to be based on these factors. Not all residents can or do cycle and distances can be too far to walk.
429	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
430										
431	Yes	As seen in current plans the nrm needs to ring fenced within its proposed extension as opposed to building houses too close to it. In past people who buy homes near railway complain about noise of railway, despite railway been there as a 24/7 commercial buisness long before housing the railway forced to limit it's work which is blighting more companies moving to york	No opinion	No opinion		No	Don't know	Don't know	Yes	Please bear in mind rail employees work shifts not 9 to 5 but shifts right round the 24 hour clock many don't live in york area need to commute by car/motorcycle to work. If u restrict leeman road to bus/taxis only, rail employees forced to used other routes which are clogged up.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
432	Yes		Yes	Don't Know		No	Yes	Yes	No	
433	Yes	Easy, signposted access for pedestrians. Not too much green space that it encourages hoards of school groups to gather in one place	Yes	Don't Know		No	Yes	Yes	No	Bus gate facilities are vital, I can't see another practical alternative for the city centre
434										
435	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
436	Don't Know		Don't Know	Don't Know						
437										
438	No		Don't Know	Don't Know		Yes	No	No	No	I am very concerned about the works access from Holgate Road to the teardrop site for a number of reasons. Firstly the impact on the play area at the end of Cleveland Street and Upper St Paul's Terrace, which is well used by many of the families who live in the surrounding streets who do not have gardens to play in. It is also used as a community area for people nearby - in fact a community garden has been developed. I am also concerned about the impact on air quality due to the increased traffic and whether this would make the nearby streets sensitive receptors. Finally, given the traffic situation is already bad on Holgate Road, I am concerned that the traffic would be worsened considerably by the works access being placed here.
439	Yes		Don't Know	Don't Know			Yes			

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
440	No		No	No		Yes	No	No	No	
441	Yes	Leave it as is. Definitely 100% against the Leeman Road closure option as the scheme does not provide for an alternative ECML road crossing and the other routes cannot cope now so putting extra vehicles on them is madness.	No	Don't Know		No	No	No	No	No changes. Leave them as they are.
442	No	It should not be the priority and focal point. Prioritise amenities and access for York residents just for once!	No opinion	No opinion	More money being wasted on cycle routes people don't use. Take a look at Poppleton Road -it's never used.	Yes	No	No	No	Access must be retained for people on the West of York without forcing more traffic onto Holgate Road
443	Yes	Despite the integration aims the NRM should remain a recognisable legacy collection location for years to come.	Yes	Don't Know		No	Yes	No	No	
444	Yes		Yes	Don't Know		No	Yes	Yes	No	Improvements to traffic flow on the Holgate Road entrance to the city must be considered. It is already congested and will be more so if the road to/from York Central opens on to Holgate Road.
445										

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
446	Yes	It should not be surrounded by out of keeping office buildings	Yes	Yes		No	No	Yes	No	
447	Yes	With the re-routing of Leeman Road this will bring the N.R.M into an attraction in keeping with all the other improvements for the City centre.	Yes	Don't Know		Don't know	Yes	Yes	Don't know	
448	Yes	Access to mainline station should be maintained.	Yes		Across the whole development separate designated routes should be designed for motor vehicles, cycles and pedestrians.	No	Yes	Yes	No	The infrastructure should be designed for good pedestrian; cycle; bus access and limited access for cars.
449	Yes		No opinion	Don't Know		No	No	Yes	Yes	
450	Yes		No opinion	No opinion		Don't know	Don't know	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
451	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
452	Yes	Please do something about Marble arch. It's unwelcoming, cold dirty and lets the city down	No opinion	Don't Know	all a bit pie in the sky. This is a small city, with small roads. Is there anyone with the forethought and intellectual capacity to think this through	Don't know	Don't know	Don't know	Don't know	see para 31
453										
454	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	Had difficulty identifying these

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
455	Yes		Yes	Yes		No opinion	No opinion	No opinion	No opinion	
456	No		No	No opinion		Yes	No	No	No	
457	No	The traffic on Leeman Road can be very congested especially at commuting time. It's also one of the only road routes for residents along Leeman Road/by the river to gain access through town without going round to Holgate Road or the A19 Clifton. Re-routing Leeman Road traffic I feel will exacerbate the congestion caused currently on these roads.	Yes	Yes		Yes	No	Yes	No	I agree with public space and increasing green areas as I walk and cycle whenever possible. As a resident off Leeman Road, this road is used as a way of accessing the town with a private vehicle when necessary. If the road is re-routed through Holgate Road, this will add considerable amounts of journey time and I imagine increase current congestion on these roads. Option 3 with day time closing of Leeman Road underpass seems to me a good suggestions to allow commuters and evening traffic to access town but restrict rat-runs during the day.
458	Yes		Yes	Don't Know		No	No	Yes	No	For goodness sake sort out traffic flow. It takes me longer to drive from blossom street across lendal to gillygate than to drive all round ring road on FOSS islands. The whole of traffic flow on entry to city could be in sync like in Sheffield where it aids traffic flow and you stop once then you set off and all the lights are green rather than stopping you at one light AND the next AND the next etc
459	Yes	Walkway/bridge connecting the railway to the museum	Yes	Don't Know		Yes	No	No	No	
460	Yes	Diversify the offer and extend the opening hours to encourage evening activities	Yes	Don't Know		No	No	Yes	No	
461	Yes		Yes	Yes		No	Yes	Yes	No	Do not create a rat run. This is an opportunity for something with much more benefit than just another road to queue down.
462	Don't Know		Don't Know	Don't Know						



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
463	Yes		Yes	Yes		Yes	No	No	No	closing or restricting traffic through Leeman Road would place additional volume onto other routes, increasing air and noise pollution, as well as adversely affecting traffic flow into the City. Adding a bridge, with route from the Holgate side through York Central would not increase traffic to the city centre as suggested in the plans. The traffic going to the centre is going there already for a given reason, and the route proposed through york central would be of no benefit to anyone approaching from that direction, as anyone aiming for that side of the city, would go round the outer ring road and enter the city from the side they required to be at, in preference to sitting in traffic jams trying to get through a set of constrained gateways
464	Yes		Yes	No		Don't know	Don't know	Don't know	Don't know	
465	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
466	No		Yes	Yes		Yes	No	No	No	
467	Don't Know		No	Don't Know						

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
468	No		No	No		No	No opinion	No opinion	Yes	
469	Yes		Yes	No	More thought is required on cycle routes. There was mention at the consultations about improving access over Scarborough bridge - it is not clear how this will be achieved. The suggested route over the rail line to the north of the site is very vague. The railway at this point is c 2 metre above the river path, so a cycle bridge would require a ramp descending 7 - 10 metres to the river path. From discussion with officers at the consultation it is clear that no work has been done to establish the practicality of such a structure, and it is therefore mis - leading to include as part of the consultation. The study rightly concludes that there will be significant flows of pedestrians and cyclists on the site. It will not be acceptable for these flows to use shared space. Cycle and pedestrian routes should be physically segregated from motor traffic and from each other. The development could look for best practice in European cities (e.g. Odense, Denmark) to achieve this physical segregation.	No	Yes	Yes	No	1. Restriction of road traffic through Marble Arch is essential - bus gates are one potential solution. What ever mechanism is chosen this should restrict traffic 07:00 - 19:00 7 days per week to prevent rat running. 2. Adequate provision should be made for disabled parking at the Station (West Side) and NRM. 3. Parking spaces should be allocated for car clubs, together with recharging points for electric cars and buses
470	Yes		Yes	Don't Know			Yes			
471										
472	No opinion		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
473	Yes		Yes	Yes		No	Yes	Yes	No opinion	
474	Yes	Plaza should accommodate pedestrians and cyclists, vis a vis York Minster plaza. Wider, more attractive link to the rail station.	Yes	Yes	Immediate feeder routes should be included in the plans, ie Scarborough Bridge improvements, cycle lanes with shuttle working for cars/buses on Lendal Bridge, ramped approaches to Wilton Rise pedestrian bridge.	No	Yes	No	No	As far as possible the site should not be served by through traffic routes or it will only generate further motorised traffic. Oprion 2 with shared ped/cycle access across the museum plaza is important as it is the most direct route, there is space and echoes approach taken at York Minster.

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
475	Yes			Don't Know	Too much emphasis on cycles. Not as many cyclists as you might think. I rarely see them on Leeman Road. Most visitors to NRM do not come by bike.		Yes	Yes		
476	Don't Know	If Leeman road is re-routed I fail to see how traffic on Water End and Poppleton lane can become anything other than impassable - it's already over-crowded and exceeding pollution targets - these MUST be addressed in law - there is no plan to tackle this other than 'hope' - a plan must be made visible.	No	Don't Know	Planning is not easy, cycling is certainly promoted but there is no real indicator that the car traffic will be anything other than catastrophic for congestion and pollution given the increase in jobs and housing - estates exist elsewhere in York for housing and business. Okay they will not get the Enterprise Zone benefits, but money is not everything - a community would benefit far more from larger areas devoted to the community, currently the community is effectively being shelved - there's not even a plan for a new school which would be required to host the number of families expected, that's nothing other than poor planning revealing the only true impetus is for business and money. Again - business and money can thrive in the estates on the ring road - there's still huge spaces left in the Nether Poppleton estate for instance	Don't know	Yes	Don't know	Don't know	Show the planning for expected numbers - how can we have an opinion without projections for use?
477	No	NRM should be about trains not entertainment	No		Cars are stil going to be the transport of choice by most people	Yes	No	No	No	Leeman road is an important accesss road for residents of the Carr Road end of Acomb

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
478	No opinion		No		You do not have a coherent approach to sustainable travel. Build your plans around a 21st century public transportation that provided a desirable alternative to the car., and then base the cycle network around that. Study the tram networks found across Europe. Visit Dijon and see how they have create a bicycle hire scheme along the route of their tramlines with cross ticketing that enables residents and visitors to travel by tram, alight, collect a hire bicycle and cycle to their destination. These systems are phenomenally successful with, for example, 50,000 tram journeys per day in Dijon, a city that is roughly the same size as York. The approach cuts congestion and pollution, and carbon emissions.	No	No opinion	No opinion	No	Forget cars and buses. Engage with a plan fit for the 21st century.
479	Don't Know		Yes	Yes		Don't know	Yes	Yes	Yes	
480	Yes	It should be a central part of the development and we should ensure we maximize this national museum	Yes	Yes		Don't know	Yes			
481	Yes	Again, the fabric and structure of the NRM is an important part of our industrial heritage. I like the way the whole area has retained the character of a busy, working industrial plant and I would hate to see that disappear or be diluted.	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
482										The Consultation document identifies long standing problem areas around the site, which can and must be addressed as part of the York Central redevelopment. These should be specifically identified and solutions developed, either as part of, or
483	Don't Know									
484	No opinion		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	No but we do have comments on the access through Chancery Rise and the effect on Holgate Road
485	Yes	No	Yes	Don't Know	No	Don't know	Yes	No	No	No
486	No		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
487	Yes	See earlier comment re bus hub.	Yes	Don't Know		Yes	Don't know	Don't know	Don't know	See earlier comment re bus hub.
488	Don't Know		Don't Know	Yes		No opinion	No opinion	No opinion	No opinion	
489										
490	No opinion		Yes	Don't Know		Yes	No	No	No	
491										
492	No									



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
493	No	The re-routing of Leeman Road seems to be the key part of the York Central development that will affect us on Cleveland Street. The proposals show a major road [from Holgate Road] which will come past us, potentially removing key outside space and causing major disruption. The outside space around Upper St Paul's Play Area is enclosed which contributes to many safety aspects. To remove this or open this with a bridge / road would compromise this. It is quite unclear from the proposals what is intended for this route and as residents who will be closely affected by this we need to have clearer information. There is already a route that we can see being used by vans which runs from Water End which we feel could be developed as opposed to running a road where you propose. The options on the proposal are not variations, they seem to be decisions already taken [ie: each one shows the main access route running from Holgate Road].	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
494	No									
495										

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
496	Don't Know		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
497	Yes	This is a vital tourist attraction and combining the halves and making it more visible would help. I do like the idea of using train exhibits outside of the museum to theme the area.	Yes	Don't Know	I like the idea of being able to access the NRM from the riverside path. A much more attractive route than via the marble arch.	No	No	Yes	No	I would take stage 3 further. The city centre is overrun by taxis which are the most inefficient way to transport people around the centre. I would close the route to taxis and consider only allowing buses 24/7. We need to keep traffic away from Lendal and Bootham bar which are permanently busy with traffic.
498	Don't Know	Yes make the NRM one building, Or link the two better. I am very concerned about traffic flow. York's traffic infrastructure already is dire. What evidence will you obtain to ensure that air quality is improved? That peoples homes will not be ruined by increased traffic?	Yes	Don't Know	I cant see that attempting to encourage city centre dwellers to use bikes rather than cars is fair, when you are encouraging business from further afield, whom are likely to be driving. I do walk. I cycle. I use the bus, I own a car. The air quality is still dreadful.	Don't know	Don't know	Don't know	Don't know	Your literature is vague, your questions are specific. Help.
499	Yes			Yes				Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
500	Yes	No	Yes	Don't Know	No	No opinion	No opinion	No opinion	No opinion	Any restrictions must not exacerbate traffic flow which is difficult enough and there must be an acknowledgement that motor vehicle use will always be the favoured mode of getting in and out of the city no matter how many initiatives are launched at significant rate pater expense
501	Yes	Although the rail connexions to the NRM are described it would have been helpful if they were shown on the plan.	Yes	Don't Know		Yes				Leeman Road must be open to all traffic to cater for deliveries. For vehicles restricted by the low bridges there is only one way in. The text mentions an underpass - where is that?
502	Don't Know	I am concerned that changes to Leeman road will impact negatively on traffic on the Holgate Road side, or that York Central will become a rat run	Don't Know	Don't Know	I would like more information on how these proposals. I support sustainable travel, minimising car journeys and promoting cycling and walking.		Yes			The Leeman Rd area needs to be improved and I support the idea of reducing car traffic but I am worried that all the cars will simply transfer over to the Holgate Rd end and go over the new bridge.
503	Don't Know			Don't Know			Yes			
504	No		No	No		Yes	No	No	No	Would cause problems for residential access

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
505										
506	Don't Know		Yes	No		Yes	Don't know	No	No	
507										
508	Don't Know	Good to incorporate but not if it makes traffic even worse on west side of York.	Yes	Yes	Must be wide enough for busy route.	Don't know	Yes	No	Don't know	
509	Yes	Support the "one site"	Don't Know	Don't Know		Yes	No	No	No	
510	No opinion		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
511	Yes	extended opening hours are essential if NRM is to be truly the heart of the quarter	Yes	Don't Know			Yes	Yes		
512										
513										
514	Don't Know	See 15 above - I support the closing of the road and the new building BUT only if there is a footpath through the area that is always open. The alternative route to the south is much longer.	Yes	No	There needs to be additional footpaths going through the area (eg alongside Hogate Beck). There should be no parking at all within the area - it is wonderfully served by public transport.	No	No	Yes	No	Close Leman Road to traffic but not to pedestrians (remember the river bank footpath floods - though a very small increase in height for a 30 metre stretch would reduce flooding by several weeks per year!).

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
515	No	Please see previous answer to linear park question.	Yes	Yes	I am concerned that the already very busy streets around Wilton Rise will become even busier as a quick route to the station is created. These streets don't currently have parking permits and are frequently used as free parking by commuters, I can't see that the streets within the new development would be treated any differently.	Yes	No	No	No	
516	Don't Know		No opinion	No opinion		Yes	No opinion	No opinion	No opinion	Removing the route through town for cars would force the traffic onto other routes given there are only a small number of ways to cross the river. The traffic congestion is terrible in York at certain times to to basically remove a way through town by not letting private cars through would only make the congestion worse. Could you not restrict it to cars, so vans and lorries etc can't go through?
517	Yes		Yes	Yes	Important to retain 'pedestrian and cyclist' designation and in that order. The major traffic on these routes (eg on the current Lowther St / Leeman Rd route via the station) is pedestrian but they must be designed to allow space for free passage of cyclists without endangering pedestrians.	Yes	Yes			Solutions to restrict/provide for motor vehicles should facilitate pedestrian and cycle access as much as possible. Impact of all but option 1 on alternative city centre access eg Holgate Rd concerns me. Neither it nor Bootham work well currently.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
518	Don't Know		Don't Know	Don't Know	See my previous comments.	No opinion	No opinion	No opinion	No opinion	
519	No opinion		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
520	Yes	I have no issue to re-routing Leeman road south of the new development - as long as it is not closed completely. The level of traffic that uses it would cause chaos if moved wholesale onto other routes into York. I know you are trying to get people to walk or cycle but that is not always possible or practical. As someone who lives on Leeman Road I would find the closure of it so disrupting. I don't think this is worth it for a large number of people who use the road for a public square! I also found no mention in the whole consultation document of any mitigation on other routes in to the centre to help them cope with the huge increase of traffic that would suddenly be re-routed if Leeman Road was closed.	Don't Know	Yes		Yes	No	No	No	People who live on Leeman Road should be taken into consideration as well as buses. We don't use it as a 'rat-run' but as a way to get to our houses!!!!!! I feel the term rat-run shows bias to you wanting to close the road and doesn't think of the many house owners in the region who have to use it to access their houses.
521	Yes		Yes	Yes		Don't know	Yes	Yes	Yes	Although closing Leeman road to through traffic is important in delivering these plans effectively, I would be concerned about where traffic is displaced to - I don't think it's a reasonable expectation that people will all switch to public transport.
522	Yes	Great idea to include it and improve access	Yes	Don't Know	Making cycle and pedestrian and public transport more direct and convenient than private cars will be crucial. Have not looked in sufficient detail at the routes.			Yes	Yes	See previous answer
523	No		No	Yes		Yes	No	No	No	
524	Yes		Yes	Yes		Yes	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
525	No		Yes	Don't Know		Yes	No	No	No	
526	Yes		No	No		No	Yes	Yes	No	
527	Don't Know		Don't Know	Don't Know		Yes	Yes	No	Don't know	
528										
529	Yes	Perhaps put Leeman Road in tunnel under new space? Rail Museum should be encouraged to go international	Yes	Don't Know		Yes				But with speed limits an tunnel under Piazza. Closure would case great stresses for local residents in Garfield terrace area. Aim to get support of the many people already living around the site for the development
530	No		No	No	There is no consideration for motorists - and you need to take this into account.	Yes	No	No	Yes	
531	Yes		Yes	Yes	More information is required on the proposed development in order to comment further.	Don't know	Don't know	Don't know	Don't know	More information is required on the proposed development in order to comment further.
532										
533										
534	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
535										
536										
537	No		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
538	Yes		No opinion	No opinion		Yes				
539	Yes		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
540	Yes		Yes		segregated cycle routes should be provided not sharing space with cars/buses					
541	No opinion	Anything that improves the quality of the museum is a positive.	Yes	Yes		Don't know	Don't know	Don't know	Don't know	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
542	Yes		Don't Know	Don't Know						
543	No		Yes	Don't Know						
544	No						No opinion		No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
545	No	An exhibition in the Museum exhibiting and explaining the original purpose and function of the York Central site would make the connection between the interior and exterior of the museum. The Urban Panel of CABE and English Heritage visited York in 2003 to inspect the newly available ‘brown field’ sites at York Central and at Hungate. Their report includes comments on the York Central site and says the Museum has real potential to fulfil the aspiration for “animated public spaces”. It continues by saying that its “reinforcement by other cultural assets of value to residents can lead to the development playing a real part in the life of the City. The commitment ... to York Central being thoroughly interconnected to the old city and surrounding residential areas can thus be achieved. The Panel stressed the importance of this aim coming to fruition” (paragraph 15). The national story of railway development is told in the Museum and exemplified by exhibits connected with George Stephenson and Mallard. George Hudson and GT Andrews should be recognised for the vital part they played in “making all the railways come to York”. The spread of the railway out of York in the nineteenth century is the story of much of the City’s industrial history and could not be communicated to local people in a better place than the National Railway Museum.				Yes				Any new highway crossing York Central from Holgate Road over a new bridge to link up with Leeman Road must avoid the Albion Iron Foundry adjacent to Carleton and Carlisle Streets. Since the loss of the Phoenix Foundry what is left of the Albion Foundry is all that remains of York’s railway-related heavy industry. Its retention will commemorate this activity and act as a visual link with historic uses of the site and will be in accordance with the Objective and intention relating to the Heritage as discussed in answer to Question 4 above. The building/s also have some architectural merit (See ‘Audit of Heritage Assets’, p.43).
546										
547	Yes		Yes	Yes		Yes	No opinion	No	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
548	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
549	Yes		Yes	Yes		Yes				
550	Yes		Yes	Yes		Yes				
551	Yes	It needs to be an integral part of the plan and the focal point, along with the station for the style/design of the area - the heritage needs to be exploited to ensure the area stands out from all other cities and their station "parks"	Yes	Yes	Good lighting and links to other networks in the city is a must	No	No	Yes	Yes	
552	Yes	Investment could appropriately made into the heritage buildings of the railway institute to improve their value as a local sports facility - and perhaps enhance their potential for further community events.	Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	There does not appear to have been an option considered in which Leeman Road (potentially with diversion) remains available for traffic, but an additional access hub is created for easy bus and tax acces to a major bus hub at the rear of the station.
553	Don't Know	The approach is currently very unappealing - the underpass is dirty, narrow and smelly and the car parking arrangements have a temporary feel.	Yes	Don't Know	This could be the first safe cycling route in York, if it is planned in conjunction with traffic management.	Yes	No	No	Don't know	Traffic on Leeman Road is unproblematic for those passing through. It flows well. Can't comment on what it's like for those who live there.
554	Yes		Yes	Don't Know		No	No	No	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
555	Yes	Preserve and expand what it already has	Yes	Don't Know		No	No	Yes	No	
556	Don't Know		Yes	Yes					Yes	
557	Yes	Maximise the cultural aspect of the development - for tourists and local families	Yes	Don't Know		No	No	No	Yes	
558	Yes		Yes	Don't Know		No	Don't know	Don't know	Don't know	
559	Yes	The small (listed?) building currently in front of the National Railway Museum entrance should be retained and incorporated into the design.	Yes	Don't Know		No	No	No	Yes	
560	Yes	This is a brilliant idea, it will be a great space to sell for events in the city, connecting people from the transport links to the museum.	Yes			No	No	No	Yes	The new road will ease access for the NRM
561										
562	Yes		Yes	Yes		Yes				
563	No	It's ok as it is	Don't Know	Don't Know		Yes	No	No	No	
564	Yes		Don't Know	Don't Know		Don't know	Yes	Don't know	Don't know	
565	Yes		Yes	Yes				Yes		
566	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
567	No		Don't Know	No		Yes	Yes	No	No	
568	Yes		No opinion	Yes		No opinion	No opinion	No opinion	No opinion	
569	Yes		Yes	Yes		Yes	No	No	No	
570	Yes		Yes	Yes		Yes	Yes	No	No	
571										
572	No	It just isn't necessary. It works well as it is.	No	No	The routes seem to force people into controlled movement. There's no opportunity to meander. So called event spaces usually become cluttered with burger stalls and other pavement clutter which impedes progress for the blind and partially sighted and attracts more antisocial behaviour. Cycling in York is pretty good in most areas of the city, and that is partly because the city is not too big. In Leeds it is hell, especially around the rail station and Armouries.	Yes	No	No	No	Why on earth do you want to enable cars and buses to travel faster? It increases accidents. Traffic jams are a natural limitation on people wanting to use their cars. Celebrate them.
573	Yes		Yes	Yes		Don't know	No	No	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
574	No	Continue using the road train.	Don't Know	Don't Know	Ensure facilites/access for disabled passengers (even those without blue badges) is still available. Sheffield train station have failed.to do this	Yes	Don't know	No	No	
575										
576	No			No opinion		Yes				
577	Yes		Yes	Yes		Don't know	No	No	Yes	The Leeman Rd tunnel needs to be drastically improved
578	Don't Know		No opinion	Don't Know		No opinion	No opinion	No opinion	No opinion	
579										
580	Yes	Unimpeded Rail access needs to be maintained to both sides of the railway museum.	No	No	An area of land has in the past been reserved for a road into the site from Poppleton Road between Holgate Park Drive & Damson Close: this is far more suitable than the proposed route to Holgate Bridge.	Yes	No	No	No	There should be no vehicular link between the new road access from Poppleton / Holgate Road and Leeman Road (except possibly across proposed Museum Square for emergency vehicles).

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
581	Yes		Yes	Yes		Yes	No	No	Yes	Option 4 is the preferred option
582	No	There needs to be a way to access the station by car from the Clifton Bridge side as now. Otherwise all traffic coming from the north west has to come down Bootham and over Lendal Bridge. Nightmare if delay!	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	How will cars from Clifton Bridge direction access the station? Must they go all the way into York down Bootham? Or go via Holgate Road?
583	Yes	Let's not get too excited. The NRM is very exclusive in who it attracts. It does not cater very well nor seek to attract families. The NRM (AKA York's umbrella) does have large numbers of children visit but I think you will find that these are mainly on wet days! The NRM is focussed on a bygone era of the railway and does little to reflect engineering progress in the past 40 years - after visiting you could be left with the impression that steam and diesel are the pinnacles of rail technology. If so much is going to be given to the NRM should give assurances that it will move with the times, promote science and engineering excellence in rail industry, highlighting the part York plays in that and help spark the imagination of a new generation of young engineers and scientists. Helping to promote York as a family-friendly city attracting people and businesses to move to the city and increasing overnight visitor numbers	Yes	Yes	I am almost killed twice a day cycling across Queen Street Bridge so anything that enhances that for cyclists is a positive. Also taking a pressure off the Blossom Street traffic lights should be a priority.	No	Yes	Yes	Yes	Do not look at it in isolation - you need to consider the increased burden on Nunnery Lane and Blossom Street
584										
585										
586										
587	No		Yes	No opinion		No opinion	Yes	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
588	No		Yes	No	To many pedestrian routes are being eroded to meet the needs of cyclists and this needs to be managed better. There seems to be no consideration of pedestrians in these plans	Yes	No	No	No	Restricting traffic flows to local residents is already a problem with York's poor traffic planning and only forces local car drivers to use main routes used by all which leads to unbelievable traffic problems and does not benefit local council tax paying residents!
589										
590	Yes		Yes	Don't Know		No	Yes	No	No	
591	No		No	No opinion	Pedestrian and cycle routes must be considered equally with private cars	Yes	No	No	No	All highway options do not appropriately consider the continued need for good private car access for drop off and pick-up and suitable parking
592	No	It would be nice. But how many visitors really complain about having to cross Leeman Rd by the present underpass? Has anyone asked? No proper provision is being made to make Leeman Rd housing area accessible to central York. The main use of this central area should be a stadium with other facilities absent from York such as ice rink, ski centre, swimming pool. There are ways that the NRM could make semi-permanent use of such a development.	No	Yes	They seem fine, so long as Cinder Lane bridge and footpath remains and the plans do not make it at all clear how this will be done. The main problem is motor vehicle access.	Yes	No	No	No	Yes, There seems to be a misplaced optimism that personal motorised transport will evaporate in the future. This will not happen. IF it is to be used for housing then each household will need to have parking for at least one motor vehicle and access. However wealthy the people are they are not going to give up personal transport even if they do walk a lot. I know because this is precisely how our family is and has been! The main road access should be from the outer ring road alongside the railway line, there appears to be enough room for this, with a road bridge beneath Water Lane. Bringing the bridge in front of Network Rail site is going to be disastrous for Holgate Rd and surrounds. Why not add an access across the railway avoiding lines to the west of NR workshop where that strange construction has been put on the open land. This would disturb far less. In either case Poppleton Road would have to be redesigned to permit 40 mph running.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
593	Yes		Yes	Don't Know		Don't know	Yes	No	Don't know	
594	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
595										
596	Yes		Don't Know	Don't Know		Yes	No	No	No	
597										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
598	Yes	I like the plans - they make sense.	Yes	Don't Know	York Central should be entirely car-free. That should be one of its defining features. It's entirely possible. Be bold. Do it. Make it an island of bikes, a mini-Copenhagen. Use rickshaws, buses, and a NRM-style shuttle road train (electric!) but no cars.	No	Yes	Don't know	No	It's hard to make out the differences between Options 2 and 3 but they seem the best in terms of restricting traffic and encouraging pedestrian/cycle flow. Option 2 appears to do this slightly better because of access to NRM site.
599	Don't Know									
600	Yes		No	Don't Know		Yes				
601	Yes		Yes	Don't Know	Thank you for at least giving serious thought to cyclists. One thing, please make sure that the cycle lanes are maintained in a manner to discourage pedestrians from walking on them - i.e. keep the painted markings clearly visible.	No opinion	No opinion	No opinion	No opinion	
602	Don't Know	no	Yes	Yes	no	Yes				no

**York Central:
Seeking Your Views to Guide Development**

Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
603	Yes	Access to the mainline needs to be preserved Some rail route for steam-days etc is needed	Yes	Yes	on all developments motor vehicles / bikes / pedestrians each need their own separated carriageway	No	Yes	Yes	No	It would have been helpful to allow us to order these. If we want this to be a community where road use is minimised then this needs to be built into the infrastructure with good foot / bike / bus access and limited road access. It would be worth considering giving residents (not workers) access to the bus route under marble arch the extension of the length of the cycle route in option 2 is so small as to be negligible
604	No opinion		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
605										
606	Yes		Yes	Yes		Don't know	Don't know	No	Don't know	
607	Yes	at the moment i don't see how a public square will be popular as it's the 'wrong' side of the station. It would make sense to merge the two buildings of the NRM and make it one building, rerouting Leeman Road would certainly make that a viable option.	Yes	Yes	The most southerly exit for cyclists is very dangerous for cyclists who wish to travel straight on towards Scarcroft Road Park, or Right towards Tadcaster Road. This should be looked at in detail, the lights at the corner of Queen Street/ Blossom Street / Micklegate should have a ALWAYS use Cycle lane filter as cyclists turning right towards Tadcaster Road run the risk of cars going straight on down nunnery lane not seeing them.	No	Yes	No	No	Make it a 20 mph area. Leeman Road must be re-routed else there is no option for cars locally.



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
608	No opinion		Yes	Don't Know		Yes	Yes	Don't know	Don't know	
609	No	no	Yes	Yes	no	Yes	No	No	No	no
610										
611	Yes		Yes	No opinion		No	No	Yes	No	
612	No opinion	It is awkwardly split into 2 parts currently. Merging or having it all on one site makes sense.	Yes	Yes	No.	No	Yes	Yes	No	Option 2 seems preferable. My choice in order of preference would be 2,3,4,1.
613	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
614										
615										
616	No opinion		Yes	Don't Know			Yes			
617										
618	Yes		Yes	Don't Know		Yes	Yes	No	Yes	
619	No		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
620	Yes		Yes	No opinion				Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
621	No	i agree with a comment i read about having a right turn once you go under the bridge (off the one way system), the right turn would take you on the railway land (or what used to be) - purely for access to the NRM.	Yes	Don't Know	i struggled to find them on the website so cannot comment	Yes	Yes	No	No	
622	Don't Know	As above - a better cross-railway link	Yes	No		Yes				
623	Yes		Yes	Don't Know		No	Yes	Yes	No	
624	No		Don't Know	No						
625	Don't Know	I know the NRM has wanted a unified entrance for years but the implications for other users of the area are profound, especially for access to the City centre	Yes	Yes	It would be optimistic to assume that new cycle and bus routes will significantly reduce the demand for car traffic.	Don't know	Don't know	Don't know	Don't know	My main concern is what happens to traffic if Leeman Road is closed and/or restricted. I am especially concerned about traffic movements on and from the Holgate Road into the city.
626										
627										
628	Yes		Yes	Don't Know		Don't know	Yes	Don't know	No	
629	Don't Know		Yes	Don't Know		Yes	Don't know	Don't know	No	
630										
631	No		Yes	No		Yes	No	No	No	
632										
633	No opinion	no	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	too confusing

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
634	No		Yes	No opinion		No opinion		No	No opinion	
635	Don't Know		Don't Know	Don't Know		Yes	No	No	No	
636	Yes		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
637	Yes	Nothing should be done at NRM which is to the detriment of the primary objective of developing the area for housing, business and transport links.	Yes	Yes		Yes				
638										
639	Yes		No	Yes		Yes				
640	Yes		Yes	Don't Know		Yes	No	No	No	
641	Don't Know	It should not be the central feature of the development	No	Yes	Plenty not less	Yes	No	No	No	Stop making buses priority in the scheme
642	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
643	Yes		Yes	Yes		No	Yes	No	No	
644	Yes		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
645	Don't Know		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
646	Yes		Yes	Yes		Don't know	Yes	Don't know	Don't know	Experience suggests that attempting to limit private car access has only limited success and will often create parking problems elsewhere as car use is more likely to be displaced than reduced
647	Yes	No	Yes	Don't Know	No	No	Yes	Don't know	Don't know	No
648	Yes	Whilst I am no fan of cars - they do need a route around the city - so this needs to be considered in terms of the disruption this could cause	Yes	Yes	More pedestrian/cycle bridge options across the city would be very useful		Yes			
649										
650	No opinion		Yes	No opinion		Yes			Yes	
651	No	The NRM has failed in its duty of stewardship of the built and natural environment for years, and it has not been a good partner for the City by failing to cooperate for street cleaning and maintenance of surrounding buildings. Based on its track record, the NRM cannot be relied upon to play a key role in York Central. Instead, it should be treated as a major player but with no special privileges.	Don't Know	Don't Know	Only that they should in no way impede the movement of vehicular traffic.	Yes	No	No	No	York does not need another cockamamie traffic and bus improvement plan: we have had a few of these and they have all been disastrous. What we need is a well thought-out plan for vehicular traffic in York which takes into account the practical realities of life for all residents of the City and surrounding areas, not just cyclists and pedestrians within a couple of miles' radius of the centre.
652	Don't Know		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
653	Don't Know		Don't Know	Don't Know	Only that they should be given priority - time for York to set an example and stop playing catch-up with increased car use.	Don't know	Yes	Yes	No	
654	Yes		Yes	Yes		No	Yes			
655	No	Well....NRM decided to create it between existing road...so sorry...they could think about it before not now. Leeman road is very important access to estates and link to Clifton and MUST to saved!	No	No	This is another stupid "green" council's idea. Let do bikes, taxis and when people have rely on useless bus service, expensive taxis or cycle in rain + the fact that cycling road is a joke in York! it's 21 century, people want to use CARS if they need them!	Yes	No	No	Yes	Option 2 preferred BUT option 4 is still OK as give NRM more option to improve and people still will have access to theirs home - it's all depends how it's going to be built - can't see that from plan!
656	Yes		Yes	No		Yes				
657	Yes	It is such a valuable asset to the City it would make sense to make a clear link with York Central.	Yes	Don't Know				Yes		If the re-routing of Leeman Road is feasible and cost-effective, it would enhance the greater environment around the NRM, attract more visitors and create a calmer space for the residents of the houses to be built.
658			Yes	Don't Know						
659										
660										
661										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
662	No opinion		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
663	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
664										
665	Yes		Yes	Yes	No	No	Yes	Yes	No	We don't have a strong preference between 2 & 3 but option 2 is probably betTer as it maintains pedestrian access throUgh the expanded NRM
666	Yes		Yes	No opinion		No opinion	Yes	No opinion	No	
667	Yes	Having 2 Buildings separated by a road is just silly considering that NRM owns both, it would be much better to have the one large building for NRM than 2 seperate ones and would allow the NRM to expand their exhibits even further. Hopefully a much improved and larger NRM would attract many more visitors to the City.	No opinion	Don't Know		No opinion	Don't know	Don't know	Don't know	
668	Yes		Yes	Don't Know	Make sure safe at night					
669	Yes		Don't Know	Don't Know		No	No	Yes	No	
670	Don't Know		Yes	Yes		Yes	No	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
671	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
672	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
673	Don't Know		Yes	Don't Know						
674	Don't Know		Yes	Yes		No opinion	No opinion	No opinion	No opinion	
675	No		No opinion	No opinion	Cycle routes a complete waste of money	Yes	No	No	No	
676	No		No opinion	No		Yes	No	No	No	
677										
678	No	there seems little point in creating a square outside the museum	No	No	limited access to green area from acomb, you have to walk all the way to leeman road or holgate	Yes	No	No	No	its a road, its not a rat-run
679	Yes		Yes	Don't Know		Yes	No	No	No	The more possibilities for access the better to avoid congestion on just a few routes.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
680	Don't Know		Yes	Don't Know	Are the pedestrian routes going to include drop kerbs so they can be used by wheelchairs? A surprising number of paths in york don't have them	Don't know	Don't know	Don't know	Don't know	
681	Don't Know		Yes	Don't Know		Yes	No	No	Yes	
682	No		No opinion	No opinion		Yes	No	No	No	
683	Yes		Yes	Yes	No	No opinion	No opinion	No opinion	No opinion	
684	Yes		Yes	Yes		Yes				
685	Yes		Yes	Don't Know		Yes	No	No	No	
686	No		No	No	Keep them apart! I am sick of walking to work and having to watch for cyclists on the pavement. Even leaving my house I was very close to being run down on the pavement recently!	Don't know	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
687	Yes		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
688										
689	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
690										
691										
692	No		No	Don't Know		Yes				
693	Yes		Yes	Yes	There should be more	No		Yes		
694										
695	Yes	key part of our railway city	Don't Know	Don't Know	good luck york has a history of bad traffic control	Yes	No opinion	No opinion	No opinion	
696	Yes		Yes	No						
697	Yes		Yes	Yes				Yes		
698	Yes		Don't Know	Don't Know	I think the development should aim for near car free. So the cycle routes and walkways need to be main emphasis. All roads within the development should be small and have HUGE cycle lanes and be colour coded to be recognised as slow roads. No bumps needed, just make it look they are residential. There are lots of examples on the continent.	No	Yes	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
699	No	Why alter what is currently working?	Don't Know	Don't Know	Sustainable sounds like something that the BBC talks about in its sitcoms	Yes	Don't know	No	No	Requires an overall approach to traffic for the City, not a fiasco like Lendal bridge.
700	No	Given the volume of traffic on Leeman Road, will an alternative access be built if it is closed? I'm not sure the NRM should be a priority unless the plan is to expand it and promote it as an even more important magnet for visitors	No	No	More emphasis must be placed on pedestrian movements	Yes	No	No	No	
701	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
702	Don't Know		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
703	Yes		Yes	Yes			Yes			



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
704	Don't Know		Yes	No opinion		No opinion	Don't know	No opinion	No opinion	
705										
706										
707			Yes							
708	No		Yes	Don't Know		Yes				
709	Yes		Don't Know	Don't Know		Yes				
710	Yes		Yes	Don't Know		Yes	Don't know	Don't know	Don't know	
711	Yes		Yes	Yes		Yes	No	No	Yes	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
712	Yes	rail heritage should be main priority.	Yes	Yes	More.	Don't know	Don't know	Yes	Don't know	Traffic in Leeman road area should be kept to a minimum. Introducing of permit parking in all residential areas close by should also be introduced.
713	No		Yes	No		Yes	No	No	No	
714	Yes		Yes	Yes		No	Yes	Yes	Don't know	
715	Don't Know		Yes	Yes			Yes			

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
716	Yes	make it a focal point.	Don't Know	Don't Know					Yes	
717	Yes	Must not dominate	Yes	Don't Know	? no apparent pedestrian / cycle exit from western residential area to Water End/Poppleton Road junction	No	Yes	Yes	Don't know	
718										
719	Yes		Yes	Yes		Don't know	Yes	Don't know	Don't know	
720	No			No opinion		Yes				
721										



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
722	No	The National Railway Museum is important to York, but the whole development shouldn't revolve around it. Forcing all the traffic through York Central to rely on one route by closing Leeman Road seems self-defeating.	No	Yes	The new bridge over the railway lines seems a bit excessive as it doesn't really go to anywhere in particular and alternative access to the riverside isn't much further to travel.	Yes	No	No	Yes	Closing car access to York Central and the Railway Museum through the Leeman Road underpass is the most idiotic thing in the whole proposal, all traffic from the York side of the station would have to either park on the other side or go around the already congested Holgate Road route putting a lot of pressure on the proposed new access to the site. Calling it "rat running" on Option 2 is moronic, people want to travel from one place to another, that's not rat running, it's travel. There's nothing to justify bus gates at all, most busses are double deckers and go to York, so will still stop at the other side of the station, the Marble Arch tunnel also allows pedestrians to be safely separate from traffic already, so there is no added benefit of closing it to traffic. Imagining that the residents and employees of York Central won't be car users is idealistic nonsense, even with the good transport links and previous developments in York have suffered from a chronic lack of parking provision.
723	No opinion		Don't Know	Don't Know		No opinion	No opinion	No opinion	No opinion	
724	Don't Know		Yes	Yes		Don't know	Don't know	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
725	No opinion		No	No	Priority should be given to traffic-free arterial cycle routes through and to York Central, with the development serving as a catalyst for development of a network of the same throughout the city. York has a high proportion of cyclists and with the right infrastructure would open up suppressed demand for more, taking vehicles off the road, reducing congestion and improving air quality and health.	No	Yes	No opinion	No	
726	Yes		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
727	Don't Know		Yes	Don't Know		Yes	No	No	No	
728	Don't Know	Could be cultural exhibition centre to the site	Yes	Don't Know		No	Yes		Yes	new link road from A59 needs moving further up A59 as will cause congestion with Acomb Road and will be too close to St Pauls estate and Wilton Rise
729	Yes		Don't Know	Don't Know	Wasn't obvious from the website	Yes	No	No	No	
730	Yes		Don't Know	Don't Know		Yes				
731	Yes		Yes							
732	Don't Know		Yes	Don't Know		Yes	Yes	Don't know	Don't know	
733	Don't Know		Don't Know	No	The options don't promote a western exit onto Poppleton road, which limits permeability and the site's integration into the established cityscape.	Yes		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
734	Don't Know		Don't Know	Don't Know		Yes	No	No	No	
735	No	Closing leeman road would cause massive problems for the properties already in the leeman road area.				Yes	No	No	No	
736	No		Yes	Yes		Yes	Yes	Yes	Yes	
737	No		No	No		No				
738										
739	Yes	New level crossing being introduced!?	Yes	Yes	Cut off corner to the west of the site, potential other access	No	Yes	Yes	Yes	avoid new level crossing
740	No opinion		Yes	Yes		No opinion	No opinion	No opinion	No opinion	
741	Yes		Don't Know	Don't Know		Yes	No	No	No	
742	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
743	No	the NRM is a vital part and I support it, however it shouldn't be the main driving factor	Yes	Yes	improvement will be required from Leeman road, via Salisbury terrace to get to Water Lane. currentlty it is very cyclist unfriendly. also on the new connection to Holgate road the cycle network will need done safely, currently the junctions to Holgate Road from Hamilton Drive East and Wilton Rise are very dangerous for cyclists	Yes	Yes	Don't know	Don't know	restricting access from the new bridge also has the effect of restricting access to the new station access from the north, making all traffic for the station from the north go to the east entrance
744	Don't Know		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
745	Yes		Don't Know	Don't Know	The more the better, prioritise provision of these over cars					
746	Yes									
747										
748										
749										
750	Don't Know		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
751	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
752	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
753	No opinion		Don't Know	Don't Know		No opinion	Don't know	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
754	Don't Know		Yes	Yes		Don't know	Yes	Don't know	Don't know	
755	No opinion	A nicer connecting space is needed - I don't like walking round the corner and under the bridge to get there - it's not a pleasant entrance.	Yes	Yes	Just make sure there are PROPER cycle spaces! Enough space and not just shoe-horned into the road.	No opinion	Yes	No opinion	No opinion	
756										
757	No		No opinion	No opinion		Yes				
758										
759										
760	Yes		Don't Know	Don't Know		Yes				
761	Don't Know	It is probably best left as it is.	Yes	Don't Know		Yes				
762	Yes		Don't Know	Don't Know		Don't know	Don't know	Yes	Don't know	
763										
764	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
765										
766	Yes		Yes	Yes		No	No	Don't know	Don't know	
767										
768	Don't Know		Yes	Don't Know						
769	No		Don't Know	Don't Know	Depends on what you the council are trying to achieve?? less cars more bikes.	Yes	No	No	No	It's one of the freer moving routes into and out of the city centre

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
770	Yes	I don't think the York council tax payers should be funding a new public square connected with the museum as it will mainly benefit the museum.	Yes		See my earlier comment about cholera grounds, and bus hazard. Marble Arch should retain a cycle path. Ends of cycle routes should be planned so that they are near enough to where the cyclist needs to get to (eg ticket office) and if possible cyclists should be able to cycle in a segregated way along some of the lengthy platforms where there are very few passengers.	No	Yes	No	No	Work to avoid the disadvantage to cyclists of Option 2 by incorporating a cycle route through the buildings.
771	Yes		Yes	Yes		No	No	Yes	No	
772	Yes		Yes	No	An additional pedestrian/cycle route to the north west of the site linking to Poppleton Road is required	No	Yes	Yes	No	Bus gates are essential to avoid abuse by rat runners ignoring signage as occurs across the centre of York presently

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
773	No		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
774	No									
775	No		No	No opinion		Yes	No	No	No	York is congested enough without restricting traffic any further. Presently whenever there is an accident on either the A64 or A1237 York is soon gridlocked due to all the existing restrictions. Without cheap & reliable public transport the Council will never succeed with their plans to banish all cars from York whcih seems to be the ultimate goal.
776	Yes		Don't Know	Don't Know		Yes				
777										
778										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
779	No opinion		No	No opinion		Yes	No	No	No	Holgate Road already breaches local air quality standards. There is continual standing traffic between 8am and 9am in the morning. I cannot see that with only 2 access routes and removing a route through Leeman Road to the city, plus potential access to the station car park from Holgate Road, how traffic can be accommodated without breaching these levels further. Is it legal to plan a development that will breach air quality standards further? I do not believe that the mitigation proposed in the form of park and ride will be sufficient. The buses will just be stuck in the same queues as everyone else on Holgate and Poppleton Road. There must be still other proposals for a bridge and access routes from the Poppleton Rd / Boroughbridge Rd side but these options are not presented. Has a full cost benefit been carried out including NOx damage levels? Access and movement in the proposals focus on Leeman Road. In option 2, one of the disadvantages is still increased traffic and noise for the residents of Holgate Road and Wilton Rise. However, you omit to mention this and focus on Leeman Road. I am still not clear on why the access should be so far into the city. There is access from Holgate Park, near CPP. Could the cars not come down the back of the current railway buildings on Chancery Rise parallel with the railway and then across a bridge? You could then use Chancery Rise for cyclist and pedestrians.
780	No opinion		Yes	No opinion					Yes	
781										
782	No	It is INDEFENSIBLE to use the N.R.M. as a chimera behind which land developers intend to shove a massive high-rise and dense housing development into this area.	No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
783	Don't Know		Don't Know	Don't Know		Yes	No	No	No	
784	Don't Know	More cycle parking	Yes	No	Need more. Cycle and pedestrian routes have to be clearly separate and in as straight a line as possible.	No	Yes	Don't know	Don't know	
785	Yes	Creation of a unified site is a positive step that will enhance the overall experience and increase its capacity as a destination	Yes	No opinion		No	No opinion	Don't know	Don't know	
786	No		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
787	Yes		Yes	Yes				Yes		
788	No		No	No		Yes	No	No	No	
789										
790	Yes		Yes	Yes		No	Yes	Yes	No opinion	
791	No opinion	The NRM should fund itself. No council tax or CoYC reserves should be made available to it to meet its objectives.	No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
792	Yes	Making it part of the centre rather than on the outskirts is not only a great idea, but is needed.	Yes	Don't Know		No opinion	No opinion	Don't know	No opinion	
793	Yes		Yes	No opinion		Don't know	Don't know	Don't know	Don't know	
794	Yes	Should be at the centre of all developments due to its international importance	Yes	Yes		No	Don't know	Don't know	Yes	
795										
796										
797	No opinion		Don't Know	No opinion		Yes	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
798										
799	Yes	The Railway museum should be the star attraction, all buildings should have former railway design incorporated in them, they should have a warmth, and welcoming look, reflect the heritage the Railway Museum preserves, not the soulless concrete blocks they build in London	Yes	No opinion		No	Yes	Yes	No	
800	Yes		Yes	No opinion		Yes	No	No	No	
801	Yes		Yes	Yes	Need more capacity for pedestrians & cycles in Leeman Road Underpass. There is already conflict between pedestrians & cycles as it is too busy (I consider myself to be part of both groups, so see it both ways). Bus gates (& single lane) could allow cycles to share the road part of the underpass?	No	Yes	Yes	No	Concerned about proposed junction with A59 & NOx levels on Salisbury Road. Only low traffic options would be appropriate.
802	Yes		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
803	Yes		Yes	Don't Know		No	Yes	Yes	No	
804	Yes		Yes	Yes		No	No	Yes	No	
805	Yes	Its a great asset and there are many examples around the UK and overseas where such a facility has become the focus of wider development.	Yes	Don't Know	I would prefer the Council to be bolder about encouraging a switch to more sustainable travel options e.g. do new houses/offices/museums need to have car parking outside their door?	No	No	Yes	No	Please reconsider access restrictions over Lendal Bridge - swallow some pride and find the right solution.
806	No		Yes	Don't Know		Yes	Yes	No	Don't know	
807	Yes		No opinion	Yes	They should not be prioritised over cars	Yes				
808	Yes		Yes	Don't Know		No	Yes	Yes	No	
809	Don't Know		Yes	Yes		Don't know	Don't know	Don't know	Don't know	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
810	No opinion		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
811										
812	No		No	Don't Know		Yes	No	No	No	
813	No		Yes	No		Yes	No	No	No	
814	Yes		Yes	Don't Know		Yes	Don't know	Don't know	Don't know	What are 'bus gates'?
815	No	-	Don't Know	Don't Know	-	Yes	No	No	No	-

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
816	No	Why not move NRM main building onto the other side of the road instead and then build some houses where that currently is?! No need to mess about with the road then.	Don't Know	Don't Know	Little bit difficult to comment on these routes when one doesn't have a detailed site plan to look at of what buildings (and where)are proposed and the layout of any streets/paths.	Yes	No	No	Yes	Holgate road is already quite busy enough. At peak times even more so. Taking a bus down Holgate road is not an appealing option when the bus that goes down Leeman Road is much quicker. Surely the whole point is to keep bus times to a minimum and give people the most options possible? To discourage people out of their cars there needs to be a perceived significant improvement to the buses-not reducing of the options.
817	Don't Know	None	Yes	Don't Know	None	No opinion	Yes	Don't know	Don't know	
818	Yes	Needs to be central to new build	Don't Know	Don't Know		Yes	No	No	Yes	
819	No opinion		Yes	Yes		No opinion	Yes	Yes	No	
820	Don't Know		Yes	Don't Know		Yes	No			
821	Yes		Yes	No opinion		Yes	No	No	No	
822	No opinion		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
823										
824										
825	No opinion		No opinion	No opinion	The council want rid of cars from the city centre	Yes	No	No	No	
826	Don't Know		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
827	No opinion		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
828										



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
829						Yes	No	No	No	
830	No opinion	The railway museum is mainly indoors at present and I see no reason why it should not have some outdoor areas with restored railway buildings and artifacts.			As I feel you should be re-designing the buildings, this would have a knock on affect on these routes. Safety is paramount - these routes should be in well lit publicly used areas.	Yes				If you are going to restrict traffic on Leeman Rd, you need to add in extra roads as alternatives. I don't see enough parking, especially for all those high rise business and domestic buildings.
831										
832	Yes		Don't Know	No		No		Yes		



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
833	No		Yes	Don't Know		Don't know	No	No	No	See previous comments



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
834	No opinion		Don't Know	Don't Know		No opinion	No opinion	No opinion	No opinion	
835	No	Its an expensive pipe dream - estimated at £40m which is a ludicrously low figure, bearing in mind all the hidden infrastructure that would require altering.	Yes	Don't Know	No	Yes	No	No	No	This is a re-run of the idea of closing Lendal Bridge to all but public vehicles - great in theory but a disaster in practice. Leeman Road is an important artery both for inwards and outwards travel into the city and across it. If we are really going to be serious about developing the central area of disused railway land then a complete holistic appraisal of how traffic circulates in and around York needs to precede that and the appropriate actions costed and included - but that won't happen because there will never be the Government funding available to see it through. Hence why we are all stuck with a cart track of a northern bypass - the A1237.
836	Yes		Yes	No opinion		Yes	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
837	Yes		Yes	Yes		No	Yes	Yes	Yes	
838	Yes		Yes	No opinion		Yes	No	No	No	
839	Yes	No matter how much you wish cars would disappear, people like the freedom a car provides. Make sure Leeman Road is rerouted and not closed.	No	Yes	Cycle routes are good. I like cycling.	No	No	No	Yes	
840	No opinion		No opinion	No	Don't make it necessary to remove the RI gymnasium to make a safe walkway around the rear. Alter the plan to show it to the front and make a feature of that building and its function.	No opinion	No opinion	No opinion	No opinion	
841	No		No	Yes		Yes	No	No	No	
842	Don't Know		No	Don't Know		Yes	No	No	No	
843										
844	Yes		No opinion	Don't Know		Yes	No	No	No	Traffic need to get quickly and safely to their destination. Not waiting behind buses or cars turning right because the pavements have been built out.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
845	No	I feel uncomfortable that there appears to be so much priority within the plan for the NRM. Whilst I value the NRM and understand its importance to the city (ie visitors), I think that greater priority should be given to residents of York, ie improving their travel around the city and the condition of community spaces & buildings.	Yes	Yes		Yes	No	No	Yes	Very disappointed that routes through York (which is already restricted) are proposed to be shut to allow for NRM expansion. York is a small city with many restrictions due to its heritage assets, but it needs to allow its residents to live, get to work, get to the station, without further restrictions being created by the NRM.
846	No opinion		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
847	Yes		No	No opinion		Yes	No	No	No	
848										
849	Yes		Don't Know	Don't Know		Yes	Yes	No	No	
850	Don't Know		Don't Know	Don't Know		Yes	No	No	No	
851	Don't Know	Current proposals risk cutting off car-users living in Leeman Road area from their natural route into the city centre, for the sake of the (very desirable) limitations on through access from other parts of York which already cause more traffic than is desirable. Local residents may prefer bus or be willing to drive the long way round, but perhaps some could justify 'bus badges' to be able to get through Marble Arch? Important that residents are not treated as an inconvenience to the plans of the Museum and the interests of visitors to York - these are very important to the viability of the scheme, but existing residents have their own needs too.	Yes	No	Proposals are fine, but add if possible another p/c route into the site from Poppleton Road, bridging the freight line (level crossing??); also strongly support bridge over east coast main line to allow p/c access from Water End Lane. Ideally bridges would avoid steps - some cyclists can't get their bikes up these.		Yes	Yes		Options 2 and 3 are best to stop people driving through Leeman Road area as a route elsewhere; but there is a cost to local residents in the Salisbury Terrace area who have their natural driving routes disrupted. Important this is compensated as well as possible e.g. real improvements - early! - in bus access to central York. And diversion of traffic elsewhere - this, plus added traffic associated with new homes and offices, will add to traffic flow on Holgate Road (where I live), Blossom Street, Bootham and other roads which are already very congested at peak hours. Need a robust overall traffic strategy to recognise this.
852	Yes	I think something needs to be done to improve the dark bridge on Leeman road - this is very off-putting to walk under even during the day, and I think the unpleasant walk stops local people visiting the Railway Museum as much when they happen to be in town anyway. It would also look a lot nicer for tourists if this area was improved.	Yes	Don't Know		Yes		No		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
853	No	Why do you want to extend the NRM? It is big enough and manageable as it is. Our council taxes are needed for the young and elderly of the city. For other leisure facilities that are already struggling and under threat of closure. Why add to the burden?	Yes	Don't Know		Yes	No	No	No	The more restrictions you impose, the greater the bottle necks elsewhere. Please give the public some credulity and choice to drive sensibly. It's a daft idea that just costs money. It is an interesting observation that wherever traffic lights fail, the traffic seems to move just as smoothly if not better without that restriction.
854	No		No	No		No	No	No	No	
855										
856	No	I do not consider that Leeman Road should be closed to traffic as this would only force more traffic onto Holgate Road (which would in any case see an increase in traffic if the principal access to York Central is the to be from Chancery Rise) and onto Bootham/Clifton. Would it not be possible to construct a cut and cover tunnel to retain Leeman Road for through traffic, while allowing the proposed NRM Central Gallery and Museum Square to go ahead above it?	Yes	Don't Know		Yes	No	No	No	In the case of earlier proposals for York Central, there was talk of a new road running directly into the site from Water End (and possibly from the Ring Road). A new link could still be constructed from Water End to Leeming Road to to the south of of the Leeming Road residential area and immediately north of the ECML, to take traffic out of the Leeming Road residential area. This would still seem to be a sensible option rather than making Chancery Rise the main vehicular access to the site.
857										
858	Yes		Don't Know	Don't Know		No opinion	No opinion	No opinion	No opinion	
859										



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
860	Yes		Don't Know	No		No	Yes	Yes		
861	Yes		No	No		Yes				
862	No	Kept as it is	No	No		No	No	No	No	
863	Yes		Yes	Don't Know		No	Yes	Yes	No	
864	Yes		Yes	Yes		No	No	No	Yes	
865	Yes		Yes	No opinion		No	Yes	Yes	No	
866	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
867	Yes		Don't Know	Don't Know		Don't know	No	No	Yes	
868	No opinion		No opinion	Yes		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
869	No	Closing roads to traffic in York is a disaster remember lental bridge	Don't Know	Don't Know		Yes	No	No	No	Insufficient road access points to such a large development site
870	Don't Know		Don't Know	Don't Know		Yes	No opinion	No opinion	No opinion	
871	Don't Know		Yes	Yes	Maintain a high quality cycle route leaving the site toward the University.	Don't know	Yes	Don't know	Don't know	
872	Yes		Yes	Yes						
873	No	My reasons for not supporting these ideas are based on access, traffic and parking arrangements.	Yes	No		No	No	No	No	All 4 options seem ridiculous to me. Why on earth would you put the main access to the site at the narrowest part of Holgate Road, directly after the convergence of 2 arterial roads (Acomb & Poppleton). Surely the newly widened section of Poppleton Road (which was I believe was an option) would be far more sensible entry point to the site?
874	No opinion		Yes	Yes		No opinion	Yes	Yes	No opinion	
875	No		Yes	Yes		Don't know	Yes	Don't know	Don't know	
876	No		Don't Know	Don't Know		Yes				
877	Don't Know	The York RI gymnasium is a valued part of the badminton community hosting many events/teams such as the GBR Deaf team, Yorkshire county squads and summer schools the facilities are fantastic with a great atmosphere must keep the York RI gymnasium!!	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
878	Don't Know		Yes	Don't Know		Yes	Don't know	No	Don't know	
879										
880										
881	No		Don't Know	Don't Know		Yes				
882	Yes		Yes	Don't Know		No	Don't know	Yes	No	

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
883	Yes		Yes	Don't Know				Yes		
884										
885	Yes	The NRM is dated and out of touch, thus needing significant remodelling and improvement. This proposal can only be a catalyst for positive change	No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
886										
887	No		No opinion	Yes		No opinion	Don't know	No opinion	Don't know	
888										
889										
890										
891										
892	No opinion		No opinion	Yes		Don't know	Don't know	Don't know	Don't know	
893	No opinion		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
894	No		Yes	Yes		Yes	No	No	No	
895	No		Don't Know	Don't Know		No	Yes	Yes		
896	Yes		Yes	Yes		Yes				
897	Don't Know		Don't Know	Yes		Yes	No	No	No	
898	Yes	Just make the access friendlier and more welcome	Yes	Don't Know					Yes	
899	No		Yes	Yes		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
900	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
901	Yes		Yes	Don't Know		Yes	Don't know	Don't know	Don't know	
902	No		Yes	Yes		Yes	No opinion	No	No opinion	
903	Yes		Yes	Don't Know		Yes	Yes	Don't know	Yes	
904	Yes		Yes	Yes		Yes	No	No	No	
905	Yes		Yes	Yes		No	Yes	Yes	No	
906	Yes		Yes	Yes		Yes	No opinion	No opinion	No opinion	
907	Yes	diversify the offer to incorporate other cultural and entertainment facilities available in the evening	Yes	Don't Know				Yes		
908	Yes		Yes	No	Possible extra connection on to A59 at NW corner of site?				Yes	Staged assessment of transport options as site development progresses

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
909	Yes	With regard to Leeman Road closure/rerouting. This must be done at an early point in the project so that Leeman Road residents are not cut off from accessing public transport to and from the City Centre	Yes	Yes	Previous versions of the York Central Master Plan have all stated that the maximum modal split for motorised vehicles is no higher than 20% that that is to include delivery and service vehicles.		Yes	Yes		It should be considered, as in previous versions of the Plan, that Leeman Road residents have access via a system similar to that used by buses in Stonebow - transponder scheme.
910	Yes		Yes	No opinion		No opinion		Yes		
911	Yes		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
912	Yes		Don't Know	Don't Know		No opinion	No opinion	No opinion	No opinion	
913	Yes	open longer hours , conference centre and events centre	Yes	Yes		No	No	No	Yes	
914	No	Although the NRM developed the Great Hall site in the 1970's as an adjunct to the older site and accessed via the underpass ... it is this development which was in the wrong place with it's limited and awkward access although relocating this into the central area now vacated by the carriageworks is impossible.. rather than limit Leeman Rd perhaps further development to the east of the station Hall would be better and more accessible for tourists than the creation of commercial/residential in the close proximity	Yes	No	Not well thought out in relation to possible commutes routes .. for schools/ to from station or for shopping.. some go from nowhere to nowhere as if someone has simply drawn a green pen across the drawing. If walking some are also impossible a they do not represent the shortest route between points	Yes	No	No		A broader view needed than simply the conflict of the NRM expansion onto Leeman Rd increased rail use/ need to improve lines etc and accessibility for the users/resident of the proposed new York Central with the rest of York AND the railway station
915										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
916	Yes	The Museum is an asset to York. Anyway it can be improved and developed must can only be a positive thing so it can attract even more visitors and boost the city's economy.	Yes	Don't Know		Don't know	Yes	Yes	Don't know	
917	Yes	Access from Water End with George Hudson Way Leading all the way to the NRM as well as the "Tear Drop Coach Visitor & Travel Interchange" and "York Central Freight & Goods Transhipment Hub" Practical - Purposeful - Prosperous and wealth Enhancing for the City. Grass verges and tree lined is acceptable.	No	No	Access from Gateway Business Park is for the future to relieve vehicle loading on the Poppleton Road and Boroughbridge Road Junction - it may be necessary to consider moving Poppleton Road School to remove the danger to kids of the extra vehicles after Civil Service Club and Trenchard Road are developped	Yes	No	No	No	See my whole 1990 proposals for the whole city of York to rid of the bad points and issues, reduce pollution and increase safety generally from all aspects.
918	Don't Know	Where will Leeman road traffic go?	Yes	No		Don't know	Don't know	Don't know	Don't know	
919	Yes		Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
920	Yes	Needs to be an organic progression from museum into the general streetscape. External exhibits and demonstrations are important.	No	Don't Know	Impossible to tell from map which routes are shared with general traffic.	No opinion	No	No	Yes	There is a lot of traffic using Leeman Road to access the City centre. You cannot close off this traffic without causing gridlock on the rest of the network. Maybe if the northern by pass is dualled AND an new public transport corridor is provided linking west York (A1237) and East York (A64/Uni) road closures may be possible. But this would be very expensive (part will need to be underground) so the absence of financial figures from the consultation devalue this survey. The lesson of Lendal Bridge has to be learned. If residents are to be persuaded not to take a car onto the York central site then they will need to have somewhere secure to leave their vehicles. That implies an upgrade and change of role for one of the P & R sites
921	Yes		No	Yes		Yes	No	No	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
922	Yes		No opinion	No opinion		Yes	No	No	No	
923	Yes	It is a crucial hub to the development.	Yes	Don't Know		No	Don't know	Don't know	Yes	
924										
925	Yes	Access to, and visibility of, York's second greatest attraction must be paramount	Yes	Don't Know		No	Don't know	Yes	Don't know	
926	Yes		No opinion	No opinion	Get all cycles off the road and onto paths. They cause havoc with traffic and endanger themselves.	Yes	No	No	No	Must remain open to cars.
927										
928	Yes	it must be the centre-piece, around which everything revolves	No opinion	Yes		Yes	Yes	No	No	
929	Yes		Yes	Yes		No	Yes	Yes	No	
930	Yes		Yes	Yes		Yes	No	No	No	
931	Yes	not sure / do not know	Yes	Don't Know		No	Yes	Yes	No	n/a
932	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	Unclear about the implications of these options and the differences aren't entirely clear

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
933	No		No	No	I would like to see some work done into assessing if the whether or not the proposals can work without any cars accessing the site (except emergency/loading from Leeman road). It is clear the proposals are not financially viable, a large part due to the huge costs of accessing the site for cars. If a multistorey car park was put at the station (to benefit York centre as well) and another on Holgate Park, with pedestrian/Segway/bicycle/golf buggy access into the site) then the costs would be hugely reduced. This is the future of cities and is being adopted by other places so it needs consideration. It also provides a USP to attract the kind of businesses the council are going to have to attract in order to have any chance at all of coming up with something viable. With the existing proposals as they are, HUGE risks on HUGE costs I am very much against the proposed development. Lets look less traditional and more to the future!	No	No	No	No	As above
934	No	A bridge over or underpass under Leeman Road.	Yes	Yes	The layout for no 18 looks alright.	Yes	No	No	No	
935	Yes		Don't Know	Yes		No	Yes	Yes	No	
936	Yes	low key asset and expensive from all angles low pay staff not ideal modern fast and exciting shows/not billy butlins								
937	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
938										
939										
940	No		No	No	I live on Cleveland Street and do not agree with pedestrians/cyclists using the street to access new road bridge. It is a narrow terraced street. We residents struggle to park in out own street during the day due to people who work in York city centre parking here to avoid car park fees.	Yes	No	No	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
941	Yes		Yes	Yes		No	Yes	Don't know	No	
942	Yes	I'm a big fan of NRM and very pleased to see it grow.	Yes	No	I have uploaded comments for this question to: http://www.leemanpark.uk/yorkcentral.pdf To summarise: Generally supportive of the principles. However, the pack omits the path north of the Ouse as a route of key importance to the plan, since it is a traffic-free route to Rawcliffe Park and Ride. Once the Scarborough Railway Bridge enhancements are complete, it will just take the addition of "Boris Bikes" to make this a very attractive "Park and Cycle" solution for York Central. Is there a missed opportunity to combine the proposed East Cost Mainline footbridge with the Scarborough Railway Bridge enhancements to make a single rail and river crossing instead?	No	Yes	Yes	No	As a resident in 'the Island' community north of York Central, I think the proposed bus gates are essential to avoid an increase in through traffic round our one-way system. Hopefully traffic modelling will forecast that the additional traffic from the new developments will be offset sufficiently by the reduced through traffic. Without the bus gates, I don't see how our neighbourhood can avoid an increase in through traffic above current levels, which we can't sustain as an Air Quality Management Area. Additionally, could an extra bus gate between the residential zone and commercial zone be added too? This would prevent Holgate Bridge to Water End through traffic passing through York Central (i.e. Dringhouses to Clifton flow), and also constrain the Island neighbourhood to only having the new residential through traffic, and Holgate Bridge neighbourhood to only having the new commercial and station traffic, yet still permit bus routes through. I think this would help appease communities on both sides to limit the impact.
943	Yes	I believe it is pivotal to making the site an attractive and vital new heart or hub for the city.	Yes	Yes				Yes		Short term pain for long term gain
944	No opinion		Yes	Don't Know	Make sure cyclists no the law and not to ride on the pavement.	Don't know	Don't know	Don't know	Don't know	
945	Yes		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
946										
947			Yes	Don't Know	When I do come I hate walking through the tunnel on Leeman Road.	No	Don't know	Don't know	No opinion	
948	No opinion	Please provide adequate parking	Yes	Don't Know		Yes	No	No	No	
949	Yes		Yes	Don't Know		No	Yes	Yes	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
950	No		No opinion	Don't Know		Don't know	Don't know	Don't know	Don't know	
951	Yes	If it creates a centre that is as well used at the Railway Museum is at present then it will be a good use of the space. Cutting down on access to the city centre by closing Leeman Road must mean more congestion on the Boroughbridge Road, Holgate access	No	No	There is no way that car owners will use buses, they are smelly, take a long time, and are unreliable. The convenience of cars is why they congest the city. Either make all cars have limited access by banning them between 10-4 so that buses can move quickly and on time through the centre, ban parking at the side of the road between 10-4 and then cars, buses and pedestrians and cycle could move.	No	Yes	Yes		Bus movement through Leeman Road is good for the 10 better than using the Holgate Road. The 59 Park and Ride is too irregular to hold any promise of faster access to town.
952	Yes		Yes	Yes		No	Yes	Yes	No	
953	Yes		Yes	No opinion	The published plan is only an outline at the moment, but the emphases are correct.	Yes	No	No	No	The approach should be to provide better options, not punish road users by further limiting them.
954	Yes	I think it should be a central focus, given its local, national and international importance.	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
955	Yes		Yes	Yes		Yes	No	No	No	
956										
957										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
958	Yes	Must, must, must, diversion of Leeman Road, plus restrictions on use to buses/taxis hire cars/emergency vehicles. Important to halt through traffic along the site. A new west entrance to York station with two public squares. Fantastic! New multi-story car park for office workers in Teardrop, plus visitors to NRM MUST have covered walkways into the site and into the museum.	Yes	Yes	Not completely. NO access through NRM site must be allowed, only access to the museum itself. An ideal would be an easy-to-use pedestrian (above flood levels) and cycle bridge from Teardrop parallel (upstream) to Scarborough Bridge, which is cumbersome and sees conflict between cycles/people.	No	Yes	Yes	No	Leeman Road diverted to create one NRM is ideal. But new road must have restricted amount of traffic.
959	Yes	a redeveloped NRM will be a major contribution to the success of this development and the city's overall tourist offer	Yes	Don't Know						
960										
961										
962	No	It needs to be better sign posted throughout the city.	Yes	Yes		No	Yes	No	No	
963	Yes	Parking for the museum must be incorporated. If it is a distance from the museum the path should be covered. Also disabled parking at the museum should be provided.	Yes	No	Cyclists should be banned - and the ban enforced - on the present Leeman Road route. There is no point having a public square outside the museum for pedestrians to risk being run over by cyclists.			Yes		Marble Arch needs sprucing up if people are going to use it to access the site. It is certainly not pleasant to walk through at the moment.
964	Don't Know		Don't Know	Don't Know		No	Yes	No	Yes	Use ANPR cameras to automatically fine offenders.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
965	Don't Know	Where are you proposing to re-route Leeman Road . That should be interesting.	Yes	Yes	Why bother as many cyclists ride unhindered on pavements anyway	Yes				Who dreamed up closing Leeman Road? When the road had closed in the past chaos ensued
966		Answers to Q 14 and 15 - Probably yes, provided that residents' interests are protected.								
967	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
968	Yes	The museum is an important part of the local economy and it's expansion will bring many more people to York	Yes	Yes		No	Yes	Yes	No	Thought should be given to improving vehicle access from the East of York to new businesses in the Eastern part of the development to ensure businesses are not put off relocating to the development. Options like local taxi access and employee/resident permits may allow access whilst preventing rat-running
969	Yes		Yes	Yes	Will cyclists be able to cross the station easily? Without having to dismount? To allow cyclists direct access to the city centre	No	Yes	Yes	No	I am concerned that the current west side residential areas could become parking areas for commuters. This already happens and may be made worse by restricting traffic. Also that traffic on the west side will be increased The council need to address this
970										
971	Yes		Yes	Yes		No opinion	No opinion	No opinion	No opinion	
972										
973	Yes		Yes	Yes		No	No	No	Yes	
974	No		Yes	No		Yes	No	No	No	Has any consideration been given to the amount of traffic that will be created by this new development as well as the development of the old sugar beet factory. Holgate Rd and Poppy Rd could not cope with the increased traffic flow. Closing Leeman Road would only compound the problems now and in the future.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
975	Yes	The NRM is a major national museum and York is delighted to have it. It has always been rather 'cut off' and this is a great opportunity to improve both the museum, its setting and public accessibility	Yes	Yes	Very important to improve pedestrian accessibility and create attractive and safe routes that are presently poor. Cycle routes are also important but not at the expense of the pedestrian routes and creation of the improved NRM facilities and public spaces. If slight diversion of cycle routes helps in this respect then they should be diverted.	No	Yes			Option 2 looks preferable but Option 3 also could be considered
976	Don't Know		Yes	Don't Know					Yes	
977	Yes	No comment	Yes	Don't Know	No comment	No	Don't know	Don't know	Don't know	If it is possible to close the road between the two major elements of the NRM then that would be the best option
978	Yes		Yes	Don't Know		No	No	Yes	Yes	
979	Yes	It must be the focus of the development	Yes	Yes		No	Yes	Yes	No	
980	No	I cannot support creating a cul de sac at Leeman Road for residents - the vehicular access to the city is a vital aspect of living in that location.	Yes	Yes		Yes	Yes	Yes	Yes	I support all of the above however access needs to be provided to residents of Leeman Road unless the whole road area from Leeman Road to Rougier Street is pedestrianised.
981	Yes		Yes	Yes		No	No	No	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
982	Yes	Leeman Road should be re-routed if necessary but should continue to remain open for all traffic at all times to provide a route between Water End and Lendal Bridge/Queen Street. Any proposals for NRM should fit around the need to retain the Leeman Road route.	Yes	Yes		Yes	No	No	Yes	Option 4 is only acceptable if it continues to provide unrestricted access to station and Lendal Bridge from Water End, even if by a different route. It is utterly unacceptable for only vehicular access from Water End to station to be via Holgate Road/Blossom Street - that route is already too busy. If Leeman Road route was closed altogether, the only other route would be via Leeman Bridge - which York Council tried to close the other year. Somewhere as important as the railway station needs *multiple* routes to its car parks and for picking up / dropping off passengers, to allow for people approaching from different directions in city and to provide resilience in case any one route is blocked by an accident. Reroute - yes. Close anything altogether - emphatically NO!
983	Yes		Yes	Don't Know		Yes	Yes	No	No	
984	Yes		Yes	Yes		No	No	Yes	No	
985	No	All these proposals will result in more traffic coming through Garfield Terrace	Yes	Don't Know		No	Yes	Yes	Yes	Leeman road should be made a resident only access, During the Lendal bridge closure and before Christmas when the lights at water end where altered the traffic queued through Garfield terrace for two hours a night. this will be the case every day if this development goes through with these transport proposals.
986	Yes	Make it a centrepiece and play to the advantages of the new development to increase visitor number to York as a whole as well as the NRM	Yes	Yes		No	No	Yes	No	close leeman road and avoid rat running through the proposed new development. keep the vision of open, inclusive space free from bumper to bumper car use.
987	Don't Know									
988	Yes	NRM should be the culture central focus point of York Central	Yes	Yes		Yes	No opinion	No opinion	Yes	
989	Yes		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
990	Yes		Yes	Yes		No	Yes	Yes	No	
991	No opinion		Yes	Yes		No opinion	No opinion	No opinion	No opinion	

URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
992	No	The re-routing of Leeman Road will have a detrimental effect for residents. All residents use this road to access the city centre for work and bus routes NEED to be considered. Many people use this bus route to get in to work and the rerouting of this would be extremely inconvenient to many people, not only those who live in the area but also those who live further out and get the busses that go via Leeman Road to work. IF the Railway Museum does need to expand (which in my opinion it does not) then thought should be given to alternative roads into the area that does not cause traffic around the residential area before Leeman Road (Kingsland Terrace, Salisbury terrace etc) and adequate parking should be provided if this is going to happen, there is already an issue with parking in this area as many people park there to walk to town and the residents sometimes cannot find parking spaces.	Don't Know	Don't Know		Yes	Yes	No	Yes	
993										
994	No	If NRM sections to be joined, sink Leeman road into a tunnel on current footprint.	No	Don't Know		Yes	No	No	No	
995	Yes		Yes	Yes		Yes	No	No	No	
996	Yes		Yes	Don't Know		No	No	Yes	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
997	Yes	Essential and vital and something York should use more as a family attraction with family space areas, play areas and cafes. Fun family area.	Yes	Yes	improve the routes - the walk into rear of the train station at present is drab and boring yet could be interesting with use of the railway. plus be great for trainspotters (and i am not one!) to have a bridge over the railway with some viewing points or windows to stand and watch trains from rather than watching them stand on boxes etc!	Don't know	Don't know	Don't know	Don't know	need to be carefully considered but should be part of a wider strategy to promote bus use or even bring in alternatives (trams etc!). Should be limiting car use.
998	Yes	It should be better integrated with the railway station	Yes	Yes		No opinion	No opinion	No opinion	No opinion	
999	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1000										
1001	Yes		Yes	Yes		No	Yes	No	No	
1002										
1003	No	Leeman Road provides a safer way for pedestrians to walk home than along the river cycle track at night as well as being an important route for traffic into the centre. Also, after the Railway Museum, think most tourists want to visit the rest of York rather than linger in a square .	Don't Know	Don't Know	I support the proposal about sustainable transport provided car drivers can continue to use the current roads into York.	Yes	No	No	No	Leeman Road needs to be kept alive by the road running through it.
1004	Yes	No	Yes	Don't Know	No	Yes				Closing Leeman Road could mean more traffic down Holgate Road.
1005										

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1006	Yes	It should be a significant part, attracting visitors from all over the world - who will of course arrive by train.	No	Yes	Forcing people to use other methods of transport by limiting the number of car parking spaces is a bad decision. People will continue to use their cars for the foreseeable future. Limiting the ability to use cars will simply result in congestion, frustration and end up with people not wanting to come back to York again. By all means encourage the use of other transport methods but don't do it by penalising the motorist.	Yes	No	No	No	Be realistic. You can provide the best bus service and park and ride facilities in the country but people will still prefer (or need) to use their car. You have two choices, try to force them out of their cars (a regular bus service isn't enough!) or make peoples lives easier and adopt larger roads with increased capacity. Open plan spaces where there aren't defined paths and modern speed reducing systems all work better than small, narrow, overcrowded and ultimately congested roads.
1007	No	Yes, get rid of the road train, it encourages laziness! People should walk the 1km distance it covers.	Yes	Don't Know	Yes, all along in York blue collar workers have cycled in their masses to work, thousands used to go the carriage works,Terry's etc on their bikes, white collar workers are in general lazy and go to work in their cars, that is why the city is clogged up!!	Yes	No	No	No	Yes , yet again the council is creating more congestion!
1008	Yes		Don't Know	Yes		Yes	No	No	No	already closing too many roads in York, the traffic(cars) will not go away
1009	Yes	Essential to retain rail access to both sides of the NRM	Yes	Yes		No	No	Yes	No	
1010										
1011	Yes		Yes	No opinion				Yes		
1012	Yes	Make it a central part of York Central, to attract more visitors.	Yes	Yes	None	No opinion	No opinion	No opinion	No opinion	None
1013										
1014	Yes	Include a semi circle roundhouse to show of extra exhibits.	Yes	Don't Know		No	Don't know	Yes	No	Public transport is paramount to access to this area.
1015	Yes	none	Yes	Don't Know	none	Don't know	Don't know	Don't know	Don't know	none
1016										
1017	Yes		Yes	Yes		No	Yes	Yes	No	

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1018	Yes		Yes	Yes		Don't know	Yes	Yes	Don't know	
1019	Yes		Yes	No opinion	Creation of cycle artery from Acomb & Holgate to Scarborough Bridge area	Don't know	Yes		No	Maybe open Leeman Road at off-peak times, but at peak times encourage modal shift to cycles and P&R
1020	Yes		No opinion	No opinion		No		Yes		
1021	Yes	No, as long as it is a/the key feature of the project	Yes	No opinion			Yes			
1022	No		Yes	Don't Know		Yes			Yes	
1023	Yes	No, except that it is important that the museum is so incorporated.	Yes	Yes	They seem satisfactory to me.	No	Yes		Yes	No, other than that there is a strong need for a Square on the west side of the Station and that outweighs any argument for the retention of Leeman Road for general vehicular traffic.
1024										
1025	Yes		Yes	Yes		No	Yes	No	No	
1026	No opinion	Re Q 14 there are 2 questions and only one answer. Q 15 No rerouting is clearly shown, what is the route of Leeman Road	No opinion		Q 17 again what sustainable travel, Q 18 No .	Yes	No	No	No	Leeman Road leads to a large housing area and small industrial, restrictions are in place (LOW BRIDGES) and if the tear drop goes ahead there will be a large impact on traffic .
1027	Yes	I think the NRM is an essential part of York Central	Yes	Don't Know			Yes			Need to improve pedestrian access in the area of the NRM
1028	Yes		Yes	Don't Know		No	Yes	Don't know	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1029	Yes	The urban realm and the architectural facades need to be of high quality. Top architects need to be employed, not just commercial hacks (or the cheapest to tender)	Yes	Yes		No	No	Yes	No	
1030	Yes		Yes	Yes		No	Yes	Yes	No	
1031	No	No								
1032	No opinion		Yes	Yes		No	Yes	Yes	Yes	Motor traffic must be restricted to essential only to avoid further congesting the rest of the city centre
1033	Don't Know	Leeman Rd - it's not clear how traffic using that currently would be seamlessly re-routed. Congestion in the city is bad enough so opportunities should be taken as part of the development not only to not exacerbate but also improve. Easier said than done....	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1034	Yes	As yet no.	Yes	Don't Know	No.	No	Yes	Yes	No	
1035	No opinion	The museum should be the most important feature	No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	No
1036										
1037	Yes	Improved entrance/ visitor access from combined transport hub.				No	Don't know	Don't know	Yes	Depends on railway bridge change & outer access changes.
1038	Yes		Yes	Yes			Yes			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1039	No		Yes	Yes		No	Yes	Yes	No	
1040										
1041	No		No	Don't Know		Yes	No	No	No	
1042	Yes		Don't Know	Don't Know		No	No	No	Don't know	
1043	Don't Know		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
1044	Yes	It is the masterpiece of the area and shoild be regarded as such	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1045	Yes		Yes	Don't Know		No	Yes	Yes	No	
1046	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1047	Yes	As long as it is done in sympathy with the majority view.	Yes	No opinion	Pedestrians and cycles do not mix historically. Try to segregate them with sympathy, but allow free access at the same time.	Don't know	Yes	Don't know	Don't know	None.
1048	Yes		Yes	Yes			Yes	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1049	Yes		Yes	No opinion	Some separation is needed between cyclists and pedestrians, from my experience of combined routes, it can be dangerous to pedestrians as not all cyclists slow down when approaching people on foot.	No opinion	No opinion	No opinion	No opinion	
1050	Yes		Yes	Yes		No	Yes	Don't know	Don't know	
1051	Yes		Yes	Yes		No	No	No	Yes	
1052	Yes		Yes	Yes		Yes	No			
1053	Yes		Yes	Yes		No	No	Yes	Yes	
1054	Yes	This should be a central part of the development.	Yes	Yes		No	No	Yes	No	
1055	Yes		Yes	Don't Know	I don't line in York so I don't know how this works. I travel to the NRM from Stokesley.	Don't know	Don't know	Don't know	Don't know	
1056	Yes	access to the staton needs to have priority to encourage people to visit by train.	Yes	Yes			Yes			
1057	Yes	I think the NRM should be more of a focus than it currently is, and this redevelopment is a perfect opportunity to change the 'priorities' of the area.	Yes	Yes		Yes	Yes	No opinion	No opinion	
1058	Yes	It should be more integrated with the city centre and be easily accessible to all	Yes	No opinion		No opinion	No opinion	No opinion	No opinion	
1059	Yes		Yes	Yes		Yes	No opinion	No	No opinion	
1060	No	DONT TRY	No	No	KEEP CYCLISTS OFF THE ROADS	Yes	No	No	No	MAKE THEM SUITABLE FOR BOATS!
1061	Yes	BETTER DIRECT ACCESS TO NRM NEEDED	Yes	Yes		Yes	Yes	No	No	
1062	Yes		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
1063	Yes		Yes	Don't Know		No	Yes	No	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1064	Yes		No opinion	Yes		No	Yes	Yes	No	
1065	Yes	The re-routing of Leeman Road so that The National Railway Museum can be expanded is an excellent idea.	Yes	Yes	The pedestrian and cycle routes identified are an excellent idea.			Yes		If buses are diverted away from the east Side of The Station then Option 3 would be the preferred option.It is no good causing any new traffic jams by leaving The New Leeman Road open to all traffic.
1066	Yes		Yes	No opinion				Yes		
1067	Yes	anything which enhances the NRM has top be a very good thing	Yes	Yes	make sure wheelchair access is good everywhere	Don't know	Yes	Don't know	Don't know	
1068	Yes		Yes	Don't Know		No	Yes	Yes	No	
1069	Yes	Leeman Road should be rerouted but not closed to traffic or have restricted access as it serves as a secondary route into Central York.	Yes	Don't Know		Yes	No	No	No	
1070										
1071	Yes		Yes	Don't Know		No	No	No	Yes	Access for disabled?
1072	No opinion	not spread about too thinly?	Yes	Don't Know		No opinion	Yes	No opinion	No opinion	
1073	Yes		Yes	Don't Know		No	Don't know	Yes	No	
1074										
1075	Yes	It seems like a great plan to use the NRM as a cultural centre point to give the area context, as the area is so dominated with railway infrastructure.	Yes	Yes					Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1076	Yes	The National Railway Museum is a key part of York's heritage and should be showcased to tourists and locals alike. With the rest of York being turned over to restaurants and our city centre failing to meet the competition posed by Leeds and even Harrogate, it is vital that we keep something that acts as a main attraction for tourists and helps to boost the local economy.	Yes	Yes		No	Yes	Yes	Yes	
1077	Yes		Yes	Don't Know		No	Yes	Yes	No	
1078	Yes		Yes	Don't Know				Yes		
1079	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	Yes	
1080	Don't Know	The plans look good to me	Yes	No opinion		Don't know	Yes	Don't know	Don't know	I haven't thought about this so much at the moment
1081	Yes	Must be given pride of place, or moved to Darlington!	No	Don't Know		No	No	No	Yes	
1082										
1083	Yes	Should be the key part of the city.	Yes	Don't Know		No	Yes	Yes	No	A massive challenge, would put more pressure on the rest of the city
1084	Yes		No opinion	No opinion		No opinion	No opinion	No opinion	No opinion	
1085	Yes		Yes	Don't Know		No	Yes	Yes	Don't know	
1086	Yes	none	Yes	No	none	No	Yes	Yes	Don't know	
1087	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
1088	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
1089				No opinion						
1090	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1091	Yes		Don't Know	Don't Know		No	Yes			
1092	Yes		Don't Know	Don't Know		Yes				
1093										
1094	Yes		Yes	Yes				Yes		
1095	No opinion		Yes	Don't Know				Yes		
1096										
1097	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1098										
1099	Yes		Yes	Yes		No	Yes	Yes	No	
1100	Yes	NRM should take centre stage of any redevelopment	Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
1101	No		No	No opinion	Need to ensure robust public transport provisions	Yes	No	No	No	Need more river crossing and access not less
1102	Yes		Yes	Yes			Yes			
1103	Don't Know		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
1104	Yes		Yes	No opinion				Yes		
1105	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
1106	Yes		Yes	No opinion		No	Yes	Yes	Yes	
1107	Yes		Yes	Don't Know		No	Yes	Yes	No	
1108	Yes	no	Yes	No opinion		No	Yes	No	No	
1109	No opinion		No opinion	No opinion		Yes	No opinion	No opinion	No opinion	
1110	Yes	Provided there is an uninterrupted pedestrian route	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1111	Don't Know		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1112	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
1113	Yes		No	Don't Know		No	No	Yes	No	
1114	Yes		Don't Know	No opinion		No	Yes	Yes	No	
1115										
1116	Yes	None.	Yes	Don't Know		Don't know	Yes	Don't know	Don't know	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1117	Yes	Keep he NRM free to enter	No	Yes		Yes				
1118	Yes		Yes	Don't Know		No	No	No	Yes	
1119	Yes	Additional entrance exits facing the centre of the site, uninterrupted pedestrian route between the two.	Yes	Don't Know		Don't know	Yes	Yes		
1120	Yes		Yes	Don't Know		No	Yes	Yes	Yes	
1121	Yes		Yes	No opinion		Don't know	Yes	Yes		
1122	Yes		Yes	Yes		No	Yes	Don't know	No	
1123	Yes	A major redevelopment of the museum will enhance the development massively.	Yes	Yes	Do not support cycle and pedestrian route along the route of Leeman Road	No	No opinion	Yes	Yes	Want to allow maximum opportunity for the National Railway Museum to expand.
1124	Yes		Yes	Don't Know		Yes	No	No	No	
1125	Yes		Yes	Yes		Yes	Yes	No	No	
1126	Yes		Yes	Yes		Yes	Yes	No	No	
1127	Yes		Yes	Don't Know		Yes				
1128										
1129	Yes		Yes	Don't Know		No	Yes	Yes	No	
1130	Yes		Yes	Don't Know		No	Yes			
1131	Yes	Leeman Road is an important access road for York residents and any re-routing should allow for continued through traffic flow.	No	Yes		Yes	No	No	No	Sustainable Travel options for visitors to the city should be encouraged, but residents need good vehicular access and this shouldn't be sacrificed. Reasonable parking and car access provisions should be made, especially considering that new residential areas are being proposed.
1132	Yes		Yes	No opinion		No	Don't know	Don't know	Yes	
1133	Yes	Must be accessible by public transport	Don't Know	Don't Know	No	No	Yes	Don't know	No	No
1134	Yes		Yes	Don't Know		No	Yes	Don't know	Yes	
1135	Don't Know		Don't Know	Yes		Yes	Yes	Yes	Yes	
1136	Yes	No, so long as the status and character of the museum is enhanced and not diminished.	Yes	Yes	No		Yes			No
1137										
1138	Don't Know		Yes	Yes		No	Yes	Don't know	Don't know	
1139	Yes		No opinion	No opinion		No	No opinion	Yes	No opinion	
1140	Yes									

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1141	Yes		Yes	Yes		No	Yes	Yes	No	
1142										
1143	Yes	The NRM has become synonymous with York and I think anything which encourages more visitors must be good for the local businesses and communities.	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1144	Yes		Yes	Yes		No	No	Yes	No	
1145	No	I would not like to see Leeman road changed at all.	No	Yes	NONE	No	Yes	Yes	No	NONE
1146										
1147	No	Build OVER Leeman Road	No	No	Too much emphasis on cycling (as ever). York is a city full of empty cycle lanes.	Yes	No	No	No	Leeman Road still feeds into Kingsland terrace/Livingstone Street. Why not bite the bullet and build a road to the northernmost part of the site and connect with Water End, between Poppleton Road and the RSPCA? Keep traffic away from the St Barnabas area.
1148	Yes		Yes	Yes				Yes		
1149	Yes		Yes	Don't Know	Need to maintain access			Yes		
1150	Yes	no	Yes	Yes	Need to link directly with revamped Scarborough Bridge	No	Yes	No	No	Need to reduce demand for car access as far as practicable.
1151	Yes	The boundaries of the museum should be evident.	Yes	Don't Know	No.	No	Yes	Yes	No	No.
1152										
1153	Yes		Yes	Don't Know		Don't know	Yes	Don't know	Don't know	
1154	Yes	The NRM, together with the railway station, should be the core focal points of York Central, around which ancillary features will develop.	Yes	Don't Know	As long as cyclist and pedestrian routes do not converge (are kept separate), they are essential. "Cycle Rage" , like 'road rage' is not unknown in Britain!	No	Yes	Yes	No	Vehicles other than buses and emergency services should be discouraged from using Leeman Road.

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1155	Yes	The NRM is a great asset to the City and it should be prominent in any City redevelopment	Yes	Don't Know		Don't know	Yes	Don't know	Don't know	
1156										
1157	Yes	There needs to be no restriction due to buildings between the station and the museum so that it all appears to be integrated.	Don't Know	Don't Know	Implement a gap between footpaths and cycle pathe because a lot of the cyclists have no regard for pedestrians. Do not allow cyclists to ride through the square by the NRM as there will be family groups potentially with small children using the area and cyclists may cause accidents	No	No	No	Yes	I am assuming the final option is really Option 4 from the plan - the headings above do not reflect the option titles in the plan. The bigger issue would appear to be that there are only two exits out of York Central - one by the "open" part of Leeman Road and the other via Holgate Road. I think this will increase congestion as it is no good saying you will restrict cars in the site - people like their cars and that is a fact of life. Restricting parking means people using other places to park or not buying a house because there is no parking. So whichever way congestion will increase. Holgate Road is bad now as the lights do not sync properly and if people come out of Leeman Road to get to town etc then Bootham is also a nightmare now. If the area is also going to include hotels then perhaps one of the buildings that is needed is asafe, secure, well lit, long opening multi storey car park. A good example is the Light in Leeds.
1158	Yes	Try to make it more visible and attractive to visitors to York	Yes	Don't Know	No	No opinion	Yes		Yes	No
1159										
1160	Yes	Must have proper road access for large vehicles carrying exhibits in and out.	No opinion	No opinion		No	No	Yes	No	Shutting Leeman Road solves more problems than it creates.
1161	Yes		Yes	Don't Know		No opinion	No opinion	No opinion	No opinion	
1162	Yes		Yes	Yes		No opinion	No opinion	No opinion	No opinion	
1163										
1164	Yes		Yes	Yes		Don't know	Yes	Don't know	Don't know	
1165	Yes		Yes	Don't Know		No	No	No	Yes	
1166	Yes		Yes	Don't Know		Don't know	Yes	Don't know	Don't know	
1167	Yes		Yes	Don't Know		No	Don't know	Don't know	Don't know	
1168	Yes		Yes	Yes		Yes				
1169	Yes		Yes	Don't Know		No	No	Yes	No	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1170	Yes		Yes	Yes		No	Yes	Yes	No	
1171	Yes		Yes	Don't Know		Don't know	Yes	Don't know	Yes	
1172	Yes		Yes	Yes		Yes	Yes	Don't know	Yes	
1173										
1174	Yes		Yes	Yes		Don't know	Yes	No opinion	Don't know	
1175	Yes		Yes	Yes		Don't know	Yes	Don't know	Don't know	
1176	Yes		Yes	Yes					Yes	
1177										
1178										
1179										
1180	Yes		Yes	Don't Know			Yes			
1181	Yes	Other way around it is a national asset and York should adapt to this	Yes	Don't Know	no	No	Yes	Yes	No	n0
1182										
1183	Yes		Don't Know	Don't Know		Don't know	Don't know	Don't know	Don't know	
1184	Yes		Yes	Yes		Don't know	Don't know	Don't know	Don't know	
1185	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1186	Yes		Yes	Don't Know		No	Don't know	Don't know	Yes	
1187										
1188	Yes	The National Railway Museum is York's greatest asset and we must support it and its unique collection whatever way we can, including encouraging new visitors and attracting world class exhibitions to the city	Yes	Yes		Yes	No	No	No	
1189	Yes	No NRM should be incorporated in an exciting way	Yes	Yes		Yes	Yes	Yes	Yes	

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1190	Yes	The proposed frontage of the museum should be changed to be more heritage and railway influenced not just metal and glass as per the drawings, that looks cheap and nasty	Yes	Don't Know		No opinion	No opinion	Yes	No opinion	
1191	Yes	More parking needed	Yes	Yes		Yes	Yes	No	No	More parking options are needed
1192	Yes		Yes	Don't Know		No	No	Yes	No	
1193	Yes		Yes	Yes				Yes		
1194	Yes	It would be good if there was a way that steam train services could run directly from the Railway Museum onto a significant stretch of line (rather than the couple of hundred metres accessible now).	Yes	Yes		No	No	No	Yes	I would like to see the road system between the station and Lendal bridge reviewed. The one-way system incorporating Station Avenue and Station Road which goes under the walls twice creates a real bottleneck. Traffic approaching the lights from Leeman Road and Station Road arrives head-on and motorists are entirely unclear as to right-of-way. Allowing traffic to turn right from Rougier Street to go over Lendal Bridge would remove this issue and could be complemented with a system of computer-controlled traffic lights. None of this tackles the real issue which is that another road bridge to the north-west is required to remove the congestion over Lendal bridge/Museum Street/St Leonard's Place. The biggest problem is the transit of traffic from south to north across the city and although I am in favour of rerouting Leeman Road to allow the NRM to expand, a means of taking the traffic from Nunnery Lane/Rougier Street and sending it over Water End to join the A19 north at Clifton Green would significantly relieve the pressure on Lendal bridge. Such a route could have been considered through (or under) the York Central site.
1195	Yes		Yes	Yes		Don't know	Don't know	Don't know	Don't know	

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1196	Yes	the Railway Museum is a key part of York's it brings tourism to the city and the many visitors use and spend in the city, we as a family come to York four times a year and it is one of our 'look forward too' events, the industrial heritage part of the museum is key, money needs to be allocated to develop this facility and improve what is a world wide recognised venue	Yes	Don't Know		Don't know	Yes	Yes	Don't know	
1197	Yes	It should be the centre of the new development.	No opinion	No opinion		Don't know	Don't know	Don't know	Don't know	
1198	Yes		Yes	Don't Know		No	Yes	Don't know	Don't know	
1199	Yes		Yes	Yes		No	Yes	Yes	No	
1200	Yes		Yes	Yes		No	Yes	Yes	No	
1201	Yes		Yes	Yes	Would like to see more of it		Yes	Yes		
1202	Yes		Yes	Yes					Yes	
1203	Yes	the proposals look very exiting, but please re-design the proposed new entrance building to the NRM. Its design owes nothing to the vision of an exiting railway museum	Yes	Don't Know		No	No	No	Yes	
1204	Yes		Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1205	Yes		Don't Know	No opinion				Yes		
1206	Yes		Yes	No		No	Yes	No	No	
1207	Yes	York Central should have exhibitions to tie it in with and as part of the museum.	Yes	Don't Know		Don't know	Don't know	Don't know	Don't know	
1208	Yes		Yes	Don't Know		Don't know	Yes	Yes		
1209	Yes	The proposed square between the two will create a communal space and make it feel that the two are 'linked'.	Yes	Yes		No	Yes	Yes	No	
1210	Yes	The existing pedestrian connection between the station and the NRM is an asset which could be improved but definitely should not be abandon.	Yes	Yes	Is visitors cycle storage part of the development? This needs consideration.	No	No	No	Yes	
1211	Yes		Yes	Yes		No opinion	No opinion	No opinion	No opinion	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1212	No		Yes	No		No	Yes	Yes	No	
1213	Yes		Yes	Yes		No	Yes	No opinion	No opinion	
1214	No		Don't Know	Don't Know		Yes	No	No	No	Road closures and restrictions only add to congestion problems. This new development WILL attract a large number of cars and other vehicles regardless of the proposals.
1215	Yes		Yes	Yes					Yes	

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict "rat-running"	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1216	Yes	The NRM is vital to the success of this proposal and an integral part of it, not least because it is a part of the Science Museum Group, one of the most respected Museum groups in the world. The NRM has the best collection of railway heritage in the world but sadly lacks world-class facilities. The comparison of the York Central development as a whole to the newly refurbished King's Cross area of London is a good one - and for the NRM we perhaps need to imagine a smaller version of South Kensington, where the museums are an integral part of the locality and visitors flow naturally through the space, visiting the local shops and eateries as part of their experience. As I see it, this development will have heritage at its centre and so fit seamlessly into the 'feel of York as a whole, while also providing us with a much-needed modern quarter which will show York as a dynamic and forward-looking city which is not just stuck in its past.	Yes	Don't Know	Not at present as I have not yet seen the full plans! Hopefully I can comment on this again when I have done so.	No	Yes	Yes	Don't know	Not as yet - see above.
1217	No	Leave as is.	No	No		Yes	No	No	No	Who is this intended to benefit? Not existing residents or road users in York
1218	Yes		Yes	Yes		No opinion	No opinion	No opinion	No opinion	
1219	Yes	Greater visibility from the city centre.	Yes	Yes		No	No	Yes	No	
1220	Yes		Yes	Don't Know		No	No	Yes	No	
1221	Yes		Yes	Don't Know		No	No	Yes	No	



URN	Q15 Do you support the re-routing of Leeman Road to allow the expansion of the National Railway Museum?	Q16 Do you have any comments regarding how the National Railway Museum is incorporated into York Central?	Q17 Do you support the proposed approach to sustainable travel?	Q18 Have the right pedestrian and cycle routes been identified?	Q19 Do you have any comments on the pedestrian and cycle routes identified?	Q20 Do you agree with any of the highway management options on the west side (the rear) of the station?				Q21 Do you have any comments on the highway options presented?
						Option 1: Leeman Road open for all traffic	Option 2: Bus gates used to restrict “rat-running”	Option 3: Leeman Road closed with bus gates	Option 4: Leeman Road restricted without bus gates	
1222						Don't know	Don't know	Don't know	Don't know	
1223	Yes		Yes	Yes	Steps to be taken to stop pigeons using Marble Arch	No	Don't know	Don't know	Yes	Do not like the use of the bus gates, would prefer buses to take more circulation route to avoid Leeman Road altogether.
1224	Yes	I think the railway museum is a rather ugly building...work to the façade would be welcomed	Yes	Yes		Don't know		Yes	Yes	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
171	Yes	School? Shops? Pub? Start-up workshops? Community workshops? New 'starter homes', housing association development, this is an ideal site for the young, and those with young children; good access to public/rail transport, and an age group that can walk and cycle and would not need a car.	Expensive detached houses.	No	Yes				Q25 - generally too high; 6 stories ok. Is there a policy restricting height? Q27 - the site is not attractive in any way - visually, noise, vibration all major negatives. Commercial use, where the buildings can be easily air conditioned seem the most attractive.	No opinion	Car parking? Very important to get as much tree planting in as soon as possible.	
172	No opinion			Yes	Don't know	Don't know	Don't know	Don't know	I note that you say "commercial" development. What does this include? Most people seem to think it refers to "office" jobs. Yet there seems to be less demand for the "so-called" high value office accommodation - witness all the recent proposals for conversion to housing use. If we are to be a "high tech" city, does "commercial" also mean high tech (industrial) manufacturers as well?	No opinion		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
173	Don't Know	Q22 - not entirely in agreement. Where will the companies be found wanting offices in Central York??? Q 23 - Care homes. Doctors / Medical Facilities. A swimming pool (without chlorinated water) for use of York Residents in this area and owned by York City Council i.e. not club membership. Homes for York Residents - not 'buy to let' apartments making profit for Landowners and other outside investors. (2 - 4 storey houses rather than flats) i.e. homes for families.	Night clubs and pubs Heavy industry and pollution producing industry (apart from "operational rail users" area).	No	No	No	No	No	3,800 jobs and 1,000 homes would be more than enough buildings and people occupying/working on the site. Any more would be unsupportable by existing roads, proposed roads, utilities etc. There are already offices in central York which are empty or have been converted to flats. What evidence is there that these offices will not remain empty? How do you know that the offices will provide well-paid jobs for local people (as advised by speakers at Holgate Ward meeting 11.2.16). Consider the disposal / dispersal of water and sewage from the site. York regularly suffers from flooding and sewers / drains unable to deal with water. Ditto provision of clean water. As I understand it, the carriage works etc contaminated the site. What work is necessary to clean the site and make it fit for dwellings and other people?	Don't Know	Green areas, park, community gardens, low key events with street food, activities for children, 'green' events etc.	Night clubs and pubs. Noisy fairs. Anything which would result in anti-social behaviour, vandalism etc.
174	Yes	With the UK buying trains in from abroad - try to get a train building company interested in this site (as did the York Carriage Works / BREL). New train sets are now the Norm requirements in a new franchise.		Yes	Yes	Yes	No	No	Sufficient off road parking for all developments and a bus / public transport route through it.	No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
175	Yes	York city centre is bereft of recreational facilities. Nowadays all facilities are on the outskirts and not easily accessible to large parts of York.		Don't Know	Don't know	Don't know	Don't know	Don't know	I do not understand why offices should be allowed to be higher than residential. Is there a demand for additional commercial facilities or would these sites a) potentially remain undeveloped or with vacant floorspace. b) result in existing developments elsewhere becoming empty (with negative influence on those areas) and potentially result in development as hotels / apartments as is happening elsewhere both in York and the UK in general.	Yes		Temporary bars except where these are a small element of a much larger event in that area.
176	Yes	Trade Apprenticeships - especially railway	Light industry (or heavy)	Yes	Don't know	Don't know	Yes	Don't know	Can we really be sure that there really could be 7,700 jobs generated? Are there companies waiting to come into these offices or is this speculative? Does 1,000 homes mean potentially 2,000 cars? What are the implications of that for traffic congestion?	Yes	Small scale open air theatre.	Rock concerts.
177	Yes			No	No	No	No	Yes	25. Apartment and office heights are too high. Q. 27	No opinion		
178	Yes	Light industrial, warehousing, school, community facilities, health facilities (to serve existing shortfall and additional residential).	Any large scale or environmentally unfriendly industrial processes. No more student flats!	Yes	No	No	Yes	No	Residential development should be 'urban' in nature - town houses, flats (suburban semis in Kingsland Terrace are very out of place). Face up to reality that people want cars. Provide allocated parking for all dwellings (2 per dwelling) and visitor. Residential should be developed in parcels, with different developers / architects - to avoid monotony. High quality and variety of design should be encouraged. High rise ok - 10 storey or more - but well designed. The attraction of many cities has been improved in recent years by addition of iconic tall buildings. The site is sufficiently remote from City's historic core as to not be in conflict. How important are 'distant' views of the Minster?	Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
179	Don't Know	New schools will probably be weeded! How about an amusement park including a restfull park on the side or, our own ZOO!	Please no more night clubs or extra pubs	No	Yes	No	No	No		Don't Know	Maybe tour buses could park there since half of them end up on that narrow strip in front of the Memorial Gardens - they cause a lot of headaches there.	No Travellers site. Thank you.
180	Yes		Q. 25 - Don't know - but not 10 storey buildings	Don't Know								
181	No	I am concerned that temporary uses may be empty for long periods, becoming neglected like many in the city centre.	Casinos. Night clubs. Q.25 up to a maximum of 4 floors.	Yes	Don't know	Don't know	Don't know	Don't know	What proof have we that the number of jobs will be available?	No	See no. 23	See no. 24
182	No			No	No opinion	No opinion	No opinion			No		
183	Yes			Yes	Yes					Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
184	No		We do not need more offices or student accommodation more Council homes also private accommodation.	No				Yes		No		
185	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		No opinion		
186	Yes	A Bus Station please, near the Rail Station. We have lived here for 46 years, travel regularly by coach and feel ashamed of all City that has no central place for coaches. So many smaller towns put us to shame. It needs to be connected near the Rail Station for connections and for Taxis.		Yes			Yes		Homes should not be 5 bed luxury types, aim to build affordable houses.			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
187	Yes		Do we need more offices? Lots of empty office space elsewhere in York. I think offices could spoil the development unless they are of smaller size and not in prominent positions.	No	No	Yes	No	No	Q.26 I think apartments should not exceed 6 storeys and offices also 6 storeys - definitely no 10 storey buildings.	Yes	Ice rink would be good.	Not sure about sporting "events" - depends what is planned.
188	Yes	There is no mention of schools and medical facilities.		Yes	Don't know	Yes	Yes	Don't know		Yes		
189		Q22 - Probably yes, but require more information. Q23 - Manufacturing, social housing		Don't know				Yes	See Letter 10	Don't know		
190	Yes			No opinion	No opinion	No opinion	Yes	No opinion	Need to ensure it is not a "Dead" place at night and weekends.	Yes		
191	Don't Know	More sport facilities. Parks for children.	Casinos/clubs. Q.25 There should be no option for higher buildings.	No				Yes		Yes		
192	Yes			Yes	No	No	No	No		Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
193	No opinion	Q. 22 Broadly, the vision is well enunciated, but in reality the 10 storey high office blocks to "develop" a thriving business community looks far too like commercial greed such as one sees in places like Leeds. York can be far better secured by prestige architects, who also plan the local environment than what has so far emerged of their "design".	Leisure activities of all kinds should be encouraged. and how about an "artists" residential quarter? Q,24 I support keeping all architectural development as low as possible, so that the skyline of York Minster and the city churches is still relatively visible as the visitor approaches York from outside "for the first time". Oxford has some happy views, but it helps to get relatively high up to see them. Perhaps we need a permanent Big Wheel at the NRM site?						I think I may have made the point that a well designed tramway could well be the answer to York's traffic problems. However, there is also the Ouse a river that could have waterbuses for tourists and at least some commuters? IAN E PACKINGTON MA (Oxon) Chemistry Cert T (Barts) It is on this basis that I have tried to point out the urgent need to remove cars and lorries using petrol/diesel from our cities, and ideally, from the entire road system. Air/land pollution is becoming a cause of more and more human and animal / plant termination - which can become inter-generational i.e. leading to defects. and it must be radically reduced over the next, say 20 - 35 years.	Yes	Q.28 anything that enhances "the visitor experience". Q. 29 How about some "open air" or tented orchestral concerts, plays, Shakespeare et al "Guy Faukes", travelling opera companies, pop concers et al to entertain tourists and citizens alike.	
194	Yes			Yes				Yes	My main concern would be any 'social housing'. If you start moving in all the ex-convicts, drug addicts it could soon become a no go area. No doubt beggars will soon appear on all street corners.	Don't Know	No	The proposal to change the railway route of the Harrogate line could be useful as it would free up the East Coast Main Line and it would be one less excuse for late trains.
195	Yes	Make sure housing is affordable!		Yes				Yes		Yes		
196												

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
197	Yes	More community facilities should be planned, no mention of schools / nurseries. Open up the treckside for leisure access.		Yes	No	No	Yes	No	All development should be based on provision of a district heating system and use of roofs for solar PV generation, along with collection and re-use of 'grey water'.	Yes		
198	Yes	Perhaps more green space		Yes				Yes	Some of the housing should be in 'car-free' areas, without garages, and maximising opportunities for cycling / walking.	Don't Know		
199	No	A new school will be needed also Doctor's surgery.	There should not be a petrol station or large supermarket or vehicle retail.	No	No	Yes	No	No	More commerce means more parking space for office workers.	Yes	Fireworks?	Circus animals Cattle Market or similar Traveller encampment without facilities
200									A BUS STATION 1. Nearly all in charge have cars, therefore have a different view to the many who do not, i.e. OAPs or train arrivals to York. 2. There are various bus companies who would be better served from one point. 3. There is room, we do not need another square or more offices, there are empty ones i.e. Piccadilly. 4. Look at the proper bus stations, i.e. Hull, Barnsley, Leeds. They need a covered warm space, toilets, information and a small supermarket. 5. To help with Make it York etc tourists need the buses next to the station to go on to other destinations if they wish, eg Beverley, Castle Howard, Knaresborough etc.			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
201	Yes			Yes	No	Yes	Yes	No	Office accommodation should be built and funded by the firms that require them, not built by and funded by York Council	Don't Know		
202	Yes	Urban gyms? Recreational uses?		Yes		Yes				Yes		
203	Yes	Is a school going to be needed? One would certainly boost the number of primary places in the West side of York.	See 23. Q. 25 - Important not to overawe the station or the NRM	No	Don't know	Don't know	Don't know	Don't know	The balance depends on how many jobs can be attracted to the site. Note comment above on school places / and the need to ensure a new school is "good / outstanding"! Some social facilities (shops etc) are likely to be needed.	Don't Know	A temporary park / wildlife area would not be a bad idea.	Large scale night time activities - there is housing relatively close by.
204	Yes			Don't Know	No opinion	No opinion	No opinion	No opinion				
205	Yes		Q. 25 I believe that 6 storeys should be the maximum for all developments.	No			Yes			Yes		
206												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
207					No	Yes	No	No		Yes		
208	Yes		Q. 25 10 storeys are far too high	No	Don't know	Yes	Don't know	Don't know	3 storeys are quite high enough for homes to be built on this site.	Yes		
209	Yes		Living at Chancery Rise / Holgate Road I do not support the road opposite being opened up as a road cut through - too much traffic in Holgate Road already. Bumper - bumper and buses you are just moving congested areas to Holgate. I don't support flats, offices being built to 8 storeys high.	No								
210	Yes			Yes	No	Yes	No	No		Yes		
211	Yes	More for entertainment? Cinema/theatre?	Bus 'interchange' to be bigger?	Yes			Yes			Yes		
212	Yes			No	No	No	No	Yes	Q. 25 - 6 storeys maximum. Q. 27 - York has the highest housing costs in the Northern Province; i.e. north of the River Trent. Therefore that must be the priority. To create over 7,000 jobs, would encourage an unacceptable amount of commuting.	Yes		
213	Yes	Q.22 Depends on proportions. Q. 23 Other businesses?	Anything that conflicts with prime links to other parts of the city centre, adjacent wards or detracts from sense of 'York'.	Yes	No	Yes	Yes	No	Q. 25 Mostly, but concerned over higher blocks, and how many of each sort are built. Q. 27 - Type / style of each building and as overview of whole site. Materials? Bus / cycle / walking provision within site. Keep Bus Station to East or enthusiastic dashes bus to bus through Railway Station	Don't Know	Miniature Railway	Any that interfere with current 'neighbours'
214	Yes	Transport Interchange should be concentrated on East side to prevent user confusion. Remove through road traffic. Expand to include unused ground opposite Royal Station Hotel.	Question the need for more hotels/ restaurants/ bars / cafes? No large superstores	Yes	No	Yes	No	No	25. 3 storey maximum height. 27. Family accommodation should be prioritised, housing rather than flats. A development of 'self contained' - small shops to support community and businesses.	Don't Know	Public park, well laid out. But beware - temporary can become permanent!	Fairs, concerts, festivals, too noisy. Inadequate access not enough facilities.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
215		Too many houses / means more cars on the road.	As above. Less houses. Too many being built on York. New Hospital needed as so many houses being built.	No		Yes			Can York cope with so much housing. Roads so busy. Need another Hospital - so much housing. More green space. Why no bus garage?			
216	Yes		Put a primary school there - see Q. 27	Yes					I am extremely concerned by provision of schooling in central York. Where will families send their children to school who live in York Central? The thought of taking away space at Millthorpe to extend Scarcroft fills me with dismay. Millthorpe has great outdoor space and I don't want my children to be subjected to building work when they are at school. They will all have years of their education disrupted and it's not fair. Build a new primary school on the brownfield site at York Central - not at Millthorpe.	Don't Know		
217	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
218	No	More green open spaces / parks and less buildings.	Not as much office space as there are plenty of empty buildings / offices in York already. Need to stop turning empty buildings into student accommodation.	Yes	No	No	No	No	Q. 25 - Buildings should NOT be higher than the St. Peter's Quarter Estate. 3 storeys is high enough, any higher and residents in St. Peter's Quarter will feel hemmed in. Too many buildings will lead to more density of people for such a small area, and will feel over-crowded. What about resident car parking? There is going to be an awful lot of cars on the new development with nowhere to park. Allow for 2 cars per household. Bearing in mind, there is NO parking on St. Peter's Quarter already as there are not enough spaces for existing residents, let alone new residents thinking they can park elsewhere.	Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
219	No		The city has many office areas which have turned into flats or hotel extensins. Existing office space should be retained for office space use now and in the future, and not moved to York Central.	No	No	No	No	No	Q. 26 Very optimistic. The desire to create communities appears to revolve around creating 'concrete jungles' large blocks of apartments to house a transient community. Family homes, homes with gardens and traditional town houses are preferred to numerous apartment blocks that would lack character and detract from the overall appearance of the site. Jobs will be created from the need of the community it serves. Having seen the effect of high density duelling building in London, existing communities and infrastructure struggles. Road, rail networks struggle to meet demand, hospitals, schools etc also struggle to meet demand. Fewer homes with more emphasis on a fixed community would be welcomed.	Yes		
220	No	Start-up workshop space. Vehicle repair use provision for cars and Rail Museum. Small engineering industries including smart / clean engineering e.g. 3D printing. A compact bus station on the east side of the station and a coach drop-off point on west of station. All-day coach parking Childrens' rides Ferris wheel permanent location	Nightclub and casino Sustainable Drainage Systems (SUDS)	No	Don't know	Don't know	Don't know	Don't know	1. Direct link to outer ring road 2. Local transport integration with British Sugar Beet site 3. Pedestrian, mobility scooter, cycle links to neighbouring areas across the river 4. Maximum height of apartments and offices Maximum height of houses	Yes		Car boot sale Markets of any kind
221	Don't Know	Q22 - 'Transport Interchange' is a vague term. All buses should call at York Railway Station, in an undercover bus station. Q.23 - Bus Station - all buses to call there. Covered seating, supply of timetables for passengers. This is the ideal opportunity to supply what York has been lacking for years. We have no bus station we need a bus station.		Don't Know		No opinion	No opinion	No opinion	Horried by proposals to encourage thousands of extra residents and offices / factories when traffic is already static at times. How will you deal with this?	Yes		
222	Yes	- IT software development company's - Academic Science Research Facility - Hi-Tech knowledge based company's prepared to invest in the City of York - Create a technical railway modern resource centre - library with on-line capability accessible across Europe	High-rise flat developments Lots of fast food units (we have our fair share)	Yes	No	Yes	Yes	No	Maximise number of jobs due to the attractive station location. See what King's Cross station area has already achieved. Plenty of alternative areas around York for modern housing development e.g. close to Vanguard Park Retail Development	Yes	1. Extra york Station car parking. 2. Immediate relocation of the Station Taxis rank to Leeman Road entrance.	Fast food catering

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
223	Yes			No	Yes	Yes	No	No		Yes		
224	No			Yes	Yes					No		
225	Yes	See answer to objective 4.	Apartments - York already has enough	Don't Know	Yes	Don't know	No	No		Yes		Food and drink stalls that would reduce footfall in the city.
226	Yes	22. Also don't know - a 'main stay' employer is needed for funding and as an attractor; otherwise facilitate SME development to provide viable jobs. Retain the Railway Institute Sports buildings. They are well-used, have quality sprung flooring and a central facility well worth upgrading and retaining, for future and existing city residents.		Yes	Yes				25. - Higher, if necessary, providing they are considerably and attractively designed. 27. Central homes are important, but we feel that the 'traditional' aspect, as employment site, should be paramount.	Yes		
227	Don't Know	Ecology - preservation Disabled and elderly accessibility Consider the pregnant women and those with very young children. Please create more seating places Public toilets		No	Don't know	Don't know	Don't know	Don't know	Creating employment should not threaten the natural ecology of the environment. Neither should it displace the physically disabled and elderly, the pregnant and those families with very young children. Where are the public toilets? Where are the seating places?	Don't Know		
228	Yes			Yes	No	No		Yes		Don't Know		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
229	Yes	"Commercial Use" could include rail related business e.g. train companies: Northern / East Coast / Grand Central	Hotels / Licensed premises: existing provision elsewhere	No					Q. 25 - 5 / 6 storey maximum. York lacks high rise development.	Yes	Not sure.	Beer festivals
230	Yes	a hostel for homeless to replace the one demolished at Peaseholme. Accommodation for young single people i.e. good quality, safe hostel type accommodation for when they start a job.	The view of the Minster is hugely valuable and powerful and it should be considered at all stages of building anything on the site, and maximised e.g. windows balconies, walkways, trees, orientation of buildings. It's a great asset.	Yes				Yes	The 4 options don't seem to compare like for like. The density of homes increases disproportionately eg 1 - 12k m squared 7,7-- jobs and 1,000 homes and option 4 60 km squared 3,800 jobs and 2,500 homes = 2,000 homes please at 85 - 100 / ha.	Yes		
231	Yes			Don't Know				Yes	That consideration be given for low-cost housing rather than to luxury accommodation.	Don't Know		
232	Yes		ICE route (permanent)	Yes				Yes	Make sure there is support for good community facilities - local shops, doctor's surgery, community hall etc as well as housing.	Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
233	Yes	Need to maximise commercial opportunities by, if necessary, reducing residential development.		Yes	Yes	No	No	No	Maximise the commercial development	No opinion		
234					Yes	Yes	No	No	Need to improve the environment in existing 19th Century terrace housing in the vicinity - which was originally also part of this railway development. Need for grassed open space - parkland - as well as urban open space - paved.	Yes		
235	Yes		Traveller site	No			Yes			Yes		
236	Yes			Yes	No	No	No	Yes	They should be affordable homes i.e. rent < £400 pcm.	Yes		
237												*This person only filled out the survey to Q 8.
238	Yes	Should ensure high density commercial / office uses near the station. Possibility for a health / sports use?	Shame the CFE, University or football stadium could not have gone there.	Don't Know	Yes	Don't know	Don't know	Don't know	Should make sure doesn't compete with the attractions of the city centre. Central York is densely developed with narrow streets and an informal street layout - I would use this as a starting point to create a 'brand' I'm not convinced York needs lots more squares / spaces. I would go for quality and focus on proportion / intensity / micro climate.	Don't Know		
239	Yes	NRM could expand to provide an exhibition space such as Earls Court. This will bring lots of people to York.	Maybe work on a small theatre district.	No			Yes			Don't Know		
240	Yes			Yes	No opinion	No opinion	No opinion	Yes		Don't Know		
241	Yes									Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
242	Yes	Transport Interchange as one of the priorities.	Just whatever makes commercial, opportunistic and heritage sense. 25 - Don't use high rise buildings in this location.	Yes	Yes	Don't know	Don't know	Don't know	I'm sure there are but I feel, with the info I have, that Transport is No. 1 Commercial No. 2 Community No. 3 Landscaping No. 4	Don't Know	Just get it done ASAP.	
243	Don't Know	22 See below for my comments on the balance between commercial and residential and objection to too much emphasis on cultural / leisure aspects. 23. We need a proper bus / rail interchange next to the station; and a multi-storey car park near both the west and east fronts. A single car park could be built over the railway lines with access from both sides, thus saving land for alternative developments.	Industrial development and any form of development which requires access for heavy goods vehicles.	No	No	No	No	Yes	25. 6 storeys should be sufficient for all forms of development. Even the architect's optimistic sketch of office blocks near the west front show how they loom and negate any prospect of that dreamily idyllic pedestrian square outside the station. 26 - 27 - Who are these homes meant for and how do they relate to other plans for housing throughout the city? If there are to be houses for families, where are the schools and the local shops and the playgrounds (not the same as public open spaces)? Will there be sheltered housing for the elderly who need to live near the city centre as they do not have transport? How much social housing will there be? How far will accommodation so close to the station be intended for commuters? Clearly there is a market here, but too much will create a dormitory asleep during the day. Also, I do not understand the arithmetic. The figures assume that the less commercial accommodation there is the greater the density of housing will need to be. That may be the case but how are the two variables linked?	No	See notes 28 - 30	28 - 30 Such temporary uses must be chosen with care or they will kill off such ventures in the city centre. Parliament Street has been brought alive by temporary activities, and needed to be as the out-of-town centres are draining so much custom from the centre. York needs its people and its visitors to be drawn to the city centre not its inner periphery. And to set up these things to get people used to thinking of coming to the site will not work unless there is a vastly improved public transport service as well as car access to it from the start.



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
												So the first thing you need is to get your buses from all parts of York (and especially the Park & Ride buses) to serve this area. And your concern about traffic and noise sits oddly with the idea that there could be a music venue here. Leave that to the big city arenas and country



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
244												
245	Yes			Don't Know		Yes						
246	Yes			Yes	No	No	No	Yes		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
247												
248	Yes			Yes	Yes	Yes	No	No	Houses etc should be restricted to 3 storeys. Apartments and offices should be restricted to 6 or 7 storeys maximum to retain views of value i.e. York Minster.	Yes		A strong NO to big wheel. Also no to winter markets, fairs and music festivals (excessive noise).
249	No	New bus station. Sports stadium instead of Huntington. Less offices. More housing.	High rise office blocks.	No				Yes		Don't Know		
250	No opinion			Yes	Yes	No opinion	No opinion	No		No opinion		
251	No	Sports hub including football stadium, playing fields, running tracks etc.		Yes			Yes		Residential development is a priority but supported by commercial development and integrated transport links.	Don't Know		
252	Yes			Yes	No opinion	No opinion	Yes	No opinion		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
253	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know	36 PEOPLE HAVE SIGNED THIS DOCUMENT THAT AS MEMBERS OF THE RAILWAY INSTITUTE FOR 40 + YEARS, TOGETHER WITH CHILDREN AND GRANDCHILDREN IN RECENT TIMES, THEY STRONGLY OBJECT TO THE POSSIBLE LOSS OF THE RAILWAY INSTITUTE FACILITIES. ALL THESE SIGNATURES ARE FROM MEMBERS OF THE YORK RAILWAY INSTITUE BADMINTON CLUB. (Separate sheet attached to document of 11 signatures and 25 signatures are contained in box 27.) Also - nothing to be built higher than York Minster	Don't Know		
254		Not too high buildings.		No			Yes			Yes		
255				No	No	No	No	Yes		Don't Know		
256	Yes			Yes		Yes			Incorporate Bus Station.	Yes	No.	No.
257	Yes	Central Bus Station and Interchange. Bus Direct to York District Hospital allows car parking elsewhere.	No	Yes		Yes			Homes and jobs mean CAR PARKING - WHERE?!!!	Yes	No	No
258	No		Ancillary car parking	No	No	No	No	Yes	Nothing over six storeys.	Yes		
259	Don't Know			No	Don't know	Don't know	Don't know	Don't know		No opinion		
260	Yes		Not car parking! That will make things worse and won't encourage tourism. The space is too valuable to waste storing lumps of metal.	Yes	Yes					Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
261				No	No	No	No	No	Q. 25 - One of the reference documents cited in this consultation is the Central Historic Core Conservation Area Appraisal prepared in 2011 by Alan Baxter and Associates. The advice relating to Views and Building Heights in that document recommends that "there should be a general presumption against buldings taller than 5 storeys" (para 5.8.6). Views towards The Minster from Water Lane and Clifton Bridge, and from Leeman Road, are specifically addressed under this heading. Protection of views of The Minster from both viewpoints is recommended by allowing no development to challenge or reduce the visibility of The Minster. In the light of this advice, the proposed approach to the building heights for the development of up to ten storeys is grossly inappropriate, unacceptable and excessive. Reference in the Consultation Document to "view corridors" emerging from the Local Plan is irrelevant and meaningless. The Alan Baxter Appraisal quoted has been adopted by the Council and it would be perverse to ignore it. Q. 26 All options for the numbers of jobs and homes proposed are unsustainable and unachievable without detrimental effect on the development site and adjacent areas. An alien and unfriendly environment will be created, of tall, oppressive buildings, dominating narrow, dark streets and small, overshadowed open spaces. The result will be an uncharacteristic and disconnected new zone poorly integrated into, and out of keeping with, the neighbouring City centre.			Reintroduction of a Big Wheel should not be permitted.

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
262	Yes		I don't agree with the future development of the RI site. These buildings are part of the heritage of York, which is considered in this document to be of importance.	No				Yes	There should probably be more homes than development for jobs. You can never guarantee job occupation of sites, but there is always a need for homes. The height of the buildings should be no more than 4 storeys high, as York is not a city of high rise buildings and views of the Minster will suffer which is one of our biggest assets. Office blocks should not be given any exceptions to this, as often offices are left half empty and difficult to fully let.	Yes		There should be a minimum number of bars.
263					Don't know	Don't know	Don't know	Don't know				
264	Yes	Important to prioritise housing, offices (unclear of office space in York at present)		No		Yes	Yes		Housing should not be too high density if green infrastructure and environment for housing are priorities	No opinion		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
265	Yes	If private transport is to be restricted perhaps a free circular / tear-drop shaped bus / tram route could be incorporated! Otherwise, the Council is restricting who actually uses this new 'community'. The elderly, disabled, parents with young children will all be disadvantaged if too much emphasis is given to cyclists and pedestrians. If there is to be office and private housing then there must be a local food store / GP practice / primary school, otherwise transport out of the teardrop area will be a constant need.		No	No	No	No	Yes	No, think the proposed maximum should be reduced and then York Minster can dominate the vista. I'd treat the shortage of housing as priority over the creation of so many thousands of jobs. We've been told how many houses York needs to build - the job creation is all somewhat hypothetical. Please ensure % for social housing rather than just for professionals or investment.	Yes		Wary of too many food outlets - take away food means rubbish also which isn't always taken away! Don't want the area to look like a shanty town. Please have lots of benches and lots of rubbish bins.
266	Yes	The whole area, particularly public spaces must/ should be open to and encourage breastfeeding in public. This may be an unusual comment but infant feeding is a significant public health issue and we (UK) have the worst rates in the world. Our babies are at serious health compromise.		Don't Know	Don't know	Yes	Don't know	Don't know		Don't Know		
267												
268	Yes			Yes	Yes	No	No	No		Yes		
269	Yes	Retail options similar to those in place in the new st pancras station would be good	Night clubs!	Yes	Yes	No opinion	No opinion	No opinion		Yes		
270	Yes			No	No	No	No	Yes	development seems to be pie in the sky, with inadequate access	No		some proposals remove viability of city centre
271												

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
272	No			No	No	No	No	No		No		
273	No	More infrastructure needed if there is to be more housing and office space. Not clear how this is to be provided	Need avoid yet another retail attraction. York is already very fragmented	Yes		No	No	No	More consideration of the benefits for existing York residents considering the major disruption and additional traffic in the area			
274												
275												
276	No	Should have been used for University,Conference facilities/ Bio Vale expansion!!	Not sure about office space as there are many office Business units stood idl,empty around the whole of York	No	Don't know	Don't know	Don't know	Don't know	Can't stand any of the blocky housing examples given the stonebows of the future			Fair's, winter markets,Street food they would kill off the city centre even more.



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
277												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
278	No opinion			No	Yes	No	No	No		Don't Know		
279	No			No	No	No	No	No		No		
280	No opinion			Yes		No	No	No	Too many ugly new builds everywhere already	Don't Know		
281	Yes			No	No	No	Yes	Yes	we need accommodation which does not flood. This site should not flood and therefore, we need to maximise potential here. Option 3 is the preferred option.	Yes		
282	Yes	Social housing is critical and community space And please ensure green space / shared community spaces Homes must be Eco homes, sustainable and low impact Be fab if could create an arts / creative / cultural hub in the city supporting small start up units for artists etc		Yes				Yes				
283	Don't Know			Yes	No	No	Yes	No		No opinion		
284				Don't Know								
285												
286	Yes	Room for University expansion - most likely University of St Johns		Yes	Don't know	Don't know	Don't know	Don't know	I think the preservation of sight lines of the Minster is an important objective - and it is not clear from the information provided how the different heights of the buildings will assist or interfere with that objective	Yes		
287												
288	No	Yes cycle tracks as cyclist are dangerous.		No				Yes	You need to sort your flood defences or go under.Tell the 2 fat councilors to work for there money.	No	None	None

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
289	Yes			Yes	Yes	Yes	Yes	Yes	Given Marble Arch is already an issue for busses (they stop at the entrance to ensure they have space to enter) it would be sensible to widen the roadway. Perhaps a small amount of space could be reclaimed by closing the path which runs next to the roadway. I had heard that the bridge over the main line linking to the path by the river might be a tunnel. If this is so then flood defences for that tunnel will need to be added as this will flood regularly along with the path.	Yes		
290	Yes			Yes	No	No	Yes	No		Don't Know		
291	Yes	Genuinely affordable homes	No excessive luxury apartment developments for wealthy folk/second home owners.	No opinion				Yes	Do not allow persimmon etc near it.	No opinion		
292	No	At the moment someone is planning a new railway called HS2 from somewhere in London and it seems to lose interest near Colton Jn. My simple logic thinks it needs to come into York. The European standards applied to this railway seem to imply it cannot use our cheaper stations. I think some thought should be given to this as a new station would have to be incorporated into this site. It would be a monumental waste for you to spend time and money for this development if it is needed for HS2. I would like to think someone should know where HS2 is actually heading but with the way this country is run, that is just a pipe dream.		Don't Know	No opinion	No opinion	No opinion	No opinion		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
293	Yes	If football ground doesn't go ahead at Monks Cross, could consider it at North end of York Central.		Yes	Yes				Use of rail lines for local tram like proposal in Sheffield to Rotherham. This could link nearby sites such as Sugar Beet site and park & rides	Yes		
294												
295												
296	Yes			No	No opinion	No opinion	No opinion	No opinion	10 storey high buildings seems too high to me.	Yes		
297												
298	Don't Know	Rail freight, enhanced rail or tram based transport for the region.	I have doubts about housing in this area.	No	No	No	No	No	The height of proposed buildings seem to be a lot higher that other developments within the city such as Hungate, but I may be wrong.	No opinion		
299												
300	No	I would like to see small business units and units for manufacturing and retail	No large multinationals. We need affordable places for local businesses	No	No	No	Don't know	Yes	No buildings more than three storeys high	Don't Know	Don't know	No fracking please
301	No			No	Yes	No	No	No		No		
302	Yes			Don't Know	No	Yes	No	No		Yes		
303												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
304	Yes		No, as long as it becomes an area for all citizens, things that go there should not be overly exclusive to one group.	Yes	No	Yes	Yes	No	Make sure the standard of building is good, but adventurous in design - no Barratt style blocks! Also, consider small shops (a Bishy road?) and schooling. Make sure that there is plenty of genuine social housing, or give priority to people who will buy to rent at a fair rent.	Yes		
305	Yes			No	Yes				Vehicular access from Holgate Road.	Yes		
306	Yes	I don't know. Maybe the City Council should keep asking this question?	No	Don't Know	No opinion	No opinion	No opinion	No opinion	York Central should be considered as part of a plan for the whole City. Development parameters should be city-wide.	No opinion	Again, Maybe this question should continue to be asked.	No
307	Yes	I would like to see a good street scene on the ground floor to include plenty of shops, cafes, restaurants of various sizes along with a community centre. Buildings containing blocks of flats should include main door entrances for ground floor flats into the street to give more of a street scene too.		No	No	Don't know	Yes	Don't know	Views of York Minster from outwit the site should be maintained as much as possible and views of the Minster should be maximised from within the site. Also the same applies for the city walls and green spaces.	No opinion		
308	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
309	Yes			Yes	Yes	Yes	Yes	Yes	Homes and jobs are welcome in York. People will come to live, work, and invest in York if the transport and open, green infrastructure is inviting and the place feels vibrant and organic.	Don't Know	I didn't see the literature on this so I can't comment. If there's going to be archaeological excavations, people seem to enjoy being involved with that.	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
310	Yes			Yes	No	No	Yes	No	Maintain city centre access for residents at the Salisbury Road end of Leeman Road	Don't Know		
311	Yes	I would like us to make a bold move to take some of the local/northern historic and cultural artefacts out of the London museums where they are lost amidst the thousands of other items and house them in York - a northern museum of national treasures. I would also like to see some office space/design space specifically developed for new start ups with an emphasis on science and digital technology.		Yes	Yes	Yes	Yes	No	School provision needs to be appropriately attended to at the outset. New schools (or satellites of existing schools) need to be provisioned for now, rather than far too many years down the line, as is now the case in South Bank.	No opinion		
312	Yes			Yes	No	No	Yes	No		Yes	pop-up' heritage to allow access to the site as it is, before development. Similar to the recent Robson and Cooper open days on Lendal	
313												
314	No			Yes	Yes	No	No	No		No		
315	No		The bridge axaccess to the development	Yes						No opinion		
316	Yes			Yes	No	Yes	Yes	No		No opinion		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
317	Yes	The maket will dictate what is feasible and viable. Other potential uses could include Education and Health & Medical		Don't Know	Don't know	Don't know	Don't know	Don't know	The market wil be the key driver of what is feasible and viable. The Strategy neddds to be fklexible to attract developers.	Yes	Query what is mant by "temporary" and whether temporary uses are feasible	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
318	Yes	Provision should be made on this site for any Railway Institute facilities that may have had to be sacrificed in removing and redeveloping the Queen St Bridge	I do not want to see high buildings getting a foot hold or setting a precedent in York and I would NOT LIKE to see office or accommodation buildings higher than EIGHT storeys. Otherwise I agree with the land use.	No	No	Yes	Yes	No	Don't over build offices we may not fill, ie current conversion of George St offices into accomodation. Just need to get good mix of houses and jobs. House numbers to be met further along A59.	Yes	None spring to mind.	Music and sports events ought to be encouraged at existing facilities that can continue this use over longer terms, ie Knavesmire where ample parking exists. Community Gardens take years to establish and the space may be required before they become viable. Pop-ups, travelling art festivals, anything thats one-off or very occasional fine, use the land.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
319	Don't Know	Sport and Recreation. Given the proposals to build a community and that everyone in public life states that health and fitness is important, The York RI Gymnasium should be invested in and not considered for demolition!!		Yes	Don't know	Don't know	Don't know	Don't know	Sport and Recreation. Given the proposals to build a community and that everyone in public life states that health and fitness is important, The York RI Gymnasium should be invested in and not considered for demolition!!	Don't Know		
320	Yes			Yes	Yes	No	No	No		No opinion		
321												
322	Don't Know			Yes	No opinion	No opinion	No opinion	No opinion		Don't Know		Will these uses be viable "out of town"
323												
324	No	Get rid if those ridiculous massive office blocks.	Housing, housing, housing.	No								
325	Don't Know	Sport. Something for the people who already live here.		Don't Know	Don't know	Don't know	Yes	Yes	The impact on the York RI that and the roads are the only thing I use in this area. You could include a decent multi story car park for business use during the week and local/ Tourist use during the weekend and evening. Or just put decent links to the park and ride in place.	Don't Know		
326	Yes			Don't Know	Yes	Yes	No	No	The impact on existing communities as set out in the current highway plans should be rethought or very heavily mitigated.	Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
327	Yes	Some rail side locations should be kept light industrial and business and residential should be in mixed sectors where possible, so that some areas do not become bereft at certain times, or where residents cannot be found.	Comparison retail, private car parks,	No	No	No	Yes	Yes	Unemployment in York is relatively low, so providing jobs is not as big an issue to allow retail and commercial concerns to take priority over maintaining the historic quality and character which has so lately been sacrificed, and threatens the economic and touristic future of the city.		Sustainable and environmental research and development. Make York the greenest city in England, utilise expertees in green energy, development and infrastructure. Do not make the city centre either business buildings or high-level residential buildings exclusively. Affordable commercial and residential spaces are essential to the varied success of these fields within York. Relying on high-cost developments puts profit into private pockets and gives little return to the council.	Temporary car parking sites will be a misnomer. Eliminate them and provide a useable, affordable, not-for-profit inner city transport link.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
328	Yes	The existing residential areas are currently somewhat deprived and with a very high proportion of very transient population, overall giving rise to a community struggling to maintain an identity. Houses alone do not make a community. E clear objective for land uses and for implementation processes should be to identify and include new community and social infrastructure that both helps redress the current deficiencies as well as supporting The growth and cohesion of the new population. The timing of such provision is important – too often social infrastructure legs well behind incoming populations resulting in negative reactions and lack of community cohesion. Small things like local shops, perhaps a new primary school in due course, community centres and children's playgrounds help make and reinforce communities – these need to be specifically acknowledged in planning policy objectives from the very beginning. The existing local communities need to be actively brought into the identification and concept planning process for these.	The area is cool to new thinking for the positioning, character and economic profile of the city. It is not any longer a place for heavy manufacturing, large scale distribution or for retail "sheds" and call-centre complexes. It should definitely not be a site for out-of-town shopping centres and the like. The site needs to add specific value to the overall "offer" of you as a thriving place that is repositioning itself for the modern, flexible, economy.	Yes	No	Don't know	Yes	No	Family homes with gardens rather than flats should predominate. York is now easily commutable to London, Leeds etc by train. Flats would tend to lead to a sterile absence of people environment especially during the day and likely at weekends. (This would compound a similar experience inevitably associated with office land uses – which are acknowledged as necessary to help regeneration kickstart of this area). Family houses would help "anchor" the New community and help generate and support local facilities and community activities. This is vital to ensure that a vibrant community, rather than sterile buildings, emerges and sustains this key opportunity area for the city. Importantly the planning framework, which defines the development around matters, cannot be seen in isolation from the framework for implementation, albeit the processes are different. The Planning Framework must cite and require an effective implementation mechanism to ensure that the integrated, mutually supporting, requirements, criteria and development parameters of York Central do not dissipate through a fractured or ad hoc application of "development Control" on a site specific basis. There needs to be a clear overall implementation plan, with contractual or legal basis, to obviate this prospect. In the case of York Central it is critical that the Council recognises the integrated land ownership joint arrangements of key landowners (including itself) and use that as a critical success factor for driving forward integration and appropriate development parameters for the area.	Don't Know	Temporary uses have a great value for initiating new vibrancy in an area and also, if planned and designed properly, helping to mask or barrier works in progress. It seems rather too early to discuss these in detail. The existing local community in the area should be actively involved in devising suitable uses and agreeing where and how they should be incorporated.	Messy and non--community friendly uses should not be considered. Uses with significant traffic generation should also not be considered.
329	No	residence, schools, sports, culture. Art studios. BUT the Office blocks are UGLY OUT OF SCALE AND unsustainable	Education, a swimming pool. A wildlife area	No	No	No	Yes	Yes	OFFICE BLOCKS ARE UGLY TOO LARGE OUT OF SCALE and what about all the other empty office blocks? Please put in affordable space for creatives and start ups	No	YEs, Please make space to welcome refugees and give them housing. PLease do green planting	

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
330												
331	Yes			No opinion	No opinion	No opinion	No opinion	No opinion	As you head along the A59 and cross the iron bridge, you could consider a route left opposite Dalton Terrace's end in to the station. The chance to look at the railway institute site and long stay parking as a central bus depot next to the train station needs to be considered. (assumes removal of queees street bridge)	Yes		the market idea, parking
332	Yes			Yes	No	Yes	Yes	No	Will the new public spaces be under the jurisdiction of the council or private corporations (such as at Granary Square, Kings Cross) who may decide to restrict what activities are allowed and thus undermine the community spirit/civic nature of the area and repress the organic creativity of people/organisations which are supposed to thrive in this space?	Yes		
333												
334												
335	No	Light industry/some offices with superb connections to the rail network	housing, hotels, offices	No	No	No	No	No	Bear in mind the proposed development of the former British Sugar site for homes instead of the York central site	No opinion		
336												
337	Yes			Yes	Yes	Don't know	No	No		Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
338	Yes		Please restrict the number of homes	Yes	Yes	Yes	No	No		No opinion		
339												
340	Yes			Don't Know	Yes							
341	Don't Know	I've gone with "don't know" simply because I fear commercial interests will have too great a say in the form this takes. This site needs to contribute to York's economic success, but that does not mean making it yet another industrial or science park. York needs housing more than offices and the priorities for this site should reflect that.	As there is no option to expand on the answer to question 25 below, I'll do it here. Ten storeys for commercial buildings in this area is FAR too high. Six storeys for all uses should be the absolute maximum.	No	No	No	No	Yes	Affordable homes.	Yes		
342												

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
343	No	Where are the opportunities for business startups? Creative Industries, workshops? DO we really need more office space in York? Do we really need more hotels? There should be far more of a mix.		No	No opinion	No opinion	No opinion	Yes	I have answer no to maximum building heights approach because there is no evidence base supporting any of the options. Why for instance is it okay to have a 10 story office block and only 8 stories fro residential. The topography is low in places and the site can clearly take some height that might be unacceptable elsewhere in the City but how is this to be evidenced? Also there is little mention of views in the consultation document and no graphic depiction of key views through the site. The issue of height cannot be properly considered without reference to views. In view of the Council's decision to move away from residential development within the 'green belt', and identification of York Central as the primary brown field site for the delivery of York's housing needs, i would expect there to be far more emphasis on housing. Option 4 has to be the priority as it delivers the maximum amount of housing but is this enough?	No opinion		
344	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion	A clear statement on the provision of sporting and recreational facilities to be managed by YRI or named voluntary bodies	No opinion		
345												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
346	No	Bus station , York City Football Club	Too many ofices	No				Yes	Make access better for buses and cars	Don't Know		
347	Yes	I saw the larger business/ housing model at West Office, fully support that approach for the entire ex railway site.	No a mix of use and quality arcitecture will transform the old Station complex as has happened at Kings Cross London. A grotty horror show turned into a graceful inviting and highly functional space.	Don't Know		Yes		No	We should be looking at similar University European Cities, what have they done well with old spaces, The last administration publicised a report contrasting several EU competitor Cities - it was an eyeopener to what can be done.	Don't Know		
348	Yes			Yes	Yes				The railway institute should be preserved	No		
349	Yes	A thing that is missing from the proposed uses is maintaining the outstanding sporting facilities available at the York Railway Institute Gymnasium.		Yes	Yes	No	No	No	Too many new houses in York Central will only add to the traffic problems.	Don't Know	Please ensure temporary uses include sporting facilities capable of housing national level standard competitions, as the York Railway Institute provides now.	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
350	No		Housing, office space	No	Yes							
351	No	Retain York Railway Institute's excellent sporting facilities or provide a suitably equivalent alternative able to cater for national championship sporting events	No more housing	Yes	Yes	No	No	No	Any of the above development options will cause more infrastructure problems	Don't Know	Please ensure sporting facilities are not lost	
352	Yes	Ensure equivalent or improved sporting facilities are available within York Central.	Housing.	Yes	No	No	No	No	Parking and traffic will be issues with proposed increase in housing.	Don't Know		
353				Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
354	Yes			No opinion		Yes				Don't Know		
355	Yes		It should not feel like a typical 'out of town' area full of car parks where you have to drive everywhere. As a predominantly residential area late night bars should be limited.	Yes	No	Yes	Yes	Yes	Explore opportunities for solar pv and other renewable forms of energy generation.	Yes		Car parks

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
356	No	Sport and leisure for instance the Community Stadium. York is in sore need of easily accessible, central sport facilities as existing pools are on the outskirts of the city. A bold, resident friendly plan would put decent sporting facilities - a pool, courts, ice rink etc - at the heart of the plan. This would also benefit tourists giving them options for a rainy day.	Offices and apartments York is awash in office space being turned into expensive apartments marketed at investors and empty offices. There is a 'build it and they will come' approach which is short sighted at best, foolhardy and worse. York needs to say no to more flats, offices and hotels and build affordable family homes and leisure facilities for the people loving and working here.	No	No	No	No	No	Sustainability, green spaces, car free, affordable houses, sport.	No opinion		
357	Don't Know	vibrant communities include schools, nurseries, accommodation for the elderly as well as homes for young people and families. What about the Swedish communities where people can progress through the accommodation - c.f also Hartrigg Oaks	It is the balance that is critical.	Yes	Don't know	Don't know	Don't know	Don't know	The inter-relationships between the new and the existing and how to keep them all equally valued in concept and realisation.	Don't Know		
358												
359				No								
360	No opinion	Reatil. Alot of people buy food, drinks or pick up essentials on the way to or from work. Adding a larger area of shops (boots/superdrug/supermarket/card shop) would be great	I think it needs to be considered how the new layout would be policed on race days	No	No opinion	No opinion	No opinion	No opinion	I think building height should be limited so the historic charm of the city isn't overshadowed by building blocks.	No opinion		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
361	Yes	No	No	Yes	Yes	No	No	No	The RI sports facility must be maintained as many clubs will be lost from the centre of York if this is lost	Don't Know	No	No
362	Yes	I feel it is essential to maintain the presence of the sports club in the location to prevent the loss of the York and District Badminton League as so many of the teams that make up this league are based here. Yorkshire league matches are also based here	No	Don't Know	Yes	Don't know	Don't know	Don't know	Maintaining a venue for open access sports clubs	Don't Know	No	No
363	No	Would prefer more consultation	Not at this stage e	No	No	No	No	Yes	Need more consultation time	No	No	Don't know
364	No opinion		Any more 'luxury' homes!	Yes				Yes	Importance of retaining the Railway Institute	Don't Know		
365	Yes			Yes	Don't know	Yes	Don't know	Don't know		Yes		
366	Yes		Major industry dependent on lorries for goods in and out.	Yes		Yes			Architectural quality - this should complement the better railway buildings. Slabs and faux styles should be avoided. Urban real depends on more than creating public space, planting and lighting.	Yes		
367	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
368	Yes	I like the idea of it being a public space with commercial interests also the space should be used by the people not left like so many green spaces it needs to be more than just somewhere to walk the dog, it should host festivals and events and be a hub of the community.	I dont think so.	Don't Know	Don't know	Don't know	Yes	Don't know	I feel option 4 gives a strong balance, the issue is being so city centre even the "affordable housing" will simply not be affordable to ordinary residents unless the council has strict rent control plans?	Yes	As previously mentioned it should be a community Hub hosting events, festivals, markets things for the community (but with a commercial edge)	No
369												
370												
371		Mainly housing.	Eateries and pubs and nightclubs.	No	No	No	No	Don't know	People need somewhere to live at an affordable price. So while option 4 is the best of the four shown, more housing than it suggests is needed.	No opinion	No view	No view
372	Yes	Some entertainment infrastructure such as bowling, pool/water park like waterworld.	Shops to deter people from using the centre.	Yes			Yes			Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
373	No	Ideally if housing was a major part of the development then again a park area must be considered	empty office blocks	No	No	No	No	No	No comment	No		
374	No opinion			Don't Know	Yes	Yes	No	No		Don't Know		
375	Yes		Heavy industry	No					Buildings should be limited to 5 storeys so as not to interrupt the views of the Minster from the site	Yes	Conferences, job fairs, exhibitions	Events likely to attract large audiences or create major traffic issues
376	Don't Know	There should be consideration in developing residential areas for REAL affordable housing (not just subsidies for builders and landlords).	Massive expansion of the dogs home	No	Yes	Don't know	No	No	Aesthetics have to be a factor, as do green spaces. People are happier and more productive in a beautiful environment. Read your Bertrand Russell.	Yes	Could the development be used to create temporary accommodation for refugees and migrants? (with jobs) Allow schools and children to use spaces to learn about the built and natural environment (obv without serious risk to personal safety)	No - encourage creativity and experimentation, there may be great things that could be retained in the future development of plans.
377	Yes	A public park.		No	No	No	Yes	No		Yes		
378	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
379												
380	No	Land uses are rather rigid and could be mixed up more	Retail - the offer in the Salisbury Road area and along Poppleton Road is very poor at present. While there may be new shops in the development they will all be near the station we need better ones nearer where we live now.	Yes	No	No	No	Yes	Offices -the amount of empty offices already in York - what is the figure Housing - some car free element in the develop Parking restrictions in Salisbury Road and terrace area - we already get commuter parking in the area and it will likely get worse with the new development - look at Holgate Park Drive - cars parked on the cycle tracks.	Yes	Open tours of the site	
381	No	Implementing the original plan for traffic to bypass the Leeman Rd. residential area at a point with the permanent way yard to a junction with Poppleton Rd. and Water Lane. Removing vehicle traffic from the Leeman Rd. area. This would also benefit any heavy traffic requiring access to the National Railway Museum and would save money by not have to build a new bridge from Holgate Rd. into the York Central Area. Plus this would save money and house prices in the Holgate Rd. area.	As a resident of the Leeman Rd. area for more than 65 yrs I don't consider building a public square would be a benefit to residents or current businesses in the city centre. It will create further traffic problems. Refer to 23 above	No	Yes	No	No	No	Footfall at already existing businesses elsewhere in the city, repairing current community spirit, housing prices for current local residents and first time buyers.	No	No information has been given as to these temporary uses. Council communication with residents is poor.	?
382	No opinion			Yes	No opinion	No opinion	No opinion	No opinion				

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
383	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
384	Don't Know		Does York really need more cafes?	No opinion	No	No	Yes	Yes	If you are going to build all these new homes then you must provide infrastructure to support it e.g. new schools, new libraries. Don't put even more of a squeeze on council spending than you already do. Also if you have all these new homes then you must improve your council website. The parking services team (people who answer the parking services phone number advertised on your website) are useless. They should be able to answer queries about parking permits but they pass the buck and tell you to visit the council offices. Why?! I work full time, I can't get there Mon-Friday between 9-5. Other councils have better informed staff and more effective online facilities to pay for services. Surely you could do the same?	Don't Know		Events involving alcohol - we don't need to encourage drinking any further.
385	Don't Know	Art Centre/cultural centre incorporated into the area possibly alongside or near NRM?	Student accomodation.	Don't Know	No	No	No	Don't know	I am unclear about the proposed building heights. I do not feel that high appartments or offices should be created. Homes are needed in York, creating them here should allow people easy access to the city centre without the need for use of cars.	Don't Know		
386												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
387	No			No	No	No	No	No	costs	No opinion		
388	Yes			Yes	Yes	Yes	Don't know	Don't know	Not too high density accomodation. More green spaces, parks, recreational facilities, shopping and dining is preferable to significant housing.	Yes		
389	Don't Know	high quality office space with eco built high rise inner city residential with green roofs and /or green walls	light industrial or shopping centre		No	No	No	Yes	sustainability and using as many green techniques as possible	No opinion		
390												
391	No	It looks like too many office buildings. York has offices that can not be let now. what is required is a mixture of office and light industrial/commercial buildings.	Student accommodation.	No				Yes	The trend is to move shops and jobs out of city centres. On that trend houses must be the priority.	Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
392	Yes	Facilities for children & young people? A structured and dramatic outdoor theatre? Traditional "park" facilities like tennis courts / even bowls? An allotment area on the fringe?		Don't Know		Yes			Need to integrate the surrounding communities and improve infrastructure for them alongside the project	Don't Know		I don't like the sound of the music festivals (sorry about the pun). There are already many, many bars in York, I think allowing temporary ones would be a mistake, let This be an oasis of calm for families in evenings
393	Yes			Yes	Yes				We do not want empty offices on the site or for it to become another site for student accommodation. A plan for the type of offices needs to be made. Perhaps the norths version of silicon valley perhaps. I am not happy about the 40% graduate employment rate. this smacks of elitism. I do hope thqt York is not trying to go in that direction.	Don't Know		
394	Don't Know	No	Removing the Railway Institute	Yes	Don't know	Don't know	Don't know	Don't know	No	Yes	No	No

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
395	Yes	Greater cultural space and activities both for residents and visitors. How about a permanent "Signal Box Theatre" to enable the NRM and Theatre Royal (or others) to continue collaborating on such highly valued productions? Is there space for a new York Wheel?	Hotels and ancillary restaurants/bars/shops should be limited - with the greater York city centre only minutes away by foot there is no need for these functions to play a major part in York Central, and particularly when the overarching ambition is to produce high value employment for York!	Yes	Yes	Yes	Don't know	No	There has been (and continues to be) a great proliferation of hotels and apartments in York. The development options taken forward for York Central must reflect the need for family homes which naturally require a lower building density. It should also be seriously considered whether York Central needs an exemption to the permitted development rights which enable office to residential conversions to protect the employment value of the eastern end (particularly in light of recent proposals in the near vicinity e.g. Rougier House, Hudson House, Aviva's Yorkshire House).	No		Markets, fairs and similar leisure uses (restaurants/bars) should not be considered as suitable temporary uses in York Central. The Shambles Market is already struggling, and York only recently committed to focusing markets in that area (with St Nicholas Fair being the principle exceptions). The distance from the principle city centre is also a detraction for this type of use until such a time as the site has been developed and naturally attracts footfall.
396	Don't Know	In case ther York R.I. buildings were to be removed, something of that kind would have to replace it.	No business district in the middle of the centre.	Yes	No opinion	No opinion	No opinion	No opinion		Yes		
397	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
398	No	There should be more emphasis on employment. Do you have expressions of interest in the office space? What I fear is there will be limited demand and it will end up as a big housing estate. There are plenty of other sites in York for housing e.g. The British sugar site. Be creative and make the prime focus of the site the economic regeneration of York through high quality jobs.	Limit the amount of housing. As you say it is a once in a lifetime opportunity. York's economy should be about more than tourism and it shouldn't become a dormitory for Leeds.	No	Don't know	No	No	No	Limit the height of buildings. 10 storey office blocks are inappropriate for central York. Flats to 8 storeys are inappropriate for central York. Ensure all the architecture is of an excellent standard. The new buildings on the Terry's site and the development of the old York College site are examples of what not to do.	No opinion		
399												
400	No	More residential and less of the other uses. A school may be needed for the young children who live there. Small units to be workshop spaces for small businesses. Communal biomass heating for the buildings.	Do we really need another hotel in York? Do we need any more restaurants in York?	No				Yes	The buildings should not be tall. The flats at Hungate are too tall. We want to create a nice environment for the people who live there.	Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
401	Yes			No	Yes				doctors surgeries community centre	Yes		
402	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
403	Don't Know	No	I do not know at this stage	Yes	Don't know	Don't know	Don't know	Don't know	No	Don't Know	No	I do not know at this stage
404	No			Yes	No	No	No	No		No		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
405	Don't Know	Are there any other possible uses - this list seems to be enormous for a central site!!!		Yes					The major unspecified issue is the financial budget for all of this - there is no rationale for the finance basis of all of the development.	Yes		
406	Yes	A bigger, modern hospital with adequate car parking.	Ostentatious apartment buildings that only commuters can afford.	No	Yes	No	No	No	Maximum height too high so close to the historic city centre.	Yes		
407												
408	Yes	It should be looked as a suburb with the facilities that go with that.	no	No	No	No	Yes	No	As above	Don't Know	nono	no
409	No opinion	There seems to be a belief that office space will pay for the development. This is only the case if the office space is filled. The division between commercial and other should be governed by demand, not budget considerations.	Heavy industry, factories	No	No opinion	No opinion	No opinion	No opinion	What kind of jobs and what kind of homes are we talking about in Q26? Until this is made clearer, the question cannot be answered in a meaningful way.	Yes		
410	Yes			Yes				Yes	Who will occupy the proposed office developments as there are so many offices which have been built speculatively and not let	Yes		
411	Don't Know			Don't Know	Yes					Don't Know		
412		Extend the current sports facilities to include a swimming pool for the people who live in the centre of York. A community centre should be present, if there is to be a new community		No	No opinion	No opinion	No opinion	No opinion	keep the buildings low - not more than a normal housing estate. York is not a built-up town and shouldn't become one, that is its charm	Don't Know		
413	Don't Know	Real open spaces for people rather than more traffic	Adding to the number of premises that sell alcoholic drinks to young people from allm over NE England.	Don't Know	Yes	No	No	No	Modern cities reroute private traffic away from city cenntres (eg Sheffield, Leeds). York should adopt this model.Many York residnets feel isolated from the city centre because of the traffic problems and the excessive abuse of alcohol.	Don't Know		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
414	Yes		Dense low cost developments that generate problems.	No	Yes	No	No	No	High quality developments should be the benchmark. A really good hotel near the New Station Entrance would be ideal. How about converting one of the Rail 'shed' into a hotel?	Yes		
415	No	A city park, hotel and tourist area, that welcomes visitors to the city and leads them into the centre. This site is too sensitive for intensive housing and office building, both inappropriate at the gateway to a historic city.	Lagre scale development of apartments and tall office blocks. The maximum heights given in the plan are too high.	No		Yes			Must be in keeping with York's character and existing built environment. This is not Leeds, or London.	Yes	More open space and play areas. York has almost no facilities for children on the west side of the river, apart from Rowntree Park.	Temporary warehousing or distribution centres,
416	Yes	Expanded school places to accommodate additional children.	It's difficult to know how specific to be, as the listed uses are quite wide-ranging and non-specific.	No	Don't know	Don't know	No	No	I think the building heights proposed are far too high, and would change the whole nature of the western approach and vistas of the city for the worse. I also feel that the housing density suggested in options 3 & 4 is too high and does not match the aspirations listed on page 31. Such building heights densities do not match with providing homes for the elderly or young families. There is also no mention of affordable housing to address York's already difficult housing situation. I think the proposal needs to be much more transparent in which people it is in fact trying to attract.	Yes	As a comment - it would definitely be a positive and energising step if there was a mechanism in place for successful temporary uses to become more permanent and built into the plan if they could demonstrate their viability. However until access is improved to this area, even the temporary uses are going to encounter issues.	
417	Yes	Yes community stadium should be here		No	No	No	Yes	Yes	I feel that there should be family homes and provision for community infrastructure I.e. Drs, dentists, schools etc	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
418	Don't Know			Yes	Don't know	Yes	Don't know	Don't know	Don't lose York RI at Queen Street. It should be protected and improved as part of the development. It is a crucial resource and MUST be protected!!	Don't Know		
419	Yes			Yes		Yes				Don't Know		
420	Yes			No opinion	Yes	Don't know	Don't know	No	As mentioned above, road access is key to this development, roads towards Leeman Rd, Holgate Rd, CPP/Holgate Park and Clifton BridgeWater End at a minimum. If possible two or three to Leeman Rd and a link to British Sugar direction too.	Don't Know		
421	Yes			Yes	Yes					Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
422	Yes	A large event venue and swimming pool		Yes	Yes	No	No	No	I feel there are already too many people in York for the infrastructure. Instead of more being invested in buildings, we need to improve the roads	Yes		
423	Yes	Bus Station More green space - children's play area		Yes	Yes				The quality of the architecture is crucial	No opinion		
424	No	Not enough social housing in the plan. What is there for children and young people. Swings etc. Fruit trees. An indoor community space. renewable energy collective schemes.	There are enough licensed premises elsewhere.	Don't Know	No	No	Yes	No		Don't Know	On principle should be a mechanism for any ideas to be considered. Who or what body is going to be in charge of this. We want it to be democrat not an unelected development corp. There needs to be the right to demonstrate and to exercise free speech, businesses and builders should not have right to veto anything.	As long as it is legal, would be OK, but needs an overall policy so as to ensure that minorities get a look in, and that CYC policies are upheld. Needs democrat structure to ensure this happens. Non-commercial should have priority otherwise could be haven for unhealthy food etc
425	Yes			Don't Know	Yes	No	No	No	Is the site attractive for the level of offices envisaged!	Don't Know	Park	
426	Yes			Yes	No	No	Don't know	Yes		Don't Know		
427									Sports and leisure facilities need to be maintained and the badminton courts are national standard and must stay			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
428	Yes	The proposal does not appear to deal in detail with amenities needed for a large number of new residential buildings. Schooling, medical etc. facilities could / should be considered? Education may also be a suitable use for some of the space versus e.g. "offices"?		Don't Know	No	Yes	Yes	No	The building heights proposed appear to be at the "aggressive" end if views to the Minster are to be preserved. The Council should be less aggressive and ensure that the existing skyline is not disturbed.	Yes		
429	Yes			Yes	Yes		Yes	Yes		No		
430												
431	Yes	As previously mentioned allow room for station expansion york desperately needs more platforms under British rail we had 16 but due to narrow minded attitude we only have 11 platforms now in summertime more trains wanting to use york to bring tourists to our city can't come as their is no spare platform capacity. We desperately need 3 extra platform at West side where current signal box sighted a small island platform allowing through trains and one bay platform allowing harrogate trains to access station via york yard, freeing up capacity in present approach to york station which is a bottleneck junctions at present can cause expensive delays trains queuing to arrive & depart		Don't Know	Yes					Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
432	Yes			Yes	Yes	Yes	Don't know	Don't know		Yes		
433	No			No opinion	No	Yes	Don't know	No	This development should be a sympathetic support to our existing city & not a domineering influence that threatens the character & viability of York. There are already too many businesses closing because of competition from new retail parks.	Yes	Drop in day/evening safe place for homeless. We desperately need to do something for our rising numbers of homeless people in the city	Beware taking Winter Market away from existing central location as the city stores/restaurants/cafes also benefit from the increased footfall of shoppers & visitors
434												
435	Don't Know			Yes				Yes				
436	Don't Know			Don't Know						Don't Know		
437												
438	Don't Know			Don't Know						Don't Know		
439	Yes			Yes		Yes						

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
440	No opinion			Yes	Yes					Don't Know		
441		Leave it as it is. If the railway land at the north end is surplus put houses on there BUT with road access from up near the Clifton rail bridge over a new high level railway crossing.	Anything that reduces road capacity and creates significant heavy traffic.	Yes	Don't know	Don't know	Don't know	Don't know	Yes. Avoid reduction in traffic flow and provide an over the railway route around the goods loop side of Leeman Road going over the railway not under it. Give high sided vehicle access to the NRM from the north.	No		Sex clubs! Flippant but if the area has to be developed it should be for housing only. House prices in the area are forcing families out. We need lots of low cost 3-bed housing in walking distance of the city centre and rail station.
442	Don't Know	Concerned about the amount of office space.		No	No	No	No	Yes	The height of buildings must be restricted so far it doesn't overwhelm the historic city	Don't Know		
443	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
444	Yes			No	No	Yes	No	No	8 and 10 storey blocks are not acceptable. They would dominate the area, which is trying to be an open space. They could also lead to more high-rise development in other parts of the city, thus destroying its very nature.	Yes		Not concerts
445												



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
446	Yes			No	No	Yes	No	No	The height of offices and apartments is far too heigh. All building heights should be to roof apex and not stories. There should be no exceptions whatever the circumstances.	Yes		
447	Yes			Yes	Don't know	Don't know	Yes	Don't know		Don't Know		
448	Yes		Car parking.	No	Yes				Building heights (6 stories) should be kept to a minimum and not impact on views of the Minster.	Yes	Options that include value to the community.	Car Parking.
449	Yes			Yes	Yes	Yes	No	Don't know		Yes		
450												



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
451	No			Don't Know	No	No	No	No		Don't Know		
452	No opinion			Don't Know	Don't know	Don't know	Don't know	Don't know	see para 31	Don't Know		
453												
454	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
455	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
456	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion	Car parking and road infrastructure - fewer people will walk, cycle, or use the bus than planners think.	No opinion		
457	Yes			Yes	Yes	No	No	No		Yes		
458	Yes			Don't Know	No	No	Yes	Yes	There are empty offices in York. We need more homes. Don't forget schools ,GPs dentists etc	Don't Know		
459	Yes			Yes	Yes	Yes	No	No		Yes		
460	Yes	1. Diversify the leisure offer 2.Encourage underground car parking	minimise surface car parking	Yes	No	Yes	No	No		Yes		don't encourage car parking on open spaces.
461	Yes			Yes	Don't know	Yes	No	No	I feel 10 storeys may be a little high.	Yes		
462				No	Don't know	No	No	No	Retain the R.I. Building it is an iconic part of York	Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
463	Yes		limit the development of licensed premises to 'local' pub sized establishments to serve the immediate community. We do not need to further encourage stag and hen parties and race-goers into an area conveniently near the station as opposed to them using the already popular venues in the centre of the city	Yes	No	Yes	Yes	No	if there was to be a removal or re-purposing of the Railway Institute sporting facilities, then sufficient replacements must be made, on a like-for-like basis - not simply allowed to fulfil a vague remit of 'sport and leisure' facilities - that would pave the way for expensive but limited-scope private membership gyms that only provide treadmills, exercise-bikes and such, as opposed to the larger-space requirements of dance, combative or racket sports such as judo, badminton, table-tennis and squash. IF and only IF, the existing facilities are doomed, then replacement capacity should be provided for all of these to co-exist simultaneously as they do presently.	Yes	busking/street entertainment licences should be granted	
464	Yes			Yes		Yes				Yes		
465	No			No opinion						Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
466		Continued use of existing facilities, the railway institute is a fantastic facility. Brand new and shiny is not always for the best. The council offices are nothing like what I envisaged when I voted for their development.	Over commercialisation, York has enough shops. Generic chain restaurants and shops make us no different to any other place in the UK.	No	Don't know	Don't know	Don't know	Yes	No buildings over the proposed height no matter what the circumstances.	No	Only expand the Christmas market if it means the carousel is brought back in the city centre.	
467					No	No	No	No				

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
468	No	If you are considering getting rid of the sporting facilities at York RI gymnasium then replace it with another facility	More homes in the centre is not good	No	No	No	No	No	Not to lose the York RI gymnasium, I am not a York resident but have 30 years of playing badminton there, and would be a disaster to lose that venue on a sporting and social side. The enjoyment of so many people would go, again put it in your plans to replace a facility.	No		
469	No opinion	City Freight Hub to breakbulk HGV deliveries to City centre shops.	Student accommodation Restaurant/night club Manufacturing/retail Any other uses requiring significant road vehicle deliveries.	No	No	No	No	No	Buildings should not exceed 6 storeys to maintain a sense of proportion with the rest of the city. Housing density should not be greater than 125 dwellings per hectare	No		Sports events Music festivals In both the above the existing infrastructure would not be able to cope. Student accommodation Restaurant/night club Manufacturing (other than existing) Retail Other uses generating additional road vehicle movements
470	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Don't Know		
471												
472	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
473	Yes			Yes			Yes			Yes		
474	Yes			No opinion	No	Yes	Yes	No	Very restricted car parking space/permit scheme. Importance of quality green space/play space for flats and appartments. Importance of balconies & roofs which can be developed as gardens and which add visual variety/sense of ownership, meeting green design principles. Secure communal cycle parking	Yes	flea market	

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
475	Yes			Yes		Yes			More imaginative architecture.			
476	No	A larger park and community space with research areas for the train station and ecological areas (e.g. wetlands / flooding)	Financial services industries - hasn't anyone seen the news for the last decade - even if this does boom again the bust to come after would destroy York. And what is the financial gain for? If for the community then dedicate what's there for the community now.	No	No	No	No	Don't know	If any of the 4 main items are chosen then even the smallest housing sector would require an extra school - so why is there none planned? Bring in jobs on research and development excellence - avoid over-reliance on financial services	Yes	Encourage scientific research and development to be involved. The Yor Night events were terrific A sports facility for St Pauls school which currently has to share a tiny space with irresponsible dog owners making it a health hazard Just make the place a park!	
477	No	A purpose- built bus and coach station	Too many houses and wasted green spaces	Yes	Yes	No	No	No	MUst be some car parking	Don't Know		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
478		Small business use should be allowed in the area you are marking for residential use, to enable the area to contain restaurants and cafés. A successful redevelopment will seek to create areas that are 'vibrant' day and night, rather than creating two halves which will each be dead for half the day. Provision should be made for encouraging small creative industries to thrive. These businesses tend to have one or two staff and want working spaces that they can make a mess in (think jewelry, furniture making, leatherwork, art, etc.) You should also have secure cycle parking incorporated into the plans from the start.	I think offices should be no more than 6 stories in height.	No			Yes		While creating a 21st century development, built around public transport, walking and cycling, the proposals should also take care to build a new city on the same human scale as the historic city. Respecting the city's heritage isn't about building replicas of historic buildings and burying Roman sandals beneath them. It is quite possible to create stunning new building on a road network that matches the historic city. Stonegate is the way it is because it was not built around the car. A new city can be built in just the same way. Require that all buildings are constructed to passive house standards, then you really will be creating a sustainable city. The technologies to do this all exist today. York is hugely attractive to developers. Require that passive house standards apply to all residential and commercial properties and developers will comply, just as they have in Heidelberg. The future will thank you for having the courage to act decisively to protect it.	Yes	One of the biggest missed opportunities for this site was the siting of a football stadium.	
479	Yes			No	No	Yes	Yes	No opinion	Lower maximum building heights, offices in particular, in order to maintain the low-rise character of York.	Yes		
480	Don't Know			Yes	Don't know	Don't know	Don't know	Don't know	Key is to retain York RI Gymnasium and make best use of National Railway Museum	Yes		
481	No opinion			No opinion			Yes		Any attempt to demolish the Railway Institute will be met with FIERCE OPPOSITION and the Council would be well advised to stay clear of this option.	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
482									Given that York does not have an adopted local plan, the suitable uses identified within the document are presumably based upon an assessment of the uses expected in the area close to/on the edge of a city centre. However, these			
483												
484	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
485	Yes	N/A	N/A	Yes	Yes	Yes	Yes	Yes	No	Yes	N/A	N/A
486	No			No	Don't know	Don't know	Don't know	Don't know		Don't Know		
487	Yes	Bus interchange.		Don't Know	No	No	No	Yes	Plenty of job expansion room on outskirts parks such as Monks Cross.	No opinion		
488	Don't Know	Maintain sporting and leisure facilities		Yes					I use the gymnasium as Yorkshire badminton team manager to allow children to take part in training, team and individual events to aid their development.	Don't Know		
489												
490	Yes			No opinion				Yes		Don't Know		
491												
492												



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
493	No	There is no mention of designated community buildings for community use [centres, halls etc.]. When you build somewhere that envisions a community you need to create an infrastructure for this, not just buildings that will potentially just be occupied in the daytime [ie: offices, retail]. To encourage a community to flourish you need to give it a means to flourish. This has been overlooked. There are also existing communities that will be disrupted by the York Central development [the 'losers' as Sonia put it in the presentation] and these need to be considered.	Too many offices which will no doubt be offered at a premium. There isn't any mention of start-ups, organisations, community-projects. Too often as a York resident do we feel that we fund tourism and business with our Council Tax yet this rarely comes back to residents.	No	Don't know	Don't know	Don't know	Don't know	There doesn't seem to be any consideration for schools / doctors / service provision with the potential increase of children housed in these proposals.	No	Without better access from the rear of the train station the footfall is not great enough for anything like this to really work.	
494					Yes							
495												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
496	No	Transform the entire space into a green park.	Homes and businesses; I disagree with the proposed plans.	No	No	No	No	No	York's schools are already over-subscribed. If new homes are going to be built, new schools should also be created to accommodate York's children.	No		Anything that brings more traffic into our already car-congested city.
497	Yes	There needs to be enough to attract people to enjoy the open space.	No more major retail. It will just encourage cars.	Don't Know	Don't know	Don't know	Don't know	Don't know	Difficult to answer. We need to be able to attract good jobs by having sufficient office space. I'm concerned we will just end up with high rise flats.	Yes		
498	No	Yes, a green area for York residents, that includes education, some business opportunities and some housing. Let's make York one of Britain's best places to live! Imagine a nature reserve, ice skating rink, woodland etc etc. Wouldn't you just love to go there.	No more flats, or swanky business spaces. Invest in ideas from schools and actually create them. Empower our children's visions and hopes. We don't require a boring corporate space. It won't last.	Yes	Don't know	Don't know	Don't know	Don't know	How ridiculous is the above statement/question. The area isn't that big.	Yes	Theatres, art installations, dance halls, anything active seen as though most of our children are obese.	Please consider that the sights and smells of the NRM do affect our living quarters. It can be rather stinky!
499	Yes			Yes			Yes		Essential to include provision of low cost community housing	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
500	Yes			Yes	No opinion	No opinion	No opinion	No opinion	The development should not be over ambitious to avoid failure and a balanced scheme is desirable	No opinion		
501	No	The available area should be used for housing, local shops and health centre.	Offices - the are many offices in York that cannot be let, why build more!	No	No	No	No	No		No opinion		
502	Yes	More recreational space needed		No	Yes				Buildings over 4 storeys should not be allowed in York Central	Yes		
503	Don't Know				No	No	No	No	retain york ri gymnasium	Don't Know		
504	No	The stadium could be built there for easy rail access or just make a New York station similar to the new Birmingham new street	The road purposed for the back of Wilton rise seems a bad idea traffic noise will be a problem	No	No	No	No	No		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
505												
506	Don't Know			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
507												
508	Yes	Affordable community centre/multi-purpose.		Yes	Yes					Yes		
509	No	Reduce proposed "Office development"		Yes	No	No	No	Yes	Take out through rail line and reroute through station to allow sensible access to the site	Don't Know		
510	No opinion			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
511	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
512												
513												
514	No		Car parks.	No	Yes	Yes	Yes	Yes	8 storey apartments too high - max 6 10 story offices too high - max 6 York is not about tall buildings!	Yes	The main thing is to make sure as much as possible is Open to the public (on foot) as often as possible - for exporing,rambling or whatever. Don't fence bits off unless there are real safety concerns that can't be easily overcome!	Nothing noisy or smelly



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
515	No			No	No	No	No	No	10 stories for office blocks would completely go against the current low level development that is in place.	Yes		Music events!
516	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
517	Yes			Yes	No opinion	Yes	Yes	Yes		Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
518	Don't Know			No				Yes	I spoke to one of your representatives at the NRM who couldn't confirm that there are plans for new schools in York Central. As I'm sure you are aware, most of the local schools are oversubscribed and I feel it would be irresponsible to plan this site without concrete plans for new council schools.	Don't Know		
519	Yes			Don't Know						Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
520	Don't Know	I have read concerns that you are building new offices without any idea of who will use them, putting the financial burden on York taxpayer to cover the cost if they are not filled. I think business development is something that we should be working towards, so agree with the premise, but would like more information and research to be done on potential tenants.		Yes	Don't know	Don't know	Don't know	Don't know	Dramatically increasing the number of houses without looking at the implications to the traffic is a worry. Especially if you are going to close Leeman Road - one of the key routes into the city. I know I keep mentioning it but I feel that it would cause absolute chaos on other routes into the city (especially with the increase in traffic into the area for the new buildings)	No opinion		
521	Yes		Any events that close off the space completely or require an admission fee to be paid.	Yes	Yes	Yes	Don't know	Don't know		Yes		
522	Yes	As much community, artistic and sports space as possible to reduce residents need to travel out of town.		Don't Know	No			Yes		Don't Know		
523	No		leave the fountain alone in city	No				Yes	no student flats, no office blocks, no more hotels. no more public houses or bars.	No		
524	Yes			Yes	No	No	No	Yes		No		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
525	Yes	A family cafe		Yes	Yes	Yes	No	No		Yes	A family cafe	
526	Yes			No	No	No	Yes	Yes		Yes		
527	Yes			Yes	Yes	Yes	Yes	Yes		Don't Know		
528												
529	Yes			No	Yes				Should have one iconic building-- 20+ stories with viewing platform-- located so as to be complementary with the Minister. Site should be seen ass a key urban hub for the whole of York-- hence more jobs	Don't Know		
530	Don't Know	Council houses, lots of them - and a car park	More cycle routes	Don't Know	Yes	No	No	No	Cars!!	Don't Know		
531	Yes	Education Medical - doctors surgery		No	Don't know	Don't know	Don't know	Don't know	Any redevelopment should be tailored specifically to meet market demand and further work is required to evidence this demand.	Yes	Are the temporary uses feasible and will they attract the footfall required without being of detriment to the city centre.	
532										No opinion		
533												
534	No			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
535												
536												
537	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
538	Yes			Yes		Yes						
539	No opinion			Yes	Yes	Yes	Yes	Yes		No opinion		
540												
541	Yes			Yes	No opinion	Yes	Yes	No opinion		Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
542		Plant more trees :)			Yes				Traffic in front of the station is always a nightmare, would be good to be able to drive past without waiting in traffic jams and creating more pollution. So anything to make traffic better would be great :) I also bike, as many of us do, and feel bike paths should be more dominant in the York central area - also places to put bikes in the central area, as currently I tie my bike to a railing outside the station which probably isn't great for pedestrian access.	Yes		
543				Yes								
544												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
545			Reintroduction of a Big Wheel should not be permitted.	No	No	No	No	No	One of the reference documents cited in this consultation is the Central Historic Core Conservation Area Appraisal prepared in 2011 by Alan Baxter and Associates. The advice relating to Views and Building Heights in that document recommends that “there should be a general presumption against buildings taller than 5 storeys” (para.5.8.6). Views towards The Minster from Water Lane and Clifton Bridge, and from Leeman Road, are specifically addressed under this heading. Protection of views of The Minster from both viewpoints is recommended by allowing no development to challenge or reduce the visibility of The Minster. In the light of this advice, the proposed approach to building heights for the development of up to ten storeys is grossly inappropriate, unacceptable and excessive. Reference in the consultation document to ‘view corridors’ emerging from the Local Plan is irrelevant and meaningless. The Alan Baxter Appraisal quoted has been adopted by the Council and it would be perverse to ignore it.			
546												
547	Yes			Yes	Yes	No	No	No		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
548	Don't Know	All the RI facilities should be kept or replaced very close by.		Don't Know						Don't Know		
549	Yes			Yes	Yes					Yes		
550	Yes			Yes			Yes			Yes		
551	Yes			No	Yes	Yes			Office blocks to be no higher than residential. Properties to be built that fit into the heritage/style of the station / NRM	Yes		
552	Yes	Insufficient consideration has been made for the river front area.		Yes			Yes		Consideration also needs to be made for adequate flood planning.	Yes		Big Wheel.
553	Yes		No more retail parks please, the town is already full of empty shops.	Don't Know	Yes	Don't know	Don't know	Don't know	Please consider providing plentiful parking which might take some traffic from the toxic city centre, whilst avoiding forcing shoppers to out of town retail parks.	Yes		
554	Yes	Space capable of being converted to ice rink / performance space		No	No	No	Don't know	Yes	Keep ALL buildings below 6 floors	Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
555	Yes	To retain some form of rail workshops or light industry. Some form of small freight facility so that goods could then be delivered to shops in the City by electric vehicles	Any more housing or student accommodation should be restricted	No	Yes	No	No	No	If traffic is to be restricted on Leeman Road to put in place frequent affordable and reliable public transport as an alternative to car use	Don't Know		A Big Wheel
556	No	more housing rather than offices and should be under council housing for rental. No building should be higher than 5 floors to retain the beauty that only York still has. Maybe a NHS hospital/emergency/surgery /doctor for us on this side of the river	too much office space	No	No	No	No	Yes	no building should exceed 5 floors	Don't Know		
557	Yes			Yes	Yes	Yes				Yes		
558	Yes			Yes	Don't know	Yes	Don't know	Don't know		Yes		
559	Yes			Yes	Don't know	Don't know	Yes	Don't know		Yes		
560	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
561												
562	No			No	Yes					No		
563	No			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
564	Don't Know		To knock down the R.I.	Yes	Don't know	Don't know	Don't know	Don't know				
565	Yes			No	Don't know	Don't know	Don't know	Yes		No opinion		
566	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
567	Don't Know			Yes	Yes					Don't Know		
568	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
569	Yes		Would have liked to see the educational use of the area expnded rather than for example York College being placed on the outskirts.	Yes	No	No	Yes	No		Yes		
570	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
571												
572	No	Single storey very low rent businesses such as those operating in the Railway Institute. Single storey council housing scattered among the businesses and not built as a ghetto. Wilderness areas for wildlife. A campsite.	Anything above two storeys. Anything involving hard landscaping. Large office blocks. National retail chains. Supermarkets. Distribution centres.	No opinion	Don't know	No	No	No	Firstly stop using tired adjectives such as "vibrant". Leave out all buzzwords. Break away from the current fashion for naming town and city areas with labels such as "Central", "Quarter" and so on. Resist the temptation to develop or manage everything and allow nature some space. Don't try to cram so much in. We visit York from 40 miles away at least weekly, and stay over for weeks at a time. We spend a lot of money in York. We have considered moving to York but have become alarmed by the pace of development which we have seen destroy many other previously beautiful places. Years ago I argued vigorously with planners during a public consultation and begged for the centre of the city to be pedestrianised. The planners at the public forum tried to ridicule me. And yet it has come to pass. So just stop and think - don't kill the goose that lays the golden egg and value what has grown over hundreds of years, don't throw that individuality away and become another clone city, just to get your hands on a bit more council tax.	No	Farmers markets, campsite, birdwatching centre.	Anything which threatens the livelihoods of existing businesses. Anything which creates noise and disturbance after 11 pm. Anything which involves the use of artificial lighting and disturbs wildlife.
573	Yes			Yes	Yes	No	No	No		Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
574	No opinion			No	Yes	No	No	No		Don't Know		
575												
576	Yes	Sporting facilities								Yes		
577	Yes			Yes			Yes		Houses should be limited to 3 storeys and all other buildings to 8 storeys	Yes		
578	No			Don't Know	Don't know	Don't know	Don't know	Don't know		No		
579												
580	No	The city needs an attractive coach park for setting down visitors to the city. There is a demand for a larger capacity conference / convention centre in the city that would also help to fill hotels out of season / mid-week.	Housing or Apartments including Apart-Hotels (i.e. brothels by any other name). Any form of nightclub. Licensed premises should be strictly limited. Speculative Office buildings under any guise.	No	No opinion	No	No	No	Views across the site to Poppleton Road School and the Water Tower are also important. Maximum height for all buildings should be 6 storeys.	Yes	Vintage Vehicle Rallies. Fairs should include Antiques Fairs. Music Festivals could include music & light.	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
581	Yes			No			Yes		None of the buildings should exceed 8 storeys	Yes		
582	Yes		High rise buildings should not be considered. The two ugliest buildings in York are the result of ignoring this. (hotel on North Street and the Stonebow). Four floors maximum! More than that is down to greed not need.		Yes				The impact on existing communities.	No		Ones that will create noise for nearby residents. York is so overcrowded n the centre that we do not need the greater footfall so beloved of commercial interests.
583	No	Larger open park spaces. If the RI is removed - a large multi use community arts/sports/recreation/cultural centre. Without RI we would have nowhere in the centre.	What we need is office space for jobs. We need to attract big employers. Residential land can be spread amongst Copmanthorpe, Poppelton, Wigginton etc. with links by bus and rail back into the centre.	No	Yes	No	No	No	Houses without jobs are a burden on the city. Create the jobs in the centre and the housing and on the outskirts with proper links back in. Where are the schools (wasn't All Saints eyeing a move to York Central?) and what about a primary school to remove the supposed increased demand in South Bank which is currently giving rise to the splitting of Scarcroft Primary, a mass migration of pupils to Knavesmire and the tearing out of the heart of the community.	Yes		
584												
585												
586												
587	No	Large park with no development	housing, any tall structures	No	No	No	No	No	amount of traffic currently is too much, too many inappropriate and ugly housing and office developments.	No	Park. Swimming pool.	Housing and large scale office developments.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
588	Yes			Yes	No	No	Yes	Yes		Yes		
589												
590												
591	No opinion			Yes	No	No	No	No		No		
592	No	Yes, not other uses. The main use should be to improve York as an interesting place to have fun in. At the moment the centre of York is all pubs, clubs and restaurants with an historical twist. Fine in themselves but there is a whole recreational area of life omitted - fun! You even took the wheel away! The main use for the area, apart from a bus station which is a desperate need, should be a stadium for sport, bands, dance and temporary display by the NRM. Associated with this should be swimming pool, climbing wall, ice rink, ski slope. These should be seen as at least a regional centre. The presence of the railway station makes this an obvious use for this area. Another use should be to develop an artisan area of small workshops. These could employ a lot of people - they are high density use - and some at least should be producing items of interest to external visitors to York, as well as us local residents. Some of the area off Leeman road may be suitable for this reusing existing buildings. IF you are going to have so much housing then a supersupermarket will be needed.	The idea that York needs more small housing seems very strange, the entire area is surrounded by two up two down housing. Cheap housing, nice idea but the closeness to the centre and railway serving the entire country will always mean that housing will become expensive, even if sold off at non market prices they will soon be resold at market price. Offices are empty in York, or being converted to flats, so why do you believe there is going to be a future need for vast office space? Most office work can be done from private houses and it seems unlikely that large office units will be wanted in the future. NO where has there been a	Yes	No	No	No	No	York is already very crowded, with a lot of homes close to the centre. This is good, but it does mean that there is a developing traffic problem. This is NOT outsiders, it is US simply going around and out of town for shopping or to work, or for leisure.	Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
		There is nothing like that near the centre, or in the city centre itself. If a lot of people are going to live here (which I disagree with cf) then they will all have to go to out of town supermarkets and therefore will require cars.										
593	Yes			Yes				Yes		Yes		
594	Yes			Yes	Don't know	Don't know	Don't know	Don't know	Retention of existing community assets which are part of Yorks cultural heritage such as the RI building	Don't Know		
595												
596	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
597												

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
598	Yes	There needs to be provision for community use - most especially if the York RI buildings are removed. Even if they are not removed, community and cultural use is key. Make it a quality place that people want to congregate in, relax and enjoy. Ensure that there is provision for outdoor events in the main square - music, bands, theatre, spectacle.	It does not need ancillary car parking. Please resist at all costs any attempt to emulate Monks Cross/Clifton Moor/other shopping malls. No boxy, warehouse-style chain restaurants or stores. No fast food outlets. No budget hotels for hen/stag parties. Keep it calm, classy and clean.	No	Don't know	Yes	No	No	I do not think 10-storey office blocks or even 6-8 storey apartments will be suitable - they will create a canyon feel, generate a windy microclimate and will look like the outskirts of Leeds. Also, they won't offer anything to families. Do not let York Central become a magnet for greedy buy-to-let property owners and yuppies. We need to build a community there. It must include affordable housing. Housing must be built to zero carbon standards, very highly insulated and wherever possible, be able micro-generate electricity through solar and other means or renewable energy.	Yes	I like the ideas. I hope these won't vanish as the development comes on stream. York Central needs the lifeblood of creativity and people.	Nothing tacky or ostentatiously commercial.
599												
600	No			Yes	Yes				Save RI	Don't Know		
601	Yes			Yes			Yes			Don't Know		
602	Don't Know			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
603	Yes		car parking	No	Don't know	Don't know	Don't know	Don't know	The building heights are too high. One of the glories of York is approaching it and seeing the Minster towering (literally and metaphorically) over the City. This would be lost if other building are a similar height. No building should overtop the railway hotel 6 stories is enough	Yes	anything that would bring value to the community allotments	car parking
604	No opinion			Yes	Yes					No opinion		
605												
606	Don't Know			Yes	Yes	Yes	No	No		Don't Know		
607	Yes		should you decide to develop the York RI area 'Future development opportunity with enhanced station parking and facilities' then this should be repalced in the other commercial land on the west side. There is also not enough car parking.	Yes	No	Yes	No	No		Yes	Large Exhibitions / Conventions	No.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
608	Yes	Please ensure ongoing sport provision.		Yes	No opinion	No opinion	No opinion	No opinion	Where will all these people go to school, doctors, dentist, hospital services etc.	No opinion		
609	Yes	no	no	Yes	Yes	Yes	Yes	No		Don't Know		
610												
611	Yes			No	No	No	Yes	No	But then I don't know what York needs more - jobs or homes, which is why 3. appears a good compromise. The constant pressure from developers to maximise the most profitable bits of the development - it must be a balanced mix, even if the returns are lower (so no chance there then).	Yes		
612	No	Sports facilities eg. RI.	Casinos. Also, any Station Car Parking development should not impact the RI and its associated buildings.	No	No	Yes	No opinion	No	There should no new buildings of any category over 8 storeys high and 8 should be the exception rather than the rule.	No	No.	Sports facilities should not be considered 'temporary'. They are long-term benefits.
613	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
614												
615												
616	No		Too many offices & commercial points which will lead to less use of the original city centre which is already suffering from out of town facilities	No	No	Don't know	No	No	Be creful not to create anew town within the city boundaries	No opinion		
617												
618	No			Yes	No	No	No	No		No		
619	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
620	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
621	Yes			Yes	No	Yes	No	No	all these new homes - can the schools cope?	Don't Know		
622	Don't Know	Affordable housing	Lots of offices - already lots empty right across the city	Yes	No	No	No	No	Cloud cuckoo land. These will not be NEW jobs, mainly relocation	No		
623	Yes			Yes	Don't know	Yes	Don't know	No		Yes		
624												
625	Yes		Noisy events including concerts	Yes				Yes		Don't Know		
626												
627												
628	Don't Know			No	Yes					No opinion		
629	No	There is no mention of permanent sporting facilities and you are proposing a major increase in the population		Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
630												
631	No			Yes	No	No	No	No		No		
632												
633		On the whole I agree but please retain the excellent sporting facilities! By removing the RI gymnasium and associated buildings, you remove a central, accessible, affordable, excellent suite of facilities open to the local community. Shouldn't we be supporting accessible sport, rather than making it less accessible or non-existent? Where else do equivalent facilities exist within York?	Removal of sporting facilities	Yes	No	Yes	No	No	Consider infrastructure for new housing - access to health and sporting facilities, schools and ability to move traffic during peak hours	Yes	Sports and exercise facilities to the high level we have now as a minimum.	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
634	Yes			Yes		Yes				Yes		
635	Don't Know			Yes	No	No	Yes	No		No		
636												
637	Yes			Yes				Yes	It is vital that the area deals with the desperate need for 'affordable homes' in the city.	Yes		
638												
639	Yes			Yes	Yes	Yes			Family homes and encouraging community development not just dormitory and buy to let	Yes		
640	Yes			Yes	Don't know	Don't know	Don't know	Don't know		No opinion		
641	Yes	Plenty of leisure facilities	As a tourist attraction should be done for residents and workers					Yes	Ensure onsite leisure facilities for all	Don't Know		
642	No			Don't Know	Don't know	Don't know	Don't know	Don't know	Yes. My livelihood. I am an international movement educator and the RI is my hub. Having invested 10s of thoughts and with plans to expand this could potentially leave my business vulnerable or left in demise. Save the Gymnasium and the associated buildings.	No		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
643	No		ancillary parking and hotels	Yes				Yes	York should not be trying to keep up with the economic development of other towns such as london or manchester. These are far too built up and society will inevitably have to move towards more sustainable development, community goals and away from ridiculous expectations of constant economic growth. York should aim to become as self sufficient as possible and foster local businesses and projects, without pandering to tourism.	Yes		
644	No opinion			Yes	No	No	No	No		No opinion		
645	Don't Know			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
646	Yes			Yes	No opinion	No opinion	No opinion	Yes	Any sports facilities lost at the Railway Institute must be replaced with equivalent facilities which do not result in increasing costs for users	No opinion		
647	Don't Know	Open public 'green' spaces	Tall office buildings.	No	No	Yes	No opinion	No opinion	Protecting the taxpayers from risk, if it all goes pear-shaped.	No opinion	No opinion	No opinion
648	No	I think we need to encourage as much employment in the city centre site as possible - so offices and other workplace options including flexible working/shared offices		Yes	Yes					Don't Know		
649												
650	Don't Know			Yes	No	No	No	No		No opinion		
651	Don't Know	- Bus and coach station should be included in the plan	- Shopping (other than small local stores uch as corner stores, coffee shop, etc.)	Don't Know	Yes				Increasing capacity of existing road system to accommodate increased vehicular traffic which will result.	Don't Know	No - temporary uses have a habit of becoming permanent, especially when we think about the ever-changing availability of funding and the political will to proceed.	I question if there is a need for them, except to allow developers and City (a bad combination at any time!) to claim success based on good optics, when nothing of lasting value has been achieved.
652	No			Yes	Yes	Don't know	No	No		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
653	Don't Know	Affordable housing - we don't want York to be a second London - let's be a beacon here in the North.	More offices - many are empty and restrict pubs.	Don't Know	No	No	No	Yes		Don't Know		
654	Yes	A new investment plan for the investment for the new school buildings for the All Saints RC school to allow better use of resources and to ensure that the very high performing school is encouraged to serve the next generation of our students.		No	Yes	Yes	No	No	Consider the allowing All Saints RC School to be involved and receive a long promised new school.	Yes		
655	Yes	Smooth traffic !! No restriction to residents!! Less stupid "green" ideas...none of those people who's making those decisions is using bike and walk - why we have to walk in rain?	None	No	No	Yes	Don't know	No	Buildings too high! It's high level anyway...why we don't build high building in low levels and try to build high buildings in high levels?	Yes		No
656	Yes		sensible design of residential housing not the disgusting abortion you allowed on the terry /chocolate site.	No			Yes		to deliver in realistic timescales . not like the new stadium .	Yes		
657	Yes			Yes		Yes			The housing developments should have the 'feel' of space, attractive but practical design and a sense of calm.	Yes		
658									Where will all the children be educated?			
659												
660												
661												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
662	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
663	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Yes		
664												
665	Yes			No opinion	Yes	Yes	No	No	It is crucial that good coach access is provided for the station and for the York Central development itself. Whilst a new coach facility is planned near the new rear entrance to the station (and this should be regarded as essential), corporate groups may also require direct coach access to the office sites within the development.	No opinion		
666	Yes			No	No	No	No	Yes	To much office space is proposed. York has surplus why more ?	No opinion		
667	No	New Museums, Attractions Even a Small Theme Park? York has nothing new to offer it is time we offered something for our younger vistitors, there is plenty for older visitors like castle museum, Viking Centre, NRM etc. But kids want fun stuff, not a history lesson!!	less office space as their are plenty of offices stood empty around York already	No	Yes	Don't know	Don't know	Don't know	Yes turn it into the Disney Land of the NORTH and stop building more pen pushing buildings and modern futurist eyesore apartment blocks!!	No opinion	music festivals / concerts, move snooker and other sporting events into York Central also have a Drive In Movie Theatre and open air entertainment during the summer months (think of Disneyland and you will understand what I mean) York could see a major tourism and jobs boost with such plans if the CYC were ambitious enough to try it??	music festivals
668				Yes	Yes	Yes	No	No		Yes	Christmas markets	
669	Yes			Yes	No	Yes	No	No		Yes		
670	Yes			Yes	No	Yes	Yes	No		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
671	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
672	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
673	Yes				No	Yes	Yes	No	Parking - parking on the new Leeman Road developments is inadequate and it needs to be done better - alternatively have really good bus services (much cheaper and more regular than at present) and market this with the new homes (but I'm not sure this is realistic as most people will not want to get rid of their cars)	No opinion		
674	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
675	No	The best place to locate the NEW Football?Rugby ground		Yes	No	No	No	No		No opinion		
676	No opinion			Yes	Yes					No		
677												
678	No			No	No	No	No	Yes	more affordable homes	No opinion		
679	Yes	Retaining the Railway Institute gymnasium and associated facilities.	No	No	Yes					Don't Know		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
680	Don't Know			Don't Know					Homes which are built with accessibility and adaptability in mind. Cyc has a major shortage of wheelchair adaptable properties and modern houses are built to maximise space which then means you can't get a wheelchair in or adapt it. We desperately need more houses to be built with this in mind particularly given the drive to keep older people in their homes for longer. This isn't possible without sufficient stock of adaptable council properties. Even the houses sold privately need to be built with this in mind so that people can stay in their own home rather than moving into cyc houses if they get ill or have mobility issues. Cyc should use its power within this development to ensure that the housing companies comply with this	Don't Know		
681	Don't Know			Yes			Yes			Yes		
682	Don't Know			No	No	No	Yes	Yes		Yes		Because of the old railway works, would gardens/allotments be safe?
683	Yes			No	No	No	Yes	No	10 storeys too high for office buildings in York	No opinion		
684	No		Office Blocks	No	No	No	No	No		Yes		
685	Yes			Don't Know	No	No	Yes	Yes		Yes		
686	No	Out the football ground there!	Offices, housing that does not restrict use of cars.	No opinion	No	No	No	No	Where will schools be for the new residents and other amenities? If the northern ring road were dualled it might make sense to develop the area, but not otherwise. I cannot wait to retire and move away from the city. It is far worse living here now than when I moved her 23 years ago.	No		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
687	No opinion			No opinion		Yes				No opinion		
688												
689	Don't Know			Don't Know	No opinion	No opinion	No opinion	No opinion	Social and cultural benefits of pre existing iconic buildings like York railway institute	Don't Know		
690												
691												
692	No			Yes								
693	Yes			No	Yes				If the RI gymnasium is demolished there has to be a replacement of equal size and accessibility. To loose a community resource such as this when the numbers of people in need of exercise is increasing, would be shameful.	Yes		
694												
695				Yes		No	No	No		No opinion		
696												
697	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
698	Yes	What density of development / housing and office/employment numbers we want to see		Yes			Yes		Sustainable building criteria A district heating system What density of development / housing and office/employment numbers we want to see Transport and access to the site – a no car/low car development?	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
699	Yes	Agree with 22 but with emphasis on housing more than office space	Office space	Yes	Yes	No	No	No	Continuation of York R.I.	Don't Know	?	Waste disposal
700	No	York does not have a large central Arena, which a lot of other cities have, to attract more footfall	Office space. Currently a lot of vacant office space is being converted into flats etc, why build more?	Yes	No	No	No	Yes		No opinion		
701	Yes	I use the squash club at the RI. I am not linked to the railway but really value the club. It enables me to keep active and provides a social outlet		Don't Know	Yes							
702	Yes									Don't Know		
703	Yes	The York Railway Institute Bandroom		Yes				Yes		No opinion		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
704	No			Yes	Don't know	Don't know	No	No		Don't Know		
705												
706												
707												
708	Don't Know			Yes			Yes		Keep the Railway Institute	Don't Know		
709	No	I believe there are strong doubts about your business case for on spec office building		Don't Know	Yes					Don't Know		
710	No			Don't Know						Don't Know		
711	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
712	Yes	sport and activities. some new buildings should also be reserved for our two universities to expand into. open spaces for larger music and concerts and events.	high amount of retail.	Yes	No	Yes	No	No	architecture should be state of the art and diverse. should not be left to one or two companies.	Yes		ice rink. big wheel.
713	No			Yes	No	No	No	Yes		No		
714	Yes	Please see my response to Q6. The unique sporting and leisure facilities provided by the RI gym should be maintained/made provision for		Yes	No opinion	No opinion	Yes	No opinion		Yes		
715	Yes		No more large / chain hotels which are not good for local hotel / b&b businesses.	Don't Know			Yes		The businesses should be locally owned.	Yes		

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
716	Yes	The RI sports facility must be at the heart of this development. It looks like it is going to be taken down and i sort of agree with this idea because the facilities are disjointed and expensive to maintain. HOWEVER, i am a squash player and so member and it is very important that these facilities are rebuilt and incorporated in this large new scheme. The sports facilities are so well used and a big part of local life in that area. Ideally a new facility will be built to incorporate the badminton hall, squash courts, gym area, judo area, rehearsal area for various groups and bar area. Plus better provision for parking should be made. If the council was thinking about building a new swimming pool this site would be perfect to provide a partnership approach.		Yes			Yes			Don't Know		
717	Yes	Other smaller visitor attractions	Luxury housing	Yes	Yes	Yes	Yes	No		Yes	Urban campsite for visitors	
718												
719												
720		Affordable social housing. Arts centre. Community centre and venues. Huge park.		Yes				Yes	Affordable housing			
721												

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
722	Yes			No	No	No	Yes	Yes	Building something less ugly than the example pictures from London, Dublin and Cambridge. There's been a lot of unused office space in the city centre for years. Building the offices doesn't guarantee the jobs and empty skyscrapers out the back of the station doesn't seem like an attractive area for hotels, restaurants and bars when there's the city centre at the other side of the station.	Yes		
723	No opinion			Yes	No opinion	No opinion	No opinion	No opinion				
724	Yes			No	No	Yes	Yes	No	I like the mixed use proposal for the site. The arrangement of residential buildings at the Leeman Road/Holgate end and commercial buildings at the station end seems sensible. However 10 storeys for the office buildings seems very high, I think 6-8 is high enough. And why so much focus on office space when there are so many empty office buildings in the city either sitting empty or being converted to residential use - surely we need more housing rather than more offices.	Don't Know		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
725	Don't Know	This is the most significant strategic development site in York for generations. The parties involved, public and private, must make this a pioneering development in terms of low carbon (close to 100% renewable heat and power generated on site), modal shift (strong focus on walking and cycling, including arterial traffic-free cycling highways) and biodiversity (wildlife friendly planting for wildlife, public amenity, urban cooling and food). York has an opportunity to make a statement about its commitment to environmental sustainability and tackling climate change and must not be unambitious or roll out an identikit urban development.		No	No	No	No opinion	No opinion	I see no reason for maximum office heights to exceed maximum residential heights. York has a housing crisis. The more houses we can build on brownfield land with good public transport, cycle and walking accessibility the better, and therefore developments in excess of six storeys for flats and in excess of two storeys for houses should be accepted (while preserving Minster aight-lines). Developments should be low or net zero carbon, with heat and power generated from on site renewable sources.	Don't Know		
726	Yes			Don't Know		Yes				Don't Know		
727	Yes			No						Yes		
728	Yes	more green space and expansion of station and railway museum	too many offices	No			Yes		consider identity of the area will it feel like York or a suburb? needs to be able to see it's place in the city and the development could help or hinder that	Yes	allotments/gardens	
729	Yes			Yes	No	No	No	No				
730	Yes			Yes				Yes		No opinion		
731												
732	Don't Know			Don't Know	No	No	No	Yes		Don't Know		
733	Yes	Suggest the balance of commercial uses are pulled back with a buffer area for residential/office so that the proposals have flexibility to respond to long term market changes. Offices should have ground floor leisure (bar/cafe) to help animate public spaces.		No				Yes	I would keep storey heights to circa 5/6 max and keep a fine grain to any development proposals. 10 storey offices would be very difficult to get away in an office market that is not established.	Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
734	Don't Know			Yes	Yes	No	No	No		Don't Know		
735												
736												
737									You will ruin York this if this goes ahead	No	Leave it has it is	
738												
739	Yes			No	Yes	Yes	Don't know	No	no buildings as high as 10 storeys	Yes		
740	Yes			Yes						No opinion		
741	Yes	retain the Railway institute		Don't Know	Yes	No	No	No		Don't Know		
742	Yes			Yes	Yes	No opinion	No opinion	No opinion		Yes		
743	No	no mention of sport, leisure or recreation, or affordable housing		No	Yes	No	No	No	seriously restrict the height of developments, and go for sympathetic and appropriate architecture. no steel and glass monstrosities, or daft iconinc structures	Yes		
744	No			No opinion								
745												
746												
747												
748												
749												
750	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
751	Don't Know				Don't know	Don't know	Don't know	Don't know		Don't Know		
752	Don't Know	Sport		Yes	No opinion	No opinion	No opinion	No opinion		Don't Know		
753	Yes	I'm a member of the Queen street RI club and as such I'd like to keep as many of its current facilities as possible in the same or similar location. I'm more than happy for these to be part of a bigger development but wouldn't like to see them go. Especially the sports with little or no alternative in the area (eg Rifle range).		No	Yes	Yes	No opinion	No opinion		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
754	Yes			Yes		Yes				Yes		
755	Yes			No	Don't know	Don't know	Don't know	Don't know	It seems like the number of homes is quite high - I can't envisage how it all fits in to that space but I imagine the 'homes' would be tiny shoeboxes... I think it's important not to have buildings too high...even 6/8 storeys is too high I think. 10 is certainly too high! Lower buildings - better quality and size homes, not just tiny apartments.	Yes		
756												
757	No opinion			Yes	No	No	No	No		No opinion		
758												
759												
760	No	Land use should be driven by market demand.		No opinion	No opinion	No opinion	No opinion	No opinion	The financial appraisal of the development project including the financial exposure of the City Council should be published.	No opinion		
761			No further development of commercial premises.	Yes	Yes					No		
762	Yes			Yes	Yes	Don't know	Don't know	Don't know		Don't Know		
763												
764	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
765												
766	No opinion			No opinion	Yes	No	No	No		Don't Know		
767												
768												
769	Yes		Not some sort of event space used two or three time's a year that's wind swept the rest of the time.	No	No opinion	No opinion	Yes	Yes	more city centre housing, plenty of empty office space around York	No opinion		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
770	Yes	Something like Sheffield's Winter Gardens to give a green space in inclement weather. Facilities for tour groups or school trips visiting York- covered space or building. Public toilets	Eating places-too many in York already						q 25 - I think nos. of storeys are too high. I think for the environment, it's better to have more people living centrally and commuting to Leeds to work, than more working centrally and living in outskirts of York - the latter would probably generate more car trips as buses poor and not enough done to encourage adult s (esp. women) to cycle at present.	Yes	Farmers' markets - at least every weekend so working people can get to them Firework displays	
771	Yes	Still provide a central facility for the York RI with sufficient car parking	Industrial	No	No	No	Yes	No		Don't Know		
772	Yes	Appropriate levels of blind tenure affordable housing	Luxury housing beyond those affordable to those on typical wages	Yes	Don't know	Don't know	Don't know	Don't know		Yes	Maintaining temporary uses that prove popular in perpetuity to avoid erosion of sense of place and community, no 'programmed gentrification'	



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
773	No	LEAVE THE YORK RI GYMNASIUM ALONE!	LEAVE THE YORK RI GYMNASIUM ALONE!	No opinion	No	No	No	No	LEAVE THE YORK RI GYMNASIUM ALONE!	No opinion		
774												
775	No	Residents?? All this seems to be aimed at is visitors & making it a better place for tourists. Its about time the Council started thinking about residents ie those that pay council tax which contributes to the running of the city		No opinion	No	No	No	No		No		
776	Yes			Don't Know	Yes					Don't Know		
777												
778												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
779	Don't Know			No opinion	No opinion	No opinion	No opinion	No opinion		Yes		
780	Yes			Yes		Yes				Yes		
781												
782	No	As much railway-related use as possible should be retained.	Clearly the developers want to cram as much housing into the space as possible. This is regrettable, but as inevitable as death and taxes.	No	Yes	No	No	No		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
783	No			Yes			Yes			Don't Know		
784	No	No office. Bus interchange.	No too much office space.	Yes	No opinion	No opinion	No opinion	No opinion	Has to be public transport priority. Restrict car access.	Don't Know		
785	Yes			Yes	Yes	Yes	No	No		No opinion		
786	Don't Know			Yes	Yes					Don't Know		
787	Yes			Yes		Yes				Yes		
788	No			Yes	Yes	No	No	No		No		
789												
790	Yes			No opinion	No	No opinion	Yes	No opinion		Yes		
791	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion	If the York RI gymnasium is lost it should be incumbent upon the developers to provide a facility of similar size and facilities. The loss of the gym could be a huge blow to the sporting life of the city given that it supports such a wide range of sports & passtimes.	No opinion		
792	Yes			Yes	Yes	Yes	No	No		Don't Know		
793	Don't Know			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
794	Yes			Yes	Yes	No	No	No		Don't Know		
795												
796												
797	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
798												
799	No opinion		Student flats	Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
800	Yes				Yes							
801	Yes	Play, exercise.	Expanded station or NRM parking.	Don't Know	Yes	Yes	No	No	Minimum space requirements for residential properties. Avoid "rabbit hutch" properties that are too small for comfortable living. Make sure there is enough space for families, and the right mix of properties to support this. I am unsure about the maximum heights proposed. 10 storey office blocks feel too tall for York.	Yes	BMX track.	Music festivals. Too noisy this close to so many existing residential areas.
802	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
803	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
804												
805	Don't Know	Prefer to see retail and residential integrated. This encourages less car use. Shops/cafes on the ground floor, flats above.	Big box retail.	Yes	Don't know	Don't know	Don't know	Don't know	Please provide the best solution for York and challenge national planning requirements.	Yes	Exhibition space? Construction training centre.	Need to balance the requirement to make it an exciting destination with the needs of the existing residents.
806	Don't Know			No	Don't know	Don't know	Don't know	Don't know	Don't want area too built up	Yes		
807	Yes	Not enough focus on sport and recreational activities	No more restaurants!	Don't Know	Yes	Yes	No	No		Don't Know		
808	Yes			No opinion	No	No	No	Yes	Green space and uncrowded areas	Yes		
809	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
810	No				No opinion	No opinion	No opinion	No opinion		Don't Know		
811												
812	No			Don't Know	No	No	No	No		No		
813	Yes				Yes					No		
814	Yes	Disabled parking		Yes					Ample disabled parking	Don't Know		
815	No opinion	-	-	Don't Know	No	No	No opinion	No opinion	-	Don't Know	-	-

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
816	Yes		Offices that are 10 storeys high. Surely 6-8 storeys of anything should be high enough.	No		Yes	Don't know	Don't know		Yes		
817	Don't Know	None	None	Yes	Don't know	Yes	Yes	Don't know	None	No opinion		
818	Yes			Yes	No	Yes	No	No		Yes		
819	Yes			No opinion	No opinion	Yes	No opinion	No opinion		No opinion		
820	No			Yes	No	No	No	No		No		
821	Yes			Yes	No opinion	No opinion	No opinion	No opinion	Need to keep the sporting and recreational clubs that the RI supports	Yes		
822	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
823												
824												
825	No			Yes	No	No	No		The council are only interested in students and tourism. The council should be protecting the engineering jobs in the city. The amount of empty offices around York is a disgrace, new offices will be left empty	Don't Know		
826	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
827	Yes			Don't Know						No opinion		
828												



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
829												
830	No	Community use such as permanent sports opportunities.	Heavy industry	No				Yes	If by jobs you mean empty business premises, offices or yet more hotels, then be very careful that you have the potential users without some other part of York becoming run down as people move their business into possible trendy areas.	No	Be careful that you don't kill the City Centre by re-locating some of the things that happen there to the new site.	Anything that creates litter, like fast food outlets and vans and stalls.
831												
832	No opinion				Yes				Maximum hights of 8 stories is far to high, 4 is plenty.	Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
833	Yes			Yes	Don't know	Don't know	Don't know	Yes		Don't Know		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
834	Don't Know			Yes	Don't know	Don't know	Don't know	Don't know	Central sports facilities for all ages	Don't Know		
835	No	A public park, extension of the NRM without getting involved in wholesale site re-development, social and private housing led by JRF or other housing leader, a University Technical College to help keep this area involved in railway engineering in particular, New workshops to encourage firms like Freightliner to expand and to draw others in. The railways are on the up and this is a golden opportunity to improve on York's economy with good solid skills - not a set of offices and call centres.	The extent of offices put forward is ridiculous and will never happen - more and more people work flexibly from home and many traditional office functions are now performed overseas, particularly in India and China - wake up and smell the coffee!!	No	No	No	No	No	Being realistic about the number of full time jobs that could be created instead of living in cloud cuckoo land.	Yes		
836	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
837	Yes			Yes	Yes	Yes	Yes	Yes		No opinion		
838	Yes	KeepYork RI		No opinion	No opinion	No opinion	No opinion	No opinion		Don't Know		
839	Yes	INDOOR WATER PARK!!!!!!!!!!		Yes	Yes	No	No	No	Huge play park for children.	Yes		
840	No	Retention of the York Railway Institute gymnasium would mean that a sports facility would be included within the City Centre. In order for communities to be sustainable, they require sports facilities. More could be made of this facility to recognise its importance regionally.		No opinion	No opinion	No opinion	No opinion	No opinion	Making sure that it is a proper community with all that encompasses including sports facilities. York could really make something of this facility, rather it becoming an area of ubiquitous offices or flats.	No opinion		
841	Yes			No	No	Yes	No	No	Majority of housing should be social housing.	Don't Know		
842	No			No	No	No	No	Yes		Yes		
843												
844	Don't Know			Yes	No opinion	No opinion	No opinion					

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
845	Yes			Yes	No	Yes	Yes	No	It would be good to see a mix of homes created and if possible, minimise those sold to investors. Need to have people living in them long term.	Yes		Events (eg Christmas Markets) that hinder movement for residents.
846	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
847	No			Yes	No	No	No	No	pre existing use of buildings.	No opinion		
848												
849	Yes			Yes	Yes	No opinion	No opinion	No opinion		No opinion		
850	No	Leave all sports facilities in Queen Street as they are at present		Yes	No	No	No	No		No		
851	Yes			Yes	Yes				More housing is needed in York and I understand the desire to use brown field sites. However I think this site is best seen as an economic centre for jobs and developed in that way, with less housing. Higher numbers of housing put more pressure on schools which might require more space. More houses also increases two way traffic - people living there wouldn't necessarily work on the site or in the city centre, so there could be flow both ways at peak times. I would prefer more housing on the outskirts of York but really good public transport options to reach the centre without using car.	Yes		
852				Yes				Yes	The homes should be affordable to 1st time buyers and people that are on a low income. Building more posh homes and flats (like the chocolate works) will benefit no one who already lives in York.			

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
853	Yes	Housing and industry are what York needs. If a greater need can be fulfilled within this area then it will spare the much loved and highly valued Green Field sites around the city.	Public squares!	Yes				Yes		Don't Know		
854	No			No opinion	No	No	No	No		No		
855												
856	Yes	The document proposes ancillary restaurants, bars, cafés, convenience retail and leisure uses. As well as serving the new development, these would be close to the Leeman Road and St Paul's residential areas. The advantages which could accrue to these wider, but proximate, areas which could benefit from the development should also be considered.		Don't Know	Don't know	Don't know	Don't know	Don't know	It is difficult to be prescriptive about building heights in the absence of specific proposals. Whilst we should not discourage development, York is a low rise city and the suggested maximum of 8 stories for apartments and 10 stories for offices may be too high. Remember Alderman Burke!	Yes	There is a considerable shortage of affordable artists' studio space in York. Some of the existing buildings on the site could be used to provide short-term studios until required for conversion to their permanent new uses or for redevelopment.	
857												
858	Don't Know											
859												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
860	No			Yes	No	No	No	No		Don't Know		
861												
862	No			No	No	No	No	No		No		
863	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
864	Yes			Yes	No	No	No	Yes	Again as earlier, provision for all sports and activities that the York Railway Institute offer to be ongoing. If necessary by providing another central site.	Yes		
865	Yes			Yes	No	No	Yes	Yes		Yes		
866	Yes			Don't Know					There is already an under provision of sport and leisure facilities in York, the potential loss of York RI Gymnasium would be detrimental to York residents.	Don't Know		
867	Don't Know			Yes	Don't know	Yes	Don't know	No		Don't Know		
868	Yes	There should be a dedicated Sporting facility, which the RI fulfils, which should be enhanced and expanded	No more hotels, pubs or coffee shops. Equal revenue can be created by providing sporting and cultural activities, York has a great opportunity to develop this site for the fulfilment of the sporting, exercise and cultural interests of its citizens not the commercial, materialistic needs of its tourists. We live here and should not be marginalised. We have lots of hotels, lots of pubs and numerous coffee shops...we really do not need anymore.	Yes	No opinion	No opinion	No opinion	No opinion		Don't Know	Skate parks, paintball, and other sporting facilities	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
869	Don't Know	Schools? Sports Halls? Shops? Industrial units		Yes				Yes	Council Homes should be available for rent at reasonable rates. Possibility that site will become an expensive ghetto	Don't Know		
870	No opinion			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
871	Yes	If the York Railway Institute's current buildings are not preserved, then there should be a set of buildings to a similar sporting standard.	It seems inappropriate to me for there to be housing in the hub of York, the area should be for Culture, Sports, and Heritage.	Yes	Don't know	Don't know	No	No	Keep in mind that there are great sporting facilities which draw players from all over the country in competitions.	Yes		
872	Yes			Yes	Yes	Yes	Don't know	Don't know		Yes		
873	No	Rail freight depot	Anything that adds increased burden to the already creaking infrastructure!	No	No	No	No	No	This 'consultation' feels like it has been delivered as a glossy 'fait accompli', albeit with a few tick boxes to choose which of the given options you would prefer! We should currently be talking about a blank sheet of paper rather than picking from YOUR chosen options. Also, where is the paper trail of the decisions taken to date? The council should be 100% transparent about any decisions taken!	No		
874	Yes			Yes	Yes	No	Yes	No		No opinion		
875	Don't Know			Yes	Yes	No	No	No		Don't Know		
876	No				No	No	No	No		No		
877	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
878	Don't Know			Yes	No	No	Don't know	Yes		Don't Know		
879												
880												
881				Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
882	No		We should be creating a city for the future where people want to live and work. Offices are becoming a thing of the past. Enhancements in ICT are rapidly enabling people to work from home. York has all the ingredients of a city that will attract such people. Let's take this opportunity to build homes and an environment that will bring them here. They will not want to come and live close to 10-storey, dinosaur, office blocks!!	No	No	No	No	No	See comment under q24	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
883	Yes			Yes				Yes	Car parking needs to be considered carefully. I know there is an aim to reduce the number of cars in York Central, but many people will still try to travel by car and park on the streets near York Central. This may lead to many people parking on the streets of Holgate (particularly Wilton Rise) and accessing on foot. The need for resident permit parking in Holgate needs to be considered.	Yes		
884												
885												
886												
887	No			No opinion	Don't know	Don't know	No opinion	No opinion		No		
888												
889												
890												
891												
892	Yes			Yes	Yes	No	No	No	York RI is a sports facility unique to York and used by both County and National Sports Associations. If this facility is to be knocked down it will be a major blow to those people who make us of it.	Don't Know		
893	No opinion			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
894	No			No	Yes	No	No	No		No		
895	Don't Know			No	No	No	No	Yes		Don't Know		
896	No			Yes	No	No	No	Yes		No		
897	Yes	If sports facilities are to be lost (Railway Institute) then alternative provision needs to be considered.		No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
898	Yes			Don't Know			Yes			Yes		
899	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
900	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
901	Don't Know	Sports and recreational activities		Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
902	Yes			Yes	Yes	Yes	Yes	Yes	Homes should be affordable.	No opinion		
903												
904	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
905	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
906	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
907	Yes			Yes		Yes			Improve Public transport integration	Yes		Car parking
908	Yes			Yes			Yes		Where residential development proposed there should be a large portion assigned under 'right to build' say 30%? A 'steering group' should be established to ensure that all approved designs are of sufficiently high standards, for both the 'right to build and larger volume developers, with due process to community consultation	Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
909	Yes			No	No	Yes	No	No	A previous version of the Plan - approx. 2005 - had 5-6 storey accommodation proposed. This was clearly rejected due to the visual splay across the site that would be blocked. I am also concerned at officers comments with regard to families living in flatted accommodation. There is strong and quantitative data that shows the negative affects of children living in flatted accommodation with regard to educational attainment and health and wellbeing.	Don't Know		
910	Yes		Family housing: the site will remain effectively landlocked and offer very poor surroundings for children	No			Yes		Yes, ten storey juxtaposition is far too high for city centre. High buildings have been wholly unsuccessful at best and eyesores at worst	No opinion	Temporary housing	
911	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		Don't Know		
912												
913												
914	Don't Know		too many open spaces .. which will not be of interest or use commercially	No					ANY proposal of over 6 storeys should be forbidden.. and someone consider the flood risk! esp with such a dense Affordable? development which no doubt will mainly attract			
915												

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
916	Yes		Hotels and supermarkets. There is already plenty of accommodation choice in and around York. A supermarket as one of the first sights for a visitor would not be aesthetically pleasing.	Yes	Yes	Don't know	Don't know	Don't know	Make sure the development keeps in line with York's appeal as a wonderful tourist destination.	Don't Know		
917	No	Refer earlier answers - but done as i propose, the NRM can join up - we can have offices and housing and wee can have cake and eat it too for a prosperous balance future satisfying everyone with only slight compromise.	Wrongful choice of access road. Multi storey flat are an absolute eyesore and will destroy views of York Minster.	Yes	Yes	Yes	Yes	Yes	Only Access from Water End - Tear Drop Coach Visitor Travel Interchange and York Central Freight and Goods Transhipment hub - ALL VERY SMALL THINGS but with GREAT IMPORTANCE to York Residents and the Cities future prosperity with reduced congestion and deadly pollution. My plan aims to please EVERYONE.	No	Only immediate temporary use of Network Rail access Road for Construction Plant and to have Coach Station and Transhipment hub tomorrow - or effectively NOW!	As already outlined - phone and discuss for further details.
918	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
919	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
920	Yes	Maximise housing on land. Max commercial 80,000 sm (10 storeys is too high)		No	No	No	Yes	Don't know	York Council seems reluctant to debate how big they see the City becoming? Job figures are highly speculative.	Yes	Really unlikely that this would become an entertainment/leisure are without major investment and decontamination.	Anything that requires a taxpayers subsidy
921	No			Yes	No	No	No	Yes		No		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
922					No	No	No	Yes	Mix of housing stock, 2-5 bed homes	No opinion		
923	Yes			Don't Know	Yes	Don't know	Don't know	Don't know	Can't think of any.	No opinion		
924												
925	Yes	LOCAL business opportunities	MULTINATIONAL businesses	Yes	No	Don't know	Yes	Yes		Don't Know		
926	No opinion			No	Yes	No	No	No	This should focus on business and should not be used as an excuse to build numerous flats here instead of decent family housing in better environments.	No opinion		
927												
928	Yes	No shopping precinct		Yes	No	Yes	No	No	Make sure the housing development is not the main focus-point; the museum must be	Don't Know		
929	No		To much office space, lots of office in York empty and as time progresses they will be less need for offices. Shared working, working from home etc.	Yes	No	No	Don't know	Yes		Yes		
930	Yes			Yes	No	No	No	Yes		Yes		
931	Yes	retail, flood relief	housing	Yes	Yes	No	No	No	n/a	Don't Know	not sure	not sure
932	Yes			Don't Know								

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
933	Yes	Residential, Office, leisure will be the only viable use.	transport hubs etc which do not help viability.	Yes	Don't know	Don't know	Don't know	Don't know	It is impossible to tell without seeing an appraisal/ viability and knowing what is the NET developable area	Don't Know		
934	Yes		Nos 23/24) All I am going to say is design layout so that even the 4 storey homes are not overlooked by taller office blocks.	Yes	Yes	Yes	Yes	Yes		Yes		
935	Yes			Yes				Yes	There needs to be more family traditional homes and less offices are they are NOT viable	Don't Know		
936												
937	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
938												
939												
940	No			No	Don't know	No	No	No		No		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
941	Yes			Don't Know	Don't know	Don't know	Don't know	Yes		No opinion		
942	Yes	Convenience retail is mentioned, and I feel this is an essential part. The new community needs a hub, and it needs to be feasible to live daily life without driving out to Clifton Moor regularly. I also think a site for a "City Car Club" on the residential side is needed if we're to expect the new residents to live a car-free lifestyle, for occasional needs.	Ancillary car parking: I'm supportive of the site being minimally accommodating for cars.	No	Yes	No	No	No	I believe we should maximise the commercial opportunity - hence option 1. York Central is a unique opportunity for a business district with all the right characteristics to attract large employers. If there is too much residential then that unique opportunity is wasted, whereas the housing shortage can be resolved in other locations - that opportunity isn't unique to York Central.	Yes	All the ideas listed look great. I agree with the logic of temporary uses to kick-start the vibrancy. In particular, I like the winter markets and concerts concepts. I think of the sort of concerts that have been feasible, for example, on Roundhay Park in Leeds, and think that something similar could be amazing for York.	
943	Yes	Think the mix is probably about right.		Don't Know			Yes		I think the height parameters needs careful thought.	Yes		
944	Don't Know			No opinion				Yes	Homes to rent	No opinion		
945	No	A green area - trees and grass.	More housing and offices. York has lots and lots of those already.	Don't Know	No	No	No	No	York's developed enough already - have a green space in the centre of York instead.	Don't Know		
946												
947	Yes			Don't Know	No opinion	No opinion	No opinion	No opinion		No opinion		
948	Yes			Yes	Yes	Yes	No	No		Don't Know		
949	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
950	No			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
951	Yes	Conference centre then release offices for redevelopment as flats.	Single dwelling houses. Keep flats and use the spaces above shops. No above shop offices or houses should be left empty for more than 3 months.	Yes	No	No	No	No	You need to be clear on flats or houses. Homes is too nebulous.	No		Car parking
952	Yes			No		Yes				Yes		
953	Yes	Education (see previous), local community space for religious gatherings and hobbies/pastimes.	car parks.	No opinion	No	Yes	Yes	No		Yes		
954	Yes	It is insufficient to talk about affordable housing - there should also be SOCIAL housing. Affordable can mean anything and is usually unaffordable for many.		Yes		Yes			There must be ample provision for public toilets - there are lamentably few in York as a whole, given the number of tourists.	Don't Know		
955	Yes			Yes	Yes					Yes		
956												
957												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
958	Yes				Yes	Yes	Yes	Yes	Yes to all/any perm that the market decides. City cannot be too prescriptive in advance, or land will stay derelict for years. One Extra-tall feature building at the far north-west of the site could be allowed.		The list of temporary uses could duplicate ones in the city cetnre and even be permanent. Why not include a modern allotment garden for the thousands of new people?	
959	Yes			Yes						Yes		
960												
961												
962	Yes	As many green spaces and wildlife corridors as possible for local wildlife and central social use for leisure and getting more people outdoors.	There shouldn't be any skyscrapers or buildings that are too tall, they would ruin the view. No corporate ugly buildings crowding out the skyline please.	Yes			Yes	Yes		Don't Know	Trials of green space and new parks, to demonstrate both public and wildlife use and enjoyment.	No overly commercial developments or sports attractions.
963	Yes			Yes	Don't know	Don't know	Don't know	Don't know	The residential area should not be packed with small apartments or houses. There should be a mix of housing. And they should be flood proof and have 100% flood protection. More housing will put pressure on infrastructure.	Yes		
964	No	Use one hectare for a bus station next to the railway with new access roads.		Don't Know	No	No	No	Yes	Improved access routes for public transport only.	Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
965	Don't Know	Yes car parking	No highrise buildings , Have you learned nothing from Quarry Hill flats in Leeds?	No		Yes			Yes where are the hundreds of cars a day going to access the site without causing more gridlock to York roads which are at breaking point already Where are any kids in the area going to go to school ?	Yes	Yes infrastructure will require months of builders vehicles movements . Do propose airlifting them in to avoid traffic chaos?	
966												
967	No			Don't Know	Yes	No	No	No	The need to provide a range of sites across the City to support housing need both in terms of providing a deliverable 5 year supply and a range of housing to support need in terms of type, tenure, size and location.	Don't Know		
968	Yes			Yes	No opinion	Yes	Yes	No opinion		Yes		
969	Yes			Don't Know	Yes	Yes	No	No	Will parking be provided for the new residential developments?	Yes		Any noisy activities
970												
971	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
972												
973	Yes			Yes	Don't know	Don't know	Yes	Don't know		Don't Know		
974	Yes			No	Yes	No	No	No		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
975	Yes			Yes	Yes	Yes			The creation of a central area and 'critical mass' is essential in order to create a vibrant and successful 'place' that is the ambition. A range of uses in the central commercial should be encouraged in order to create a 24 hour 'environment' including offices, restaurants, cafes, bars, retail, leisure facilities including gym, hotels/s as well as some higher density residential both for sale and to rent. With regard to heights the proposals in general terms seems appropriate in general terms but needs further evaluation as the next stage of design proceeds. In general terms the density and heights in the central area should reflect this. The range and heights of the residential towards the centre and to west needs careful examination in order to ensure that the site's 'potential' is fully realised!	Yes		
976	Don't Know			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
977	No opinion	No comment			No opinion	No opinion	No opinion	No opinion	Consider converting any disused buildings to houses/flats; build any housing in the local vernacular style rather than the latest trend.	Don't Know	See my reply to Q7	ditto
978	Yes			No	No	Don't know	Yes	Yes		Yes		
979	Yes			Yes	No	Yes	Yes	No	Ensure sustainability, growth when successful, can be kept evolving	Yes		
980	Yes			Yes				Yes	Homes are supportable as long as there are schools and other facilities provided to match the populations.	Yes		
981	Yes		Anything which might inadvertently attract more 'hen' or 'stag' parties!	No	No	Yes	Yes	No		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
982	Yes			Yes	Yes	Yes	Yes	Yes	Make sure that sufficient road capacity is available BEFORE starting development of site. Cater for people who make live/work here who want access by car or who want to live here but then travel by car to other locations. Don't FORCE all users of York Central to travel in/out by public transport. Encourage public transport by making it easier/cheaper; do not discourage cars by making them less welcome - ie use the carrot rather than the stick.	Yes		
983	Yes			Yes	No	Yes	Yes	Yes	Good quality, value for money HOUSES for everyday working people (not affordable housing - NO MORE BLOCKS OF FLATS!). NO MORE STUDENT FLATS/HOUSES.	Don't Know		
984	Yes			Yes	No	No	Yes	Yes		Yes		
985	Don't Know	Bus station for the city cant believe that York does not have a proper bus station!	Anything that increases commuter travel through the Garfield Terrace streets, they are not big enough to accommodate any increase in traffic.	Don't Know	No	No	No	No		Don't Know		
986	Yes			Yes	No	No	Yes	No	York is extremely short of affordable housing. This should be considered within the plan.	Yes		
987												
988	Yes			Yes	Yes	Yes	No	No		Yes		
989	Yes			Yes				Yes				
990	Yes			Yes	Yes					Yes		
991	No opinion			Yes				Yes		No opinion		

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
992	Don't Know			Don't Know	No	No	No	Yes		Don't Know		
993												
994	No	Reduce the density and develop with aim of car free zone		Don't Know	No	No	No	Yes	AFFORDABLE housing instead of more high-end apartments or student accommodation - far too much already of the latter two	Don't Know	No - do not waste a penny of taxpayers money on any further short term measures. Think long term and strategically please.	Any - see above
995	Yes			Don't Know	No	No	No	Yes		Don't Know		
996	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
997	Yes	leisure and family areas near NRM with some associated family based developments - play areas, family based cafe's, family activities. Make it a fun place based around NRM.	no	Yes	No	Don't know	Yes	Yes	family homes of a decent size as well as terraced homes for families and couples, please not more flats as Hungate does that.	Don't Know	-	-
998	Yes		Any structural alterations to the building or its appearance	Yes	Yes					Yes		
999	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
1000												
1001	Yes	As a resident of the area please could permission be granted for a small supermarket so we don't have to travel out of town for food shopping!	More bars- please keep it for families!	Yes	No	Yes	No	No		Yes		
1002												
1003	Don't Know		I agree with most of the uses but I'm not sure what leisure facilities would be economically sustainable.	No	Don't know	Don't know	Don't know	Don't know	I think all buildings should be kept to a max of six storeys. I don't think the spaces should have an allocated proportion of jobs and homes, but we focus on the long term without empty offices and run-down housing during economic decline.	Yes		
1004	Yes	None I can think of.	No	Yes			Yes		No	Yes	None I can think of.	Big wheel.
1005												

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1006	Yes	No	No	Yes				Yes	Less 1 bedroom flats and more family homes.	Yes	No	No
1007	No	More engineering jobs!	Yes office jobs!	Yes	No	No	No	No	Have said no to 26 because all the jobs figures are just made up by some clueless clown on the council! utter nonsense!	Don't Know		
1008	Yes			Yes	Yes	No	No	No		Yes		
1009	Yes			Yes	No	No	No	Yes		Yes		
1010												
1011	Yes			Yes		Yes			Needs to be created to have a working lifespan for the next 100 years	Yes		
1012	Yes	No opinion	No	Yes	No opinion	No opinion	No opinion	No opinion	No	Yes	No	No
1013												
1014	Yes			Yes	Don't know	Don't know	Don't know	Yes	A large number of homes in this area should not have parking spaces allocated in view of the close location to town, station and buses.	Yes		
1015	Yes			Don't Know	Yes	Don't know	No	No	other infrastructure such as local hospital, school, doctor capacity.	Yes	Anything that is suitable	don't know
1016												
1017	Yes			Yes	Yes	No	No	No		Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1018	Yes			Don't Know	Yes	No	No	No		Yes		
1019	Yes	New primary, secondary and sixth form school sites	Excessive 'nightlife'.	Don't Know	Don't know	Don't know	Don't know	Don't know	Truly affordable housing	Don't Know		
1020	Yes			Yes		Yes				No opinion		
1021	Yes	All positive uses, including offices, leisure, cultural, residential, commercial and affordable housing	Out-of-city centre retail uses	Yes				Yes		No opinion		Gypsies and travellers accommodation
1022	Yes	Gp surgery/school		Yes	Yes				Yes, the drains. Yorks victors in drains can't cope and building more homes within the city will potentially add to the existing flooding issues. It might be better to sort out the existing issues before adding to them	Yes		
1023		None that I can think of.	General retail use, un-related to the Museum.	Yes	No opinion	Yes	No opinion	No opinion	None come to mind.	Yes	None come to mind.	None come to mind.
1024												
1025	Yes			Yes	No	No	Yes	No		Yes		
1026	Don't Know	Industrial, Train/Rail related. for the proposed idea a access plan, that has not been addressed. as mentioned 2 low bridges one side and busy traffic Poppleton/Holgate roads	No more Office Space, York is getting to be a Industrial and office free zone with empty buildings across the Centre of York, (Local Shops Yes) Offices No	No	No	No	No	Yes	Full survey on the underground of the York Central (Contaminations, UXB, Drainage.	No	as always Temporary tends to lead to medium term and we end up where we started	do not use pre-fabrication in any form and re Q 29 getting this started in the very close future not 5 - 10 years time when Control of use is challenged, Longer the wait more the chance of Counter, counter planning by different Authority Administrations
1027	Yes			Yes	Yes					Yes		
1028	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1029	Yes			Yes	No	No	Yes	No		Don't Know		
1030	Yes	With the scale of the development it is important to keep key community sport, recreation and education facilities such as those provided by York Railway Institute within the locality.		Yes	No	No	Yes	Yes		Yes		
1031												
1032	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		Yes		
1033	Yes			Yes			Yes		Housing should be mixed - social and affordable rents should feature to allow access to homes for a wider range of residents; various owner occupation models; mixed communities including family accommodation. Areas designated as public realm should be maximised and inclusive. No gated communities!	Yes		
1034	Yes	No	No	Yes	Yes	No	No	No	No	Yes	No	No
1035	Yes		Avoid burger franchises and coffee shops	No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
1036												
1037	Yes	Unsure, but Quality preferred as first impression for visitors.	Unsure, but litter creation discouraged.	Yes	No	Don't know	Yes	No	New link road to outer by pass & restricted to local areas. Strict policing of alcohol abuse etc.risks between housing and station. Commercial conflicts	Don't Know	Unsure...	Unsure...
1038	Yes			Yes			Yes			Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1039	Yes			Yes	Yes	No	No	No		Yes		
1040												
1041	Yes			No	No	Yes	No	No	ALL buildings on site should be no greater than 6 storeys! I fully support houses being 2-4 storeys and apartments up to six storeys but not up to 8 storeys. Offices should be no greater than 6 storeys. Under absolutely no circumstances should a building even be considered which stands at more than 10 storeys. I fear that if development of the site leads to building to 10-12 storey height, this will set a precedent for York and development will therefore be granted for subsequent proposals for 10, 12, 15 storey buildings in the future. This will ruin the heritage of York and lose the one thing which makes York a special place, both to live and work, and as a tourist destination. Development to such a degree (excessive building height) will mean a lower standard of living, and will also make York less popular with tourists as York's character and heritage will be obscured by high rise buildings found in cities such as Leeds and London.	Yes		
1042	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
1043	Yes	Include schools		Yes	Don't know	Don't know	Don't know	Don't know	Keep housing density at a level commensurate with York and keep buildings below height of Minster. Provide family homes not potential but to lets for commuters	Don't Know		
1044	Yes			Yes				Yes		Yes		
1045	Don't Know			No	No	No	No	No	DO not build houses around the museum	Don't Know		
1046	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Yes		
1047	Yes	Probably, but I don't know of any now.	No.	Yes	Don't know	Don't know	Yes	No	Infrastructure and basic facilities should always be included for the well being of users.	Don't Know		
1048	Yes			Yes	Yes					Yes		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1049	Yes			Yes	Yes					Yes		
1050	Yes			Yes	Yes					Yes		
1051	Yes			Yes	Yes	Yes	No	No		Yes		
1052	Yes									Yes		
1053	Yes				Yes	No	No	No		Yes		
1054	Yes			Yes	Yes	No	No	No		No opinion		
1055	Yes			Don't Know	No opinion	No opinion	No opinion	No opinion		Yes	Interesting engineering projects eg a viewing of Bloodhound, a spacecraft, a satellite, a drag car, the new swivel engine from a massive boat, how a nuclear power station works, how steel is rolled into railway tracks.	
1056	Yes		pubs - there are enough pubs in York!	Yes	Yes				There should be adequate parking spaces for the homes. One space per home is mad, as most homes will have 2 cars and will simply lead to them parking on pavements etc.	Yes		
1057	Yes			Yes		Yes				Yes		
1058	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
1059	Yes			Yes	Yes	Yes	No opinion	No opinion		Yes		
1060	No	FORGET IT		Yes	No	No	No	No	STOP NOW!	No		
1061	Yes	MORE SHOPS	NO OFFICE SPACE	No	No	No	No	Yes	MORE AFFORDABLE AND PUBLIC HOUSING	Yes		
1062	Yes			Don't Know	No opinion	No opinion	No opinion	No opinion		No opinion		
1063	Yes			Yes				Yes		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1064	Yes			Yes	No opinion	Yes	No opinion	No opinion		No opinion		
1065	Yes	No	No	Yes	Yes				Option 1 is my preferred choice. More homes are needed Country Wide, but people need jobs to be able to have homes for their families.	Yes	No	No
1066	Yes			Yes	Yes			Yes	Buildings should be allowed to go higher so that more homes and offices can be created.	Yes		
1067	Yes			Yes	Don't know	Don't know	Yes	Don't know		Yes		
1068	Yes			Yes	Yes	No	No	No		Don't Know		
1069	Yes		Creating a 'community' in the centre needs careful planning and the positioning of a new community so that impact on the new residents from the NRM (noise, smoke etc) does not cause issues nor restrict the use and purpose of the NRM in the future. It would be better if such a community was pushed as far from the NRM as possible.	No opinion	No opinion	No	No	No	York Central should concentrate on jobs not residents especially as the presence of the NRM may cause unintended issues with noise, smoke etc. which may impact on new residents. the smaller no of homes could be built provided they were sensibly placed away from the NRM.	Yes		
1070												
1071	Yes			Yes	No	No	Yes	No		Yes		
1072	Yes	railway history?	no alcohol	Yes	No opinion	No opinion	No opinion	No opinion		Yes	space for visiting engines?	
1073	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		Yes		
1074												
1075	Yes			No		Yes			10 storey buildings seem too high given the importance of the heritage and architectural vistas across the city.	Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1076	Yes			Yes	Yes				As a young person, struggling to get on the property ladder, I would like to see more affordable housing or co-ownership developments aimed at first time buyers available in the City. As it stands, most 'local' first time buyers are being forced out to West and South Yorkshire and even further afield whilst the city's properties continue to be overtaken by landlords for the use of students and housing associations.	Yes		
1077	Yes			Yes	Yes	No	No	No		Yes		
1078	Yes			Yes				Yes				
1079	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
1080	Yes	Not that I can think of at the moment		Yes		Yes			No	Yes		
1081	Yes			Yes			Yes			Don't Know		
1082												
1083	Yes	Performance space		No	Don't know	Don't know	Don't know	Yes		Yes	Open air performances - build on the strength of the signal box theatre!	
1084	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
1085	Yes			Yes	No	No	No	Yes		Don't Know		
1086												
1087	Yes			Yes	Yes	No	No	No		Yes		
1088	Yes			Yes	Yes					Yes		
1089												
1090	Yes			Yes				Yes		Don't Know		
1091	Yes			Don't Know	No	No	No	Yes		Don't Know		
1092	Yes			Yes				Yes		Don't Know		
1093												
1094	Yes	Education		Yes	Yes	Yes	No	No	Set out the number of houses and flats . York needs family houses.	Yes		
1095	Yes			No opinion				Yes		No opinion		
1096												
1097	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1098												
1099	Yes			Yes	No	No	Yes	Yes		Yes		
1100	Yes			Yes	Yes	Don't know	Don't know	Don't know		Yes		
1101	Don't Know			Yes	Yes	No	No	No		Don't Know		
1102	Yes			Yes	Yes					Yes		
1103	Don't Know			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
1104	Yes			Yes				Yes		No opinion		
1105	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
1106	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
1107	Yes	Link up with any York festivals.	No pubs - alcohol only with food in restaurants.	Yes		Yes			Agreed tight timescale for completion of redevelopment.	Don't Know	Venue for properly organised CAMRA Beer Festival once a year.	
1108	Yes	Hopefully there will be community, civic and even national events there.	pop concerts	Yes	Yes				Sensible planning to allow a great future for the museum and importantly the people who will populate the area.	Don't Know		
1109	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
1110	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
1111	Yes			No opinion			Yes			Yes		
1112	Yes			Yes	Don't know	Don't know	Don't know	Don't know		No opinion		
1113	Yes			Yes	Don't know	Don't know	Don't know	Yes		Don't Know		
1114	Yes				Yes	No	No	No		Don't Know		
1115												
1116	Don't Know	None		Yes	Don't know	Don't know	Don't know	Don't know	None	Don't Know	??	??

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1117	Yes			No opinion				Yes		Yes		
1118	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
1119	Yes			Don't Know						Don't Know		
1120	Yes			Yes	No	No	No	No		Don't Know		
1121	Yes			Yes	Yes					Yes		
1122	Yes			Yes	Don't know	Don't know	Yes	Don't know		Don't Know		
1123	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
1124	Yes				No	Yes	Yes	No		Don't Know		
1125	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
1126	Yes			Yes	Yes					Yes		
1127	Yes			Yes	Yes					Don't Know		
1128												
1129	Yes			No opinion	Yes	No	No	No		Yes		
1130	Yes			Yes	Yes	No	No	No		Yes		
1131	Yes			Yes			Yes		Increased traffic, including development traffic, on Holgate and Poppleton Road should be a concern as this area (and the Holgate Road, Blossom Street jctn area) already gets very congested.	Yes		No big wheel. No one cares about big wheels anymore. Other than the companies trying to sell them to cities like York.
1132	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
1133	Don't Know	Don't know	Don't know		Yes	No	No	No		Don't Know	Don't know	Don't know
1134	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Yes		
1135	Don't Know			Yes	Yes	Yes	Yes	Yes		Don't Know		
1136	Yes	I couldn't say.	Pop concerts and the like.	Yes			Yes		No	Yes	No	No
1137												
1138	Yes	Emphasis on business use is good		Yes	Yes	No	No	No	Flood risk.	Yes		
1139	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		No opinion		
1140												

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1141	Yes			Yes	Yes					Yes		
1142												
1143	Yes			No opinion	No opinion	No opinion	No opinion	No opinion		Yes		
1144	Yes			Yes	No	No	No	Yes		Yes		
1145	No	NO	NO	Yes	No	No	No	No	NO	No	NO	NO
1146												
1147	Yes	HS2 platforms - the curves in the current station will be too tight for the new trains. Additional platform ("12") on the inside of the station loop. There aren't enough platforms now.	Allowing unimaginative architects to get away with substandard designs. And planting trees next to railway lines.	Yes	Yes	No opinion	No	No	That bus interchange. Retain Minster eyelines. NOT narrowing Station Road. Reinstate an active platform for Scarborough services (Haxby and Strensall, actually) within the station once the short-term parking is moved elsewhere	No	No. Just get on with it. I'm still waiting for Piccadilly.	The main frontage of the NRM looks pretty grim in these drawings....
1148	Yes			Yes		Yes				Yes		
1149	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
1150	Yes	Tram train link through spine, continuing to Poppleton and perhaps a new Ouse crossing option to eg Marygate.		No opinion	No	No	Yes	No		Don't Know		
1151	Yes	No.	No.	Yes	Don't know	Don't know	Yes	Don't know	The appearance/facade of the building should be 'railway history', rather than looking like a supermarket barn, as written in a news feature in 'Steam Railway' magazine.	Don't Know	Car parking possibly.	Lorry parking.
1152												
1153	Yes			Yes	No opinion	No opinion	No opinion	No opinion		No opinion		
1154	Yes	Sustainable housing included within the area where land has'nt been identified for other specific use.	Car parking should not be considered for York Central - it's not that kind of development.	Yes	Yes				Where possible, existing buildings converted to high quality housing use.	Don't Know	As long as temporary does'nt become 'permanent', York Central could provide some interim land usage development.	Permanent buildings that will not be in context with the eventual development of the site.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1155	Yes			Yes	Don't know	Don't know	Yes	Don't know		Don't Know		
1156												
1157	No	It would really have been a better idea to move the York City ground here. This whole area should be a leisure, culture and shopping hub and move offices elsewhere.	Office space - see comment above. Also including office space behind the station will mean this is a dead space at night and people going into town from the residential areas will need to walk through office buildings which may feel unsafe.	Yes	No	No	No	Yes	The area should be a welcoming and safe place both day and night. I do not see how the objective of "Connecting Communities" can be achieved with the proposed plan	Yes		
1158	Yes	Don't know	Don't know	Don't Know	Yes	No	No	No	Don't know	No opinion	Don't know	Don't know
1159												
1160	Yes			Yes	No	No	No	Yes		No opinion		
1161	Yes			Yes	Yes	Yes	Don't know	Don't know		Yes		
1162	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
1163												
1164	Yes			Yes	Yes	Yes	No	No		Don't Know		
1165	Don't Know			Don't Know	Yes	Don't know	No	No				
1166	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Yes		
1167	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Don't Know		
1168	Yes			Yes	Yes					Yes		
1169	Yes			Yes	No	No	No	Yes		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1170	Yes			Yes	Yes	No	No	No		Yes		
1171	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		
1172	Yes			Yes	Yes	Don't know	No	No		Don't Know		
1173												
1174	Yes			Yes	Yes					Yes		
1175	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
1176	Yes			Yes		Yes				Yes		
1177												
1178												
1179												
1180	Yes			Don't Know			Yes			No opinion		
1181	Yes	No	Station for excursion trains	Yes	Don't know	Don't know	Don't know	Don't know	Protection for future expansion Ready access from station	Don't Know	?	?
1182												
1183	Yes			Don't Know	Don't know	Don't know	Yes	Don't know		Don't Know		
1184	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
1185	Yes			No opinion	Don't know	Don't know	Don't know	Don't know		Don't Know		
1186	Yes			Yes	Yes	No	No	No		Yes		
1187												
1188	Yes			Yes	Yes					Yes		
1189	Don't Know			Yes	No	Yes	Don't know	Don't know		Don't Know		



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1190	Yes			Don't Know								
1191	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
1192	Yes			Yes	Yes					Yes		
1193	Yes			No						Yes		
1194	Yes	As noted above, to provide an additional route through the city to Water End to ease congestion on Lendal Bridge.		Yes	No opinion	No opinion	No opinion	No opinion		Don't Know		
1195	Yes			Yes	Don't know	Yes	Don't know	Don't know		Don't Know		

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1196	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
1197	Yes			Don't Know	Yes	No	No	No		Yes		
1198	Yes			Yes	Yes	Yes	No	No		Yes		
1199	Yes			No				Yes		Yes		
1200	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
1201	Yes			Yes				Yes		Yes		
1202	Yes			Yes	Yes					Yes		
1203	Yes			Yes			Yes			Don't Know		
1204	Yes			Don't Know	No opinion	No opinion	No opinion	No opinion		No opinion		
1205	Yes			Don't Know	Yes					Don't Know		
1206	Yes			Yes	Yes	No	No	No		Yes		
1207	Yes			Don't Know	Don't know	Don't know	Don't know	Don't know		Don't Know		
1208	Yes	Small scale outdoor concerts/theatre in the summer		No opinion	Yes	Yes	Yes	Yes		No opinion		
1209	Yes			No opinion	No opinion	No opinion	No	No		Yes		
1210	Yes			Don't Know	No	No	No	No	The quality and attractiveness of the pedestrian route between York Central and the Cathedral needs consideration. These major attractions along with the museum and Jorvik share a good many visitors and easy transit for pedestrians would encourage families with disparate interests.	No opinion		
1211	Yes			Yes	No opinion	No opinion	No opinion	No opinion		Yes		

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1212	Don't Know		Move business outside the city centre and concentrate on making the centre of York focussed on people and open space.	Yes	No	No	No	No		Don't Know		
1213	Yes			Yes	Yes	Yes	No	No		Yes		
1214	No opinion			No	No	No	No	No	Low density homes with green space. No high-rise buildings at all.	No		Big Wheel, Music Festivals, Temporary Bars and Restaurants
1215	Yes	All buses terminate near the station at a bus terminus.		Yes						No		

**York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey**



URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1216	Yes	CYC need to be careful that this new public space is completely public, and avoid placing unnecessary or 'gentrifying' restrictions on ways in which the space can be used, or prevent people who are not intending to spend money from using the space. For example, restrictions on alcohol consumption would probably be appropriate, but not permitting people to eat a picnic on the benches would be unreasonable. This 'privatisation of public space' is becoming quite an issue in some cities, and York must take care not to fall into this trap.	No access for vehicles, except where essential – eg disabled, residents' cars and business deliveries. It must be seen as far as possible as a traffic-free zone. This is a huge opportunity for a step-change in approaches to traffic management in York, and a second chance (after the Lendal Bridge debacle) to show people that traffic-free spaces work positively for everybody. (After all, nobody would dream of getting rid of the city centre footstreets now, yet many people were vociferously against them at the time they were first proposed.)	Yes	Don't know	Yes	Yes	Don't know	Social housing and affordable (I mean actually affordable, not slightly cheaper) housing MUST be a part of this development. Again, it is a chance for a clean-slate approach, so I hope CYC will set the bar high and become a flagship authority for showing that low-income families can live in our city and are not banished to the poorer suburbs by extortionate rents. A real mix of housing will lead to a mix of residents, better community relations and a more vibrant city centre.	Don't Know		
1217	No				No	No	No	No	Don't do it at all. This money is desperately needed elsewhere	No		
1218	Yes			No opinion	Yes					No opinion		
1219	Yes			Yes	Don't know	Don't know	Don't know	Don't know	Houses as well as flats.	Yes		
1220	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
1221	Yes			Yes	Yes					Yes		

URN	Q22 Do you agree with the proposed uses for York Central?	Q23 Are there any other uses that should be considered for York Central?	Q24 Are there any uses that you feel should not be considered for York Central?	Q25 Do you support the proposed approach to maximum building heights?	Q26 Do you agree with any of the following development options?				Q27 Are there any other issues that you feel should be considered when setting development parameters for York Central?	Q28 Do you agree with the proposed temporary uses for York Central?	Q29 Are there any other temporary uses that should be considered for York Central?	Q30 Are there any temporary uses that should not be considered for York Central?
					Option 1: 7,700 jobs & 1,000 homes	Option 2: 6,400 jobs & 1,500 homes	Option 3: 5,100 jobs & 2,000 homes	Option 4: 3,800 jobs & 2,500 homes				
1222	No	The main priority should be to address needs of York and Yorkshire residents - housing, suitable jobs, schools and training. To achieve this, we need an overarching policy statement as a central dimension of the plan.	Public spaces to remain public is perpetnity.	Don't know		Yes	Yes		See reply to 32 - we need a policy statement to the effect that the needs of existing York residents should be paramount - homes, jobs, public spaces. Otherwise this land will be lost forever to the richer interests.	Don't know		
1223	Yes			Yes	Don't know	Don't know	Don't know	Don't know		Yes		
1224	Yes	Family Entertainment		No opinion	Don't know	Don't know	Don't know	Don't know		Yes	Sporting events	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
171	See email ref 161 Letter 1 for separate sheets and sketch plan.
172	Any useful development of this site is dependent on access - so, without the road access from Holgate Road being put in place first there can be no worthwhile long term development. Any timescale for this appears to be absent from this discussion document.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
173	Need to know in what order the site will be developed - not all offices 1st etc. There are locally owned small businesses in York - shops, cafes, restaurants etc. Whilst it may be handy to have some of these on the central site, it would be catastrophic to have new (and large companies) taking trade away by setting up such concerns on the central site. Whatever uses /events are proposed for this site, should complement rather than compete with existing businesses. I fear that my home will be affected by extra traffic (Leeman Rd / Salisbury Rd) extra pedestrian traffic / cyclists on Cinder Lane and car parking in my cul de sac (should be a turning area) as well as creating more difficulties and longer route into town for myself and visitors and bus transport.
174	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
175	Whilst I support the creation of public squares they need to be carefully planned to ensure that pedestrian movements through these are retained on their desire lines and to ensure these areas do not become mis-used as unsocial drinking areas; skateboard parks etc.
176	
177	
178	The mix of uses needs to be related to real demand. Speculative office development is insane if current units are standing empty or even being converted to residential (Clifton Moor). Emphasis should be on residential, as development of this brownfield site will relieve pressure on green belt. The NRM has opened the way for the city centre to push outwards from the city walls and this should be encouraged in the area close to the NRM and the station with more active and passive leisure facilities and public open space.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
179	Please don't let it distract from York City Centre. This is why the tourists come.
180	
181	I hope a new review will be taken of possible flooding, considering the recent very wet weather.
182	
183	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
184	
185	
186	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
187	
188	I think a botanical survey should be carried out. Some quite unusual plants - probably bought in with aggregates - are still growing along the Cinder Lane route, and probably in otheer less visible areas.
189	The online questionnaire doesn't permit copying in from other documents.
190	
191	If events are held in York Central Area what happens to the other vibrant heart of York?
192	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
193	Only to emphasis that the massive improvement of the quality of our urban environment is the major challenge to all of us in the 21st Century. Let York really begin to take this as seriously as it must become! The Teardrop site plans can become the vital first step towards a radical reduction in traffic fumes in York. But only if a sufficiently extended electric tramway system is constructed, so that commuters and visitors alike really do prefer this way of entering and leaving the city. Money spent on Park & Ride is not wasted, but no doubt those choosing to use it will decline as the tramway network is expanded. But I would never condone a situation in which like an overground Metro it took up too much of the visible commuter infrastructure.
194	
195	
196	Do not underestimate the car park needs for the Rail Station, local people and the National Railway Museum.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
197	Need to consider whether development would contribute to further pressure in environmental capacity of the city central zone. Inclusion of a freight interchange may also be desirable on a city-wide basis.
198	
199	Foul water infrastructure overhaul boundaries / security
200	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
201	I think the facilities provided by York RI Gymnasium have been undervalued in the past. I have been a gym member for over 40 years and used the badminton, squash and weight training sections. Because the Gymnasium is central within the city I always cycle or walk when I use the facilities, I currently use the weight training 2/3 times per week. If these facilities are removed it will probably mean that I will use my car. This goes against the principle of sustainable travel.
202	
203	York urgently needs a bus station and the logical place is next to the railway station. For some routes this is not ideal but for the majority it is. Integrated public transport is a real boom in many continental cities (and some British ones) fact - on-street bus stops, particularly if buses wait for times, can slow down traffic flows. Connecting the west side and east side of the station for pedestrians is a real problem. The existing bridge can be over-crowded. New bridges either north or south of the station are unlikely to be acceptable. Underpasses are likely to be seen as unsafe at night.
204	
205	
206	The Railway Institute Gymnasium plays such a part of affordable community sport for York and it would be a travesty to see such an iconic building removed. The building itself reflects so much of York's history. Built originally by North Eastern Railways for the improvement of their employees lives. Here we are nearly 130 years later and it continues to provide many sports and leisure facilities to the York Community, with the help of many volunteers and with little, if any, subsidy from the public sector. There must be many generations of York families who have benefited from these facilities and there should be many in the future. In the present climate whereby Government and Local Councils are seen to promote the benefits of sport and exercise why would the removal of these city centre facilities be removed? Its Central position allows all ages to access it by cycling to, walking to, busing to. The floor space allows National events to be held. Badminton, Judo, Table Tennis to name but a few, thus bringing into the City revenue through accommodation, restaurants, shopping etc and return of people at future dates to enjoy ALL that York has to offer. I urge that great consideration be given by Council Planners and Developers to the retention of the RAILWAY INSTITUTE BUILDING.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
207	
208	I believe the proposed height of 10 storeys is too high.
209	
210	
211	
212	
213	Above all we must be remembered well across the centuries of history, as certain persons for Roman, Medieval, Georgian and Victorian and other are known. (Less said on some!)
214	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
215	
216	Should include a school if there is a need for extra places.
217	
218	New parking spaces and traffic issues should be seriously considered. The cycling community should NOT be pandered to. They have enough cycle lanes already and more people drive than cycle. You will never stop people using their cars, try as you might!!



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
219	All temporary use should only be considered where a proper infrastructure is in place. Temporary installations could be used to determine the demand for such facilities, which can then be incorporated into the development proposals.
220	The economic viability is too dependent on office space being wanted and use. We need office space in other areas of the city too. The whole area is a former flood plain and we have only just realised runoff /rainfall has become heavier, so anti-flood measures need to be reviewed again.
221	Yes - please see my letters in the Press sent in January 29th
222	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
223	
224	
225	
226	Allow flexibility and encourage experimentation.
227	Please take into consideration the human and ecological element in all this proposal - accessibility for the disabled, wildlife and nature protection, parking for the disabled, elderly... the pregnant ladies and families with very young children Public toilets Public seating places
228	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
229	I feel that new development should maintain and enhance setting of Listed / Historic Buildings. I suggest Railway Inspired Architecture. Opportunities exist to improve West side of Rail station and NRM area.
230	looks splendid. Please have a 'post' box at the Libraries for these forms to be posted into to increase response. Looking at the Indicative View at the end - don't like the look of the buildings - very dull as I commented earlier - seem to disregard the view to the Minster, get good modern architecture with stepped balconies facing the Minster and reduce the views across to the other blocks.
231	
232	Please get more detailed plans out asap and start the development!



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
233	
234	Support the land use mix. Support proposals to improve the settings of the iconic and rail staiton. Support new housing and improvement of existing adjacent housing areas Support improved cycle / pedestrian links and restriction of through vehicle traffic Support an early start to redevelopment Possible large Roman archaeology on site - possibility for new on-site archaeological museum
235	
236	
237	
238	Get frontage development on the road link from Holgate Road. Try and make it intimate. Create the ability for buildings / spaces to be adapted and modified. Try and get 'evening' uses in the commercial area. Don't have so much public space that it feels underused for most of the year. Welcoming approach to west of station is crucial.
239	
240	
241	

URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
242	
243	I found this plan dangerously inadequate. Even as a preliminary consultation it contains too many hopes and suppositions and not enough evidence for what is being proposed. For example, if so many employers are crying out for office space why do we have so many vacant places in the city - and indeed have just converted one large office block into luxury flats? What does that say about supply and demand? You say you recognise the need for better public transport with no indication of how you plan to tackle it and overcome the current resistance to improvements. Why do you think that the public order problem in and around Rougier Street in the evening will not be replicated in your new public squares around the station? Perhaps the architect's pretty sketches should have had litter added, a few rowdy gangs, and drunks sleeping on those pretty park benches. The open spaces developed by other cities are in front of their stations and are a bridge to their city centres and shops. Sheffield has developed its water square in front of the station in this way; Bradford's new green and water space is in front of the town hall, and the city already has a transport interchange at one of its stations. Leeds Millennium Square is already near the heart of the city and it has City Square in front of the station. York can't replicate these without a radical realignment of the inner ring road. The back of the station does need improvement but it does not face the city centre. What York needs is housing, some of which could be developed commercially for those who work and wish to live in the city and / or who need ready access to the railway station; York has the NRM and should exploit that to the full; York needs a proper transport interchange. These are the starting points for developing a policy for the site. Anything else thought desirable can be added once you have got these basics right.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
244	I shall continue to watch reports in the PRESS and future opportunities for public consultation, to keep in touch as plans are modified and / or finalised. A very important area, with great possibilities.
245	
246	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
247	I spent some time looking at your display at West Offices but found it difficult to visualise the possible developments, traffic implications etc., and I am having to write my comments without having any illustrations to hand. I understand your desire to sound out opinion at an early stage, but when questions are so general it is not easy to say anything useful. I hope that the developments will facilitate bus to bus and bus to train interchange in the neighbourhood of the station and will ensure that the station surroundings will be an attractive area in whcih difficulties for pedestrians will be minimised.
248	
249	No student accommodation built, only houses.
250	
251	The transport chaos at York Station needs to be addressed. We need a bus station and transport interchange area. Pedestrians need priority access.
252	The facilities provided by the Railway Institute gym and buildings are unsurpassed and are to be kept at all costs. Any redevelopment must keep or reinstate these leisure facilities for all the public.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
253	
254	
255	Proposed building heights are too high and quite out of character for York. Should be a maximum of 6 storeys. Aim for more residential development and less office space - York needs homes more than offices.
256	Blue Sky Thinking - Demolish sorting office, convert Scarborough Bridge to bus route to carry buses across town and re-route rail line to re-join North of the City.
257	Bus Station
258	
259	Q25. Maximum building heights should be 4 - 6 storeys. I would disapprove of removal of the Railway Institute gym and buildings - but would be thrilled if these could remain and be modernised. The Railway Institute is a thriving gym - Badminton, Squash, Judo, Table-tennis, Ballet - National tournaments are held here. As a teenager I played sport there - as a young Mum I pushed my kids there - they watched while I played and now as an older member I accompany my grandchildren there.
260	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
261	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
262	
263	Before building business premises surely it would make sense to have buyers before work starts. Quite a lot of houses proposed. Would these be affordable for residents or will it be more money made for the buy to let landlords?
264	Important to prioritise housing over office development. Important to consider environment and not to make excessive labour.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
265	Don't try and cram too much in! Squares and open park spaces sound good but not if it means residential homes are squashed into a smaller area and homes and flats are built to minimum space requirements. York is for the residents, those who pay the Council Tax and not just for the tourists /race-goers and visitors. The financing of this vast development isn't that clear. Don't want York or York residents to be in debt for years. 'Wing and Prayer' spring to mind!
266	
267	
268	
269	Please keep the cycle track and riverside walk from leeman road into town as this is a lovely and very well used access point for leeman road area residents to get into town and a very strong positive for me personally living in the area it is lovely to be able to walk into york centre by the river with beautiful views of the river. I wouldn't want that to be disrupted.
270	buildings too high. should keep view of train shed and nave of minster at all times, especially current views from holgate windmill , poppleton road school and water end bridge
271	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
272	I'm not sure York needs to increase its homes/jobs, the city is big enough.
273	
274	
275	
276	It should be a welcoming experience not a massive chunk of featureless office blocks



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
277	Retai York RI gym and associated buildings - see full text answer at Question 6.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
278	The main thing that I object to is the name - it takes away from central York - the city centre. It can not be considered central without affecting the actual (original) centre of the city. It will hopefully be a successful, thriving area, but a different name is needed. The Minster and historic areas are our assets, so we need to be clear where the central area is and keep it that way.
279	
280	
281	
282	
283	
284	
285	
286	I find it hard to believe that a development of this size would have only one major access - I think Leeman Rd should be closed on the railway side and an additional access from Poppleton Road (at Industrial Estate) to link with a re-routed Leeman Rd along the line of an extended Kingsland Terrace. There would be a bus gate between this road network and the access via Chancery Rise but no through traffic permitted.
287	
288	Flood defence get experts from Holland



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
289	As with all things the traffic along Leeman Road will have to be carefully managed. Simply stopping all drivers from using it will cause chaos as the residents who will be cut-off from the route in to the city centre around other locations. This would also be a great time to fix the traffic flow around the small one way system at the end of Leeman Road which goes through the wall and around. Whenever I use this route there are a number of issues with vehicles turning left out of Leeman Road and opposing vehicles turning right which reduces traffic flow. I realise we need good and easy access to the station by busses etc. but the placement of some bus stops just restricts flow and visibility for all traffic in that loop.
290	
291	Bus station near new train station entrance
292	New HS2 Station as in earlier comment



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
293	
294	
295	
296	
297	I think the closure or any changes to the York Railway Institute would be a real shame - it provides facilities for so many people, adults and children alike and offers a good service for the local community. I myself use it at least once a week and would greatly miss it.
298	To reiterate, this is an enormous project for York, involving significant changes to the historical fabric of the city, particularly the railway industry. The site is largely inaccessible and I would have liked the opportunity to visit the site, and be provided with a comprehensive listing of buildings which are within the proposal, including those not labelled with a number in the plans. That way I can provide informed feedback.
299	
300	Please reduce the impact to existing residents
301	
302	Making accessible from Acomb and The Fox Inn will improve western links into the station that are currently forced into a bottle neck via Queen's Bridge
303	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
304	
305	
306	SUGGESTION: Traffic control should be utilised to create York-wide congestion-reduction benefits. This should proceed either before or in parallel with the development of York Central. An early start should be made on this to help even with current congestion problems. I would be able to help design a congestion-reducing control system for York.
307	Currently the height of some of the buildings fills me with concern as they will overly shade the ground and reduce the feelings of space and openness for those walking through the site.
308	
309	Increasing pedestrian and cycling connectivity to the area is key as well as providing some much needed green space (a little breathing room). Could Memorial Gardens at the top of Leeman Road be made a little more interesting, usable for visitors with sore feet, connect to the river?



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
310	
311	
312	
313	
314	
315	The bridge coming from holgate road across end of Cleveland street destroying the basketball court and being close to houses. Pollution and noise levels for residents
316	I hope that a range of different architects will be used. One of the nicest things about "older" York is the rich variety of buildings that have been built and altered over time. A single developer/architect can NEVER reproduce this situation, but a single master plan with suitable building guidelines and designed by several different architects could. There may be only one developer, but they should be forced to employ several different architects. Variety is the spice of life.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
317	The York Property Forum wishes to add the folowing which is sent to the Council separately in letter format. The York Property Forum welcomes the opportunity to comment on the “York Central – Seeking Your Views to Guide Development”. The Forum has engaged with the Council in the past regarding in the development of this important site. We continue to support the principle of the development of York Central, which should perform an important role as part of a range of other development opportunities being allocated to meet the needs for the economic growth of the city over the life of the emerging Local Plan. As outlined above, we believe that this site should be considered as part of the wider Local Plan strategy and it has the capability to play a significant role in the provision of land for development. The City of York has to address considerable requirements for housing and employment land over the life of the emerging Local Plan and beyond. This will require the allocation of a variety of sites in and around the City as has already been proposed in the Draft Local Plan. The York Central site can certainly make a contribution to meeting those development needs. However, it should not be considered in isolation or as a panacea for the majority of York’s development requirements. We recognise this is an initial informal consultation, but we draw attention to some key issues that must be addressed further before the Council engages in any formal consultation Process and Timescales: Designation of the site as an Enterprise Zone brings some welcome encouragement for the future funding of scheme. However, the informal consultation highlights that there is still some way to go before there is any certainty regarding the timing of development. We would suggest that in the first instance the process by which the development of the site will be secured is clearly set out. The diagram on page 7 of the Consultation document is a first step but needs more detail. Once there is clarity about the process, timescales can be put against each stage in the process. Viability: We do have concerns surrounding the proposed massing and overall viability of the development of the site as currently outlined, and would welcome further information regarding: the scale of work required to prepare the site for development (such as remediation work); the infrastructure required to enable development to proceed: and particularly the costs attached to these elements and details of how this is to be funded. Local Plan: A Local Plan for the City is long overdue. The Council has indicated a commitment to getting a Local Plan adopted in early to mid-2017.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
	Normally, major proposals such as York Central would be included within the Local Plan so that there is joined up thinking about how the development needs of the City are to be met. However, our view at the present time is that the proposals for York Central are at such an early stage they will not have the certainty of delivery that a Local Plan Inspector will require and to include the site as an allocation in the Draft Plan at this stage would seriously undermine the soundness of the draft Local Plan at the examination Stage. We suggest therefore that the proposals for York Central continue to be developed alongside the Local Plan but that the timescales of both documents are not tied to each other so that the Local Plan can be delivered in the challenging timescale the Council has set. The York central site should in effect be treated as windfall site that will come forward at some point over the lifetime of the Local Plan. Members of the York Property Forum have a wealth of experience on all aspects of development and we welcome the opportunity to engage and collaborate with this project. As an indication of our commitment to the delivery of York Central we believe it would be appropriate to meet with your project Directors in order that we can better engage and we will make contact in order to arrange such.
318	I wish all involved at City of York Council and the wider circle of business partners that will be required to achieve this development every success. It is a huge project that can bring much reward for the people of York.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
319	Sport and Recreation. Generally I would support any develop that creates Jobs and provides homes. But this should not be at the expense of removing a facility the benefits several thousand people a year, namely The York RI Gymnasium complex, whether directly, through active participation, or indirectly, by generating visitors to York from those coming to events at the RI and then deciding to stay over or visit again after seeing what a wonderful city we have. Given that and that everyone in public life states that health and fitness is important, The York RI Gymnasium & Squash Courts should be invested in and not considered for demolition
320	
321	
322	The proposal doesn't appear to make any reference to "fit" within the wider infrastructure of York - potential benefits or dis-benefits of access or means of getting about where foot, cycle, bus is not a viable option. First appearance from this respect is negative and could have a very negative effect on the local economy due to transportation issues.
323	
324	Your listing of the number of jobs to be created is ludicrous. Structures don't create jobs by themselves. Entrepreneurs/firms create jobs. Listen to what they are saying and stop this nonsense.
325	
326	The meeting that took place at St Barnabas Church on Thursday 11 February highlighted that there is significant discontent amongst residents regarding the proposed entrance at Chancery Rise. Please, please listen to these concerns.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
327	I support the Green Party's comments on this "York should be looking at European examples of redevelopment of such urban sites and attracting international interest in innovative sustainable design. Active travel and significant restriction on private vehicle access HAS to be a priority if the site is to be developed without exacerbating existing dangerously high traffic pollution levels for residents in the surrounding areas"



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
328	The key issue is that the Planning Framework should not be seen as something separate and distinct from any commercial or contractual agreement between the land owning parties. See comments to question 27. The processes are acknowledged as being different but, through the Council's good offices and intent, the land owner agreement inclusive of the council, should be able to set out its vision based on the development parameters and its own commitments for effectively phased implementation. It is asserted that the planning framework itself, as a Supplementary Planning Document, would not stray into the fields of ultra-vires or "unsoundness" if it was to make specific reference to implementation strategy – and the Council is strongly urged to do so. Any large scale development gets a "life of its own close ", when the success of the project becomes all important and something for pride – or a defensive reaction. The existing local community can easily be overlooked, ignored or not given sufficient weight. The Council is urged, from the outset, to develop mechanisms and processes that effectively engage, involve, and tease out the needs and views of the existing community in and adjacent to the area. This is a very onerous challenge when the development process is so large scale, complex and will extend over perhaps 20 to 25 years. The council needs to rise to the challenge from the outset.
329	The city has not done well with modern architecture. Yorks's essential character is that it is a palimpsest where remains of many past eras are visible and integrated and that's it's greatest charm, and the source of its tourist livilihood. Remember, York could have had not one, but TWO streets like the Shambles if there had been more foresight as recently as the 1960s!!! Think what an asset that would be. Victorian brick buildings may not seem precious now, but one day they'll be valued like the Shambles. The scale, proportions, and facades have a unique charm. (A charm which no brutal modern buildings can compete with...) so in short: these large office blocks are a complete non-starter. Create a new community that people will like by showing respect for the buildings already there.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
330	
331	the traffic impact is hard to judge as a layperson, you should provide us with a bit more science/evidence here.
332	
333	
334	
335	A light industrial space would provide for many jobs and thereby boost the York economy. There's only really the James Street area which currently provides this opportunity in York.
336	
337	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
338	
339	
340	
341	Don't prioritise commercial interests so that we end up with a wilderness of unlet office blocks.
342	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
343	I feel very strongly that far more public engagement is needed to help shape the future of York Central - it is far too important to be dealt with through this level of consultation. Although the documentation is very well presented and designed, it is not enough to ask for opinions of options based on 'hidden' evidence and design constraints. If York Central is to work, it really needs substantial input from residents and key stakeholders such as the Civic Trust. Not just local residents but the whole City. The Council should put its collective weight behind holding place making workshops that actively engage with citizens and that their input is fully taken into account. Yes, there are clearly going to be commercial constraints but that should not stop the Council from being more engaging and less patronising.
344	
345	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
346	
347	
348	
349	The Queen Street Railway Institute Complex provides facilities for 12 different sporting or leisure activities. Badminton, table tennis and judo facilities are used for national level competitions. The Railway Institute also provides outstanding facilities available to York's residents at a fraction of the price of privately owned clubs. It is imperative that these facilities are not removed from York's residents.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
350	
351	Over 161,000 individuals partook of sporting activities provided by and housed at York Railway Institute. These included national level competitions for badminton, table tennis and judo. It is vital that the York Central developments do not remove these superb opportunities - the best in york and available to all york residents at a fraction of the price of private gyms and clubs.
352	the RI provides fantastic sporting facilities that are not available to the same standard elsewhere in York.
353	Unfortunately I have been unable to view the plans and read all the information, but I strongly believe hat the gymnasium should remain as it is a marvellous resource in the centre of York
354	
355	This is a one-off opportunity to build a fantastic low-carbon vibrant community based around walking, cycling and public transport in the heart of this famous city.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
356	This needs to be resident focused with an emphasis on alternatives to cars and a healthy future. The road from Holgate Rd is a terrible, ill thought out and problem causing idea which must be dropped.
357	As above it is the conceptualisation of what a vibrant community is - it must be inclusive of age, economic profile etc
358	
359	
360	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
361	If the Gymnasium is lost then many clubs from the York & District Badminton League will be lost and quite possibly the league as so many clubs are based there. Yorkshire League Badminton clubs from around Yorkshire choose to play their games here. Don't let this valuable asset be lost in a city which values sport and community in it's centre
362	No
363	We have heard of this development today for the first time. The council has not made sufficient effort to consult interested parties
364	Importance of retaining Railway Institute
365	Redevelop, but keep aritecture and character of area around York station.
366	
367	York RI is a valuable community resource in the heart of York, even more so given the likely increase in population as a result of York Central redevelopment. Steps should be taken to retain the facilities or for them to be replaced by direct equivalentents (bar the shooting range)
368	I really feel strongly that this whole plan needs to happen! it is an area of York that has been neglected for far too long and needs some real investment and support and i feel this plan really gives that these plans make me proud to live in York so please please see them through The expansion of the NRM is a vital part of that picture though the museum in its current set up with an underpass from one side to the other is not good enough and the only way to solve that really is to close and move leeman road.
369	
370	
371	We really don't need another development that will bring more rich folk here.
372	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
373	
374	
375	The funding required will be substantial and the development will take many years. The Council will need to be able to guarantee the viability of the site in the long-term. It will be necessary to demonstrate this commitment to attract major industries to kick-start the developments. Models adopted elsewhere in the UK and overseas should be studied eg Kings Cross/St Pancras.
376	More family friendly spaces and a focus on children and young people would be good.
377	
378	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
379	
380	Lack of any community development offer to the residents of Salisbury Rd and Terrace area "the island" who will live and some may work on the new development. Lack of offer from the NRM to the community for their expansion plans which would affect how some people travel to the city centre. Park and Ride bus - can it stop in Salisbury Road please - very annoying that it does not
381	Current park and ride services from Rawcliffe to Central York pass through the Leeman Rd. area but local residents cannot board these buses even though these buses are sometimes empty. Also the normal bus services for the Leeman Rd. area do not give access to the central area such as coppergate, stonebow etc. Only one No. 10 bus offers a return service from Ousebridge. This is quite difficult for the older generation who may have limited mobility. Apparently, York council has no control over the bus service city operations and I am aware of other areas of York where other bus services are failing locals. I do not therefore understand how a private company is allowed to dictate a public service and I feel that the council should take some responsibility to deal with these problems.
382	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
383	As a member of the York RI Golden Rail Band and user of the gymnasium badminton courts both as a summer member of the RI Tuesday/Thursday club and a member of Selby Jubilee Badminton Club who regularly play matches against the teams based there I feel that the York Railway Institute Gymnasium and Associated buildings provide a valuable resource for the people of York. The brass band practice room is used by 3 York bands providing opportunities for both children and adults from beginner to advanced level musicians; all these bands regularly perform in York and further afield. As well as being to the detriment of the other leisure activities which take place there such as squash, judo and martial arts, table tennis, shooting, snooker and billiards and dance, exercise and drama classes, the loss of the gym would have a big impact on the York badminton league as 15 teams are based at York RI gymnasium. In summary, unless retained or replaced with facilities of a similar standard the loss of gymnasium and associated buildings would have severe ramifications for sport and leisure activities for the people of York and the surrounding area.
384	Keep the Railway Institute.
385	More planning and consultation should be carried out and further options put forward to the public before next stage of development takes place.
386	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
387	
388	include the residents of St Peters Quarter in this development
389	as green and sustainable as possible
390	
391	As a member of York RI I feel it most important that this 'not for profit' organisation that houses a wide variety of sports and interests, some of which are minority nature, for local people. This example of such a facility is unique to York, It must be retained in a central location and where better than York Central !



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
392	I would like to see a small varied area of shops maybe near the Leeman road edge of the housing???not just mini-super markets but opportunities for start-ups. Also there needs to be safe access (and transport?) to eg St Barnabas school
393	This isan opportunity to bring York into the 21st century but in the right way.
394	Do not close the Railway Institute.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
395	
396	
397	Removing the Railway Institute would take away a large community venue that is used for a wide variety of activities and supports many local groups.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
398	Keep the Railway Institute Prioritise jobs (not just at big office blocks) Concentrate on high quality design and architecture Remember what makes York special, don't end up with something that could be anywhere in the country.
399	
400	We need quality buildings here. Many of the new buildings in York are not attractive. For instance the Minster Law building in Fulford and also the large office building next to it.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
401	Most of the residential development is situated close to Leeman Road and therefore most of the residents(1000 homes possibly 1000 cars) will use Leeman Road for access making our already busy roads very busy and very dangerous.other access roads should be made on to Holgate Road or Clifton Bridge. If money is available to develop the site then it should be done to benefit everyone not punish those of us that have lived here years.
402	Don't close Leeman Road. Don't close the RI.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
403	Not at the moment
404	I have been a squash member at York RI Queen Street for many years. The club has a thriving membership and is always full. I also participate during the day and see several local schools making use of the gym facilities, as well as the fire service and council workers and several pensioners groups. Where else can members and local school children have easy access to excellent facilities close to the city centre, if Queen Street is demolished. In times when government as well as health authorities are promoting the use of sporting facilities, gymnasiums such as York RI should not be removed to make way for commercial development.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
405	The major issue are the access to the site and the finance aspects of all of this. The development of housing has not made any reference to the type of housing and the need to meet local demand especially for genuinely affordable family housing for rent, as opposed to potential demand from outside York. The transport proposals seem to miss the basic requirement for vehicle access. The public transport offer at present is inadequate and needs to be improved to allow people to stop using their own cars. The access to the site from Holgate road is likely to cause a lot of pain for a lot of people. The suggested route does not seem to be the best one. Instead of having a bridge, why not re-instate the freight rail lines through York station? This could be considerably cheaper than building a bridge - but no financ ecosts are given.
406	The road infrastructure needs revising in order to avoid already saturated roads in other parts of York becoming even more gridlocked.
407	
408	No
409	The consultation document uses several bland vague terms that no-one could disagree with such as: attract high value jobs, "deliver new sustainable homes and create world-class public spaces". Until there is more detail, I cannot say whether I am in favour or not.
410	Access to the site does not seem to be well thought out is cost the issue?
411	
412	
413	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
414	1) There needs to be a coherent plan ie sequence of development. It is piecemeal at the moment. What comes first - office development or housing? 2) York Central should pre-sell the Office spaces by taking a pop-up 'stand' at King's Cross Station. Attracting Law or Finance Companies in the early phases of investment will enable York Central to happen. 30 Make the minimum standard - Kings Cross quality.
415	York already has major traffic and air pollution problems. Adding so many homes and offices will inevitably increase the number of cars approaching and leaving the city centre, however much people are encouraged to use public transport.
416	I agree that this development is a positive and necessary part of rejuvenating York as a centre of economic activity in the North. However I am gravely concerned, given the discussion of the residential density options that these apartments located so conveniently to the railway station could end up simply being a commuter zone to Manchester and even London (given the speed of the east coast main line). This would not create the communities envisioned in the proposals, and may even lead to higher house prices and net loss of economic potential and the high value jobs desired.
417	York council always seem to put tourists before the residents of York let's hope this is not going to be another lental bridge/copper gate fiasco



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
418	PROTECT YORK RI AT QUEEN STREET!
419	
420	With proper road access this would enhance York, but the current plans do not seem to have adequate road access, for the homes, for the businesses or for the museum. You have to budget for bridges over the railway for adequate road access. Inadequate road access will strangle this development, which would be a shame as it could be good. Additionally, an enhancement to the local community could be to provide new, custom-built Pre-School premises on the Holgate side of the development. I know the current premises of Holgate Pre-School (Ofsted reg, charity reg) are inadequate and at one time (when the rail works first closed) there was talk of Holgate Pre-School converting the old canteen. For many reasons this did not happen, but a new development could plan for Pre-School premises knowing a Pre-School would move in.
421	We use R.I. Institute as a venue for multinational Aikido Shodokan sessions. It provides easy access and nearby accomodation to people from all over Europe. On normal days our classes are available to anyone and central location makes it easy for people to attend.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
422	
423	The overall architectural and building quality of the scheme is important
424	Repeat main points: Public right to access space Non-municiple type planting everywhere incl roofs Lots of walking routes on and off No station ticket barriers Ensure democratic decision making throughout, do not yield to commercial interests
425	The residential massing examples should been from York as they weren't helpful in making an informed choice.
426	The RI gymnasium provides an invaluable city centre location for community sport and would be greatly missed by a large number of clubs and leagues if it were to be removed.
427	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
428	The consultation materials are well thought out and clear. The vision is impressive and should be pushed forward sensibly. The key points are to safeguard the NRM, bring life to the area and integrate it with the wider City. Traffic flows around the station generally need to be addressed (both sides of the station) and consequential impacts of that explored more thoroughly. Pedestrian and cyclist needs must be fully accounted for and integration with public transport improved. Broadly the proposal seeks to deal with most of these in a thoughtful way. Thank you.
429	
430	
431	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
432	The York Railway Institute gymnasium is a unique badminton facility and is of national importance. I have run national badminton tournaments at this venue, and it provides an unrivalled facility for running a large tournament - 9 courts in view of the tournament referee, wood-sprung floor, no multi-sport use (so no confusing extra lines on playing surface, reduced interference from overhanging gantries), dark painted walls for shuttle visibility, plenty of seating around courts for spectators and access to courts. This facility allows York to hold national level tournaments, and there is probably not a member of the England Badminton Squad who has not played at this facility. Uncertainty over the future of the venue may have resulted in a shabby level of decor, but I hope this can be secured as part of York Central so that it can be available for the next generation of Yorkshire and National Badminton stars.
433	
434	
435	
436	It's important that the York RI Band isn't put in danger by any developments and the bandroom can't be moved, it is an invaluable asset for the band having there own dedicated rehearsal space centrally in the city and the building is a part of the social history of the area around the station and the railway museum.
437	
438	Just that I am very concerned about this development and would like to know more specific details when they are available and be able to feed back and have my views listened to.
439	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
440	
441	
442	
443	
444	The well-used Railway Institute building with its many sports facilities should have new accommodation in the plan. Rail access to the NRM buildings has to be maintained, with some line(s) available for short, live steaming trips for NRM visitors. An opportunity exists to provide a co-ordinated travel hub, for trains, buses, taxis.
445	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
446	The NRM should retain a running line for events as well as the miniature railway as these are major revenue earners. Any road layout must allow for large locomotive movement into the museum by road as well as entry by rail via the freight avoiding lines.
447	The sooner the better.
448	
449	
450	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
451	KEEP THE RI THERE!!!
452	Good idea to develop site, but ALL depends on getting traffic management right.. Bite the bullet and dual the ringroad. Have you ever listened fully to residents? I live on Acomb road. Did a straw poll and asked neighbours how to get to Monks X. Over half said they go through town because the ring road gets so clogged up. We pay your salaries. Surely there is someone who has the capacity to see that until we sort out transport in/through/round York, all well meaning plans for developments such as this have less chance of success. One broken down car sitting on Holgate rail bridge fouls up traffic all the way to and from the ringroad on this side of town. sorry for the rant. But it's only ever been about transport. The development will work if you get this right.
453	
454	I would like to see the current sports and pastimes facilities retained in or near the current York RI position. They have sustained YorK residents (not just railway employees) for over 100 years and many are nto available within 10 miles of York (e.g. the target shooting range). equally important is the provision of some temporary facility to maintain support for the very many active members.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
455	
456	The York Railway Institute Bands rehearsal room is under threat of demolition. Without a bandroom it is likely that the three brass bands will cease to exist. These bands offer free music teaching and instruments to people of all ages and abilities in a central location which is easily accessible to all. As music tuition in schools is decreasing, brass bands will play a larger role in the musical education of children. It would be a shame to lose that opportunity for future generations in York.
457	I very much value the York RI Gymnasium and feel it would be a great loss to see it removed. There are no other facilities with this number of badminton/squash/table tennis courts/rooms available for public use and it allows several groups to practice at one time. I feel there is already a lack of sporting facilities near the city centre and the removal of the RI would reduce the facilities even further. I understand the infrastructure surrounding the building is not well designed, however, removal of these facilities would be a great loss.
458	
459	
460	
461	Don't let short-term interests and politics mess it up.
462	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
463	
464	
465	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
466	
467	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
468	Keep York RI gymnasium
469	Staging of infrastructure works needs careful planning to minimise disruption to existing routes. Of particular concern is Queen Street and the existing railway station footbridge to the west side of the station. In both cases closures must be restricted to weeks rather than months.
470	keep RI and bulidings
471	
472	
473	The lack of schools and open space ratio to the new dwellings is a worry. Plus the integrity of the city council has be to questioned. In short we all know it about the money and this will be the driving factor regardless of any public opinion. But please remember York is a tourist city primarily, if you make it look ugly or increase crime by over dense population we will loose our main revenue stream and the city will become horrid!
474	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
475	
476	Please publish expected traffic issues Please consider avoiding reliance on financial services And please actually plan for the community - the meetings so far have given only lip service - the council is here for its people not just to make money from business to invest in us - try just doing some investment in us in the first place...
477	The NRM seems to take from, rather than enhance, the city of York and should not have undue influence in the plans. The footfall will drop considerably if /when entrance charges are reintroduced and it could be become a white elephant.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
478	Thirty years have already been wasted. York does not need to create a suburb of Leeds on this important city. It has a historic and very rare opportunity to create a landmark environmentally sustainable development that could show our city to be a leading British and European city. To become that we need to be ready to learn from best practice across the UK, Europe and the rest of the world. To create a vision for the future of our city we must be bold, as those who came before us were bold. We must invest our energies and skills and we must be willing to invest money. The European Investment Bank exists to help us in this, just as it has helped other cities. History shows that every city that dares to be bold receives opposition from those who want to keep everything the same. But history also shows that once real and substantive change that improves the lives of residents is delivered, the public quickly embrace that change. Build this new sector around the tram. I am happy to sit down with the council to explain how other cities have done this successfully. Having been a city councillor in York, sat on planning committees and chaired city strategy, as well as knowing the mayors in fifty leading environmental cities around Europe, I understand the issues and would love to see our city finally succeed. We must focus on how to achieve the very best rather than persuading ourselves that everything is too expensive or too impractical. While we have wasted decades doing that, dozens of other cities have proved us wrong.
479	Removal of the Railway Institute (RI) gymnasium would severely impact the sports and recreational facilities offered by York. Currently, the RI is used by a wide range of different sections of the community and it is highly unlikely that it would not be replaced with an equivalent facility if it were to be removed, let alone a facility which is in central York and that allows easy access without the use of a car. Furthermore, for particular sports, such as badminton for example, the RI is one of the premier and most renowned facilities in the UK.
480	York RI Gymnasium is a vital part of city life and we need to ensure we preserve this to avoid the drip of sports facilities to out of town areas accessible only by car -at a time we are encouraging our children to lead healthy lives we should not lose a city centre sports facility and sacrifice this for more offices/commuter flats
481	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
482	It is not possible to give considered answers to the issues raised in this consultation on the basis of the information provided. Historic England is very keen to input to how the site is brought forward but it is clear a detailed response is not possible at this time without a more fuller analysis of how the site fits into the wider strategy for the city.
483	
484	We are very concerned at the access to the site through Holgate Road. Holgate Road is already a very busy road with limited parking and the access through Chancery Rise right beside The York Bridge Club means that the future viability of the Charity is being put at risk by the proposals. The extra traffic movements at this point during the building process and once the site is active will be huge even if proposals to limit such movements are put in place once the site is developed. Parking will become impossible and the effect on local long standing businesses in the area will be very significant. We would urge you to reconsider this aspect of the plan.
485	No
486	
487	
488	
489	
490	
491	
492	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
493	I don't mean to come across as negative in this questionnaire, and I understand that this is centred around improvement. But it feels that this has been structured so that data from it leans in support. Everybody agrees with the aims and objectives of the site, but that doesn't guarantee that York Central will meet this. York Central takes its inspiration from the area around Kings Cross in London which is undeniably a brilliant and vibrant space. But you need to be careful that this isn't delusional. There are so many factors in this case study that York doesn't have: there's already a guaranteed footfall from Kings Cross /St. Pancras, Central St Martins, Eurostar and just the scale and appeal of London in general. The finances outlined in the presentation were vague and didn't reassure me that the development costs wouldn't be picked up eventually by residents. It seems as though everything was based upon supposed rentals coming back, which given the scale of development [re-routing roads etc.] I can't see this coming back in full. We live on Cleveland Street and I worry that of the residents described by Sonia Crisp in the presentation we may be the one of the 'losers'. In all the options the link road chosen cuts across the bottom of Upper St. Paul's Play Area without any other variations [cutting through from Water End or Holgate Park for example]. The proposals are vague and need clarifying. This is already a vibrant community helped by the fact that we have the play area which is an invaluable open space for local families and dog-owners. We have the community garden run by Julie Fern which with contributions of time and effort from the neighbourhood gives us so much back. This could be at risk by the proposals of the York Central development. I worry about the disruption that will be caused when the site is invariably developed. When the Rail Operating Centre was being constructed, contractors would park on our streets [to avoid a parking charge on premises] with little regard for the residents. There needs to be protection for communities close to the site such as temporary parking restrictions and consideration for those that will be the most affected by it. Rather than repeat comments that I have made in the form, I will just say please involve the local communities better in consultation. The events to present the proposals were not advertised in a way that was clear. If there is to be any proper consultation it needs to be addressed to residents officially and not as something that looks like a party-political paper that gets swept up with the usual Barnitts junk mail. It was clear from the presentation in St Paul's Church that those presenting want York Central to happen, and it has become personal ['licking wounds' etc.]. Please be careful to involve us directly. We are a strong community which needs as much help to continue to develop as those proposed by York Central.
494	
495	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
496	I am concerned about the proposed access road to pass through the park at Upper St Paul's. I live in this community. We have community group, Holgate Community Garden, that is actively engaged in creative and productive gardening in the park. Through joining together to care for this garden, a new and vibrant sense of community has grown in this neighbourhood. We value the park tremendously, especially as the houses on our terraced streets lack gardens, and we do not want this precious green space, the coming together as a community that our gardening there fosters, and the space it provides for our children to play to be lost to the proposed access road for developing York Central.
497	I hope it is a success and that jobs can be attracted to York and not just homes for people to commute to Leeds
498	Please do not put York residents in debt for a business opportunity. There are so many areas in York that require improvement. Pretty much everyone I know, would prefer green spaces. There are plenty of existing buildings that can be used for business. I honestly think that a beautiful nature reserve, with some businesses surrounding it would be marvellous.
499	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
500	
501	What is going to happen to NR rail facility on Holgate Rd. the former carriage works. Why cannot this be transferred to the rail locked site and the carriage works knocked down and the land used for housing.
502	I would like to understand the impact of the new bridge off Holgate Rd. I live nearby and want to know what will happen to the park at the end of Cleveland st. I also want to know how big the bridge will be. If it is the size of the one which goes over the railway lines on Waterend near Poppleton Rd school then it will be a massive eye sore. I also want more information about the impact of traffic on Holgate Rd area.
503	retain York R.I gymnasium
504	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
505	
506	
507	
508	Save RI building. The MI Pilates studio has made huge investments in the building and has a large number of dedicated teachers and students.
509	
510	York RI gymnasium is a valued part of the city centre community providing excellent sporting facilities unequalled anywhere else.
511	
512	
513	
514	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
515	
516	I think The Railway Institute building and its use should be retained. Its a fabulous building and it provides much needed facilities. If all these extra homes and offices are provided nearby surely it would make sense to retain and improve a sporting and community venue that has such links to the railway link we seem to be celebrating. Once gone I'm sure it would be missed and the services not replaced. Its quite an iconic building which could be incorporated into this development in a positive way not demolished for a car park.
517	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
518	Please see my earlier comments.
519	I really value York RI gymnasium as a city centre community sports facility both as a current facility but also that it should be preserved as it is historically important. It should be maintained and loved as it is a successful historical sports facility, and it is important to keep such buildings and maintain them for their intended use. i think this is part of what the redevelopment is about. Improve it, don't lose it!



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
520	
521	
522	CYC should put in place as much certainty as possible that the council rather than developers lead the planning process. York does not need a poor quality development site with limited public space and community use which might be the most profitable option.
523	
524	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
525	As a founder member of the York Nurturing Community Collective we would be interested in running a family cafe in the area if the appropriate building could be provided by the council.
526	
527	
528	
529	Very exciting opportunities; We should aim to make it a key development for the whole region .New kind of urban hub-- but get investment and enthusiasm from existing users around the site . There is a difference from King's Cross--- it is not an empty site.
530	You must listen to the comments of York residents - the people who voted for you, and not just the cycling fraternity. This will affect the whole of York.
531	This site should be considered as part of the wider Local Plan strategy and it has the capability to play a significant role in the provision of development land allocation. It should not however be considered in isolation and be seen as a panacea for the destination of the majority of York's development requirements.
532	
533	
534	The band room is absolutely vital for the long term survival of the railway institute band and the other two bands in the band section. It is a proven fact that children who play a musical instrument achieve more highly academically and the existence of the band section allows children and adults to learn a musical instrument without having the expense of buying an instrument. It provides an invaluable opportunity to mix socially and provides a mental challenge. I need the band as I spend most of the week alone, my husband often works away and both my sons have gone to university. Without the band to go to I would be alone for most of the time. At my age (over 50) I take comfort that learning and playing as instrument will reduce the likelihood of me developing conditions such as dementia. In summary the band is an absolutely vital part of my life and that of many many others. Losing the band room would jeopardise the long term survival of all the bands and all the musical, social and health benefits that belonging to the band provides for its members. I urge you to consider the huge benefits that the bands provide for people in York before you make a decision that results in the loss of a band room. Thank you.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
535	
536	
537	
538	Save the railway institute. So many people use this complex for a huge variety of sports. It's vital to the community, helps with high obeseaty levels that plague our country.
539	
540	
541	I do not want the importance of the Railway Institute to be overlooked. The facilities that are offered are something that York should quite rightly be very proud of. I have used the facilities for Badminton and Pilates for the last ten years. My family have used them for Aikido, Judo and Badminton. I am always amazed by the variety of activities that take place in the buildings be it Table Tennis, Chess or Brass Band practice. A facility like this in the centre of the city should not be lost. Particularly when you consider the historical importance of the building and the quality of the facilities. I would like to see the York Central development retain the buildings and take the opportunity to address the state of repair of some of the buildings and improve the access.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
542	Save the RI! :D
543	
544	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
545	
546	
547	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
548	
549	
550	
551	
552	Adequate community and sports facilities should be available to allow the new community to be self-sufficient - i.e. everything accessible by foot - eliminating the need for daily road transport.
553	
554	Keep buildings lower than 6 floors



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
555	
556	in essence the idea is good however the idea offices create jobs is floored if you consider how many offices are empty at present and have been for many years.Housing and social infastructure such as doctors surgeries and schools have to be a priority,its ok having more people but we need more services to support them ours would not cope and already struggle
557	
558	
559	
560	
561	
562	Just keep it as it is
563	Keep the railway institute I am a member and have been since 1970 my children and grandchildren are members too,
564	
565	
566	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
567	If you are getting rid of facilities, they must be replaced life for like.
568	
569	
570	
571	
572	I think I've made most of them. I'm just so disappointed with York council for falling prey to the land grabbers and selling the city for thirty pieces of silver. Turn your attention and financial resources towards reducing flood risk, taking up hard landscaping and Tarmac in already developed riverside areas and refusing planning permission for more.
573	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
574	The railway institute is a an important part of health and activity in york. I am 26 and have used the RI many times as I have been growing up, from having dance classes and auditions in my early teens, having some physical education classes there while at millthorpe school (with some freinds also taking part in other activities there). To attending pilates (which was reccomended for me to attend by physio therapist) in recent years. The localitly of the RI gives easy access via public transport via bus and also for those who come form further afield. This was very important for me as access to energise gym, or york sports village were reduced greatly by the changing of the bus routes and time tables
575	
576	
577	There needs to be adequate short and long stay parking for the rail station and parking for the NRM, best provided in multi-storey car park
578	
579	
580	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
581	It is paramount that Marble Arch underpass is improved for whatever purpose it is eventually retained. It will still be an important link which requires a much better ambience. It is important that the valuable sporting facilities provided by the Railway Institute are not lost - they are a very valuable asset
582	Public amenity should predominate over commercial considerations.
583	We need more jobs, jobs are created by businesses, business need office space. Choose office space over homes. Cities also need to breath - let's enjoy large open/green spaces away from traffic.
584	
585	
586	
587	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
588	The development of York must first and foremost meet the needs of local residents and not be a whim of certain councillors looking to create their own legacy!
589	
590	
591	Insufficient consideration for private car users accessing the station from all parts of York . For most of these other transport options are not appropriate - too expensive , inability to carry luggage , frequency of services
592	It is too late. Too much piecemeal redevelopment has already happened - a large housing area, Holgate offices and Siemens rail centre - which prevents having a road driven through that area which could have relieved Leeman Road. An area of high quality housing should be considered, selling on the closeness to the railway for commuting to Leeds and how nice York is as a place to live. Think about other large moves to here - as MAFF and CSL and realise what they got right and what wrong - not least that by providing office space in York many came with the idea they needed to live miles away to get a good quality of living so demanding car parking etc. If you add thousands of office spaces to York then, if it is successful, then many of those new workers will choose to live "in the villages" which have no public transport and are far too far away to use pedal bikes! Old people and young people cannot use bikes, especially in such a hilly town - this is not the Netherlands or even Cambridge!



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
593	
594	
595	
596	
597	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
598	Don't miss a trick here. Use this site to generate renewable energy, make it green and living and pleasant, super-sustainable and climate-proof. Keep the transport human-scale, even if the buildings go skywards. And use those roofs and public spaces for greening and cleaning and soaking up and shading. Make it, as the York: New City Beautiful economic vision (by Prof Alan Simpson) envisaged, a 'new piece of city' - ambitious, intelligent and a wonderful gateway to our city.
599	I Use the York Railway institute twice a week to play badminton and have done so for the last 12 years. Its prime location is one of the reasons why I have managed to do it even after having my kids - I work in the city centre and have no need to drive to it and enjoy a few hours of good games in the company of all my friends. It would be impossible to find another place without the need of driving. By the time I would walk to get my car and drive, it would be past the time to put my kids to bed. A lot of my colleagues also manage to squeeze a game or two during lunchtime which would be impossible otherwise. I also not sure about a lot of other proposals - one of the main things to consider in the first place is actually to look into the ring road and create a dual carriage way as, whatever development you consider for York, the ring road issue needs to be dealt first!! Having more people/more jobs/more housing will only add more pressure into the already stretched traffic issues that we have. Relocating a road to another area will not solve the problem...that's what happening currently in the ring road where traffic is moved to the next roundabout and the queues remain unchanged!
600	Railway Institute provides a valuable reasonable price facility within easy reach of the city centre. My health and well being is at stake
601	
602	no



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
603	
604	
605	
606	
607	no



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
608	
609	
610	
611	It looks extremely exciting. Make sure that Rail North / TfN and NR have input for any longer term plans (20-30 years) for the station
612	I am all in favour of a redevelopment of the Station/NRM site but anything that impacts on the Railway Institute facilities is not acceptable. By all means change of look of the west side of the Station but leave the RI alone. It is a local treasure and deserves to be treated as such or, ideally, redefined to be 'listed' status. Thank you.
613	
614	
615	
616	
617	
618	
619	
620	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
621	
622	Principal task should be to build lots of affordable housing, properly linked through to the city centre. Few offices needed.
623	
624	
625	York has a need for housing including social housing. The development should not give rise to an explosion of high price housing for Londoners or foreign investors. As far as possible the people who live there should work there and not become commuters to Leeds.
626	
627	
628	
629	
630	
631	
632	
633	Please do not lose the wonderful opportunities the York Railway Institute gymnasium and associated buildings offer: affordable high quality facilities housing national-level competitions, well-used clubs attended by all ages. By all means improve traffic congestion and create new public squares but not at the expense of such high quality sports facilities such as those at the RI gymnasium and associated buildings.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
634	It would be a loss to loose the York RI gymnasium as a city centre community sports facility for all the local community.
635	I support keeping all the railway institute buildings. There is nowhere in York or surrounding areas with the amount and quality of badminton courts as there is here. The badminton league in York has around 9 different teams from York RI taking part. The league could well fold due to low number of teams to take part. There are also many other activities from dance to table tennis taking place here 7 days a week. It is used by people of all ages and backgrounds. The government are always stating that people aren't getting enough exercise taking such facilities away from the people of York is not the way forward. Put the people of York first.
636	
637	The priorities of the scheme need to dictate development: 1. Housing provision; 2. Transport Interchange for the the City; 3. Commercial opportunities; 4. Museum integration; 5. Public spaces.
638	
639	Please don't underestimate the need for car parking. Not providing car parking won't stop people driving it will make the area unsightly and cause problems for the existing residential areas
640	
641	Retain the iconic railway institute it's Yorks low cost leisure facility for all the community
642	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
643	
644	Having been involved with the York R I Band for a relatively short period of time, I have become increasingly aware of the significant importance that the band has in the cultural wellbeing of, not just the city of York, but also the surrounding area. I have witnessed first hand the pleasure and joy that the band brings to the citizens of York, and as such, should be allowed to continue as a stalwart of this excellent work unhindered or have its future jeopardised as a result of the bands rehearsal facilities being placed at risk.
645	
646	
647	Where is the integrated (bus!!) traffic system going to be sited?
648	Make sure the Railway Institute is protected
649	
650	Where is the storm/surface water to be discharged? In view of the current level of susceptibility of York to flooding do you think the adjacent river can take the fast run off and increased volume?
651	Who actgually wants this development? What is the benefit for today's council tax payers?
652	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
653	
654	
655	Too expensive. Will bring too much people to this area. It would be better just to improve station access (front side) and improve area at the back including current NRM (railway station side)
656	the shoe boxes that you allowed them to build on the terry site should not be repeated . they look like sixties buildings ready for demolision before they have even been lived in . thats why they are not selling .
657	It's been derelict for decades and there is a pressing need to see it used. Developed sensitively to meet housing, tourist and commercial needs, it could become a very desirable place to be.
658	I would be very sorry to see the end of sporting facilities in town - I don't think people should be forced to drive or take a bus to play sport, and it would disadvantage those who are poor, disabled or without a car.
659	
660	
661	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
662	I would like to see the badminton building kept as there are a lot of groups young and old that use this building.
663	The Railway institute with courts should be kept.It is a good facility that is used by many people.
664	
665	This is the response from the Confederation of Passenger Transport (CPT). CPT is the national trade association for the bus and coach industry, representing 1000 operators.
666	
667	With this major York Central development York could really put itself on the map I just hope that CYC make the right choices to actually help boost York's Economy, Tourism and Job opportunities in EVERY sector, not JUST OFFICES and CONSTRUCTION. CYC This is your chance to show us what you can really achieve with this development, and if you fail us we will remember at the ballot boxes.
668	
669	
670	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
671	
672	The YORK RI gymnasium should be retained as it provides an essential facility in teh centre of teh city for sports. It is run fairly and equitably and has brilliant facilities. Needs to be retained.
673	Yes - please keep the RI gym - it's a great resource as it provides affordable and accessible sporting facilities in the centre of town - personally I've used it quite a lot at various points throughout the last few years and really value it. Out of town gyms / university facilities do not measure up in terms of costs and accessibility for local residents
674	I do not want the York RI gymnasium to be knocked down. It has really good sports facilities and is the only place I know of with badminton courts that is central.
675	Far too many houses?flats being built in the center of York
676	
677	
678	
679	Please retain York Railway Institute, it is a fantastic facility that couldn't be matched elsewhere within the development site.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
680	
681	With the development of this whole area, my main area of concern is the rich social and recreational opportunities that the Railway Institute site has provided so many thousands of people over many years has to be maintained however that may be. My personal interest is in the York RI Band. I have been playing at that band since 1988 and many more have been playing much longer then myself. There are well over 100 members ranging from novice to championship level providing training to youngsters of which many have gone on to a professional career in music. The championship band I play with performs concerts at the highest level regularly doing concerts at the York Minster, Barbican Centre, Leeds Minster, Howden Minster, Selby Abbey, and many more well attended venues. This band is part of York's culture and heritage, which prides itself upon as one of the most unique cities in England. It is what makes York 'rich' and why so many people wish to come to here as tourists and professional workers. The arts are one of the big selling points of this great city and without will diminish in terms of standing and opinion.
682	
683	No
684	
685	
686	The council will take no notice of this, whatever political party they represent they all have their own agenda and we have to put up with it.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
687	
688	
689	The potential loss of York railway institute is a travesty. A building with sports facilities like that will not be re-created. Thousands of children will have passed through the doors to play racket sports within an incredible environment for sport.
690	
691	
692	Keep RI. The facilities are second to none. It is used by all age groups and provide a wide range of affordable sports facilities. I am a member of U3A and a badminton club and have been coming to RI at least twice a week for over 20 years.
693	I welcome the new as detailed in the proposals, but we must not loose the best bits of the old [like the RI Gym] or if we do they must be replaced [like for like in terms of court numbers etc]
694	
695	
696	
697	
698	Sustainable building criteria A district heating system Transport and access to the site – a no car/low car development?



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
699	Secure continuation of York R.I. for the community
700	Please use the opportunity to make the most of the beautiful station and for it to be the centre of a transport 'hub' that will make people want to come back again, not the nightmare that it is currently
701	
702	York RI is of paramount importance to the demand of sport and recreation and this should not be compromised.
703	The York Railway Institute Brass Band has been an integral part of my time in York. It is a group through which I have made a large number of friends, developed numerous social connections with people outside of my traditional social group. The central location is vital to integrating students from York University into the Brass Band thanks to being on a well serviced bus route from the south east of the city (and so strengthening community links with the University). This is a band that contributes massively to the local community and really needs to be remembered and thought about throughout the consultation process.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
704	
705	
706	
707	
708	
709	
710	
711	Retain at least as many bus routes as now with stops at the station - either side as appropriate to the bus route.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
712	I hope the council hand over the design and development side should to world-renowned architects and companies. And trust they will do a very good job.
713	
714	
715	It should avoid removing the Railway Institute, I use this regularly as do many of my friends, in the past my children and their friends used it. It is well run and a huge asset to the community and the only facility in the centre of York with the bus and rail links nearby.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
716	
717	
718	
719	
720	Leave the railway institute alone
721	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
722	Developing the site is a good idea, but it seems very flimsy as though somebody took a trip to London for a day and picked all the shiny new bits they wanted with no real idea of how to put it all together. The transport plan is self defeating, adding a new bridge to improve access, then closing a road and a tunnel to reduce it. The plan seems very idealistic in its high-rise buildings and thousands of jobs and adding a fancy new entrance on the other side of the station risks taking people away from seeing the real York as they leave the station into a modern urban nothing they could get anywhere.
723	
724	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
725	This is the most significant strategic development site in York for generations. The parties involved, public and private, must make this a pioneering development in terms of low carbon (close to 100% renewable heat and power generated on site), modal shift (strong focus on walking and cycling, including arterial traffic-free cycling highways) and biodiversity (wildlife friendly planting for wildlife, public amenity, urban cooling and food). York has an opportunity to make a statement about its commitment to environmental sustainability and tackling climate change and must not be unambitious or roll out an identikit urban development.
726	
727	York RI Gymnasium A unique and very valuable facility to a great many residents of the city. The main gym hall with 9 badminton courts, all in daily use, is priceless and must be preserved for future generations.
728	
729	
730	
731	
732	I have recently moved to York and started using the RI gymnasium for sports. It seems a very well run institution and through the community providing an excellent standard of facilities across a number of sports. It should be retained, also because it is located at the perimeter of the plan border so would not impact the other plans for York Central as much, which otherwise sound great.
733	I would focus on housing first as the more deliverable part of the development. Office needs to be considered in the context of meeting the needs of existing York businesses as well as inward investors. I suggest looking carefully at the York office size that meets market need and consider how relocation of existing york businesses might creat opportunities for redevelopment/ change of use in other parts of the city. The lines of connection appear to need further thought. Connecting the site into the grain of the city is the big challenge and will be critical to the development's long term success.

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
734	
735	
736	
737	Leave York alone this will ruin the city centre
738	
739	
740	
741	
742	
743	I am a member of York Ralway Institute, and use the rifle range every week. i have done since i moved to York 16 years ago. I also work in the rail industry and am supportive of the Institute and its facilities for the community. it is a valuable part of the culture and history of York, and a valuable part of the sport and leisure facilities of York. I would want the development to ensure the facilites are not reduced, if anything they should be enhanced and made part of the Teardrop with synergy with the new community.
744	I feel the demolition of the Railway Institute would be very wrong. It is full every evening and provides many clubs excellent facilities.
745	
746	
747	
748	
749	
750	Retain sports facilities equivalent to RI gym in a central location



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
751	
752	I think there is value in keeping the facilities at the York RI Gymnasium as this is the most convenient place to play various sports for people who live and work in the city centre.
753	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
754	
755	It's a good thing!
756	
757	
758	
759	
760	
761	
762	
763	
764	
765	
766	
767	
768	
769	Don't make a white elephant



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
770	
771	
772	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
773	LEAVE THE YORK RI GYMNASIUM ALONE! THIS GYMNASIUM IS PART OF YORK HERITAGE, IT IS IMPORTANT TO THE CITY OF YORK, AND IS VALUED AND USED BY 1,000'S OF PEOPLE FROM NEAR AND WIDE. IN PARTICULAR THE BADMINTON COURTS ARE THE LARGEST IN THE COUNTRY, WHICH IS SOMETHING YORK SHOULD ALWAYS BE PROUD OF.
774	
775	York RI gynasium is a valuable community asset which provides a wide range of leisure activities for both children & adults. In these times when people are being encouraged to do more exercise it does not make sense to dispose of such a facility. Unipart Rail - this provides employment for many people & has done for generations, but it seems the Council don't want industry which is part of the city's heritage, but instead new office blocks when there are plenty of empty offices already (some of which are new).
776	I consider that there is real value in having the York RI Band organisations being situated in or around Queen Street. The 3 bands attract members and supporters from the whole of North Yorkshire and beyond, and play an important role in the cultural life of York. If the bands are to continue to thrive, it is essential that suitable, good quality facilities are available. A band room, with good parking facilities which is also easily accessible by public transport, situated in the centre of York, is crucial.
777	
778	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
779	Green spaces are planned in the development but are being removed from Holgate. It is not sufficient to say that we can visit York Central as this is not local space for our kids to play. The space behind the Fox is highlighted for a bus route but is where people walk their dogs currently and children learn to ride bikes & scoot home from school. The only remaining green space on your map in Holgate that is shown is a marsh down Hamilton Drive. I do not think this is should be shown as green area, certainly not for recreation. Negative impact on public space in Holgate Road side of the development should be a disadvantage in all options presented. It is not clear from your consultation what is happening to Cleveland Street park. My kids have played here since they were small. If part of the plan is for this to be removed I believe you should consult properly with the people of Holgate who will be affected.
780	I am a playing member of the York RI band and i am concerned that the rich history of the band may be lost as a consequence of the development, due to the loss of the bandroom. I believe the development is good for York in so many ways as outlined in the project documentation however i believe that providing suitable rehearsal premises for the the band is vital, and indeed fits in with the 'charer' of the project brief. The role of the band is both cultural - the great railway heritage of York - and social in providing musical education to so many young people of the surrounding area. The band is funded by the annula subs paid by the members. It would be a great loss to the community if the band was forced to cease as a consequence of a project which will do so much good for the region - or even forced to 'move out'.
781	
782	No doubt the Council, in awe of developers as all councils everywhere are, will allow a massive over-development of expensive housing here, whatever local opinion. This is a shame.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
783	
784	
785	
786	
787	
788	The York Railway Institute bandroom and social club has been an incredibly important part of my life, and even more so to many other people I know. The band has an unrivalled legacy of providing entertainment and culture to the city and to remove the bandroom would deal a serious blow to York. The band already struggles for money and to remove one of the few things that it knows it can depend on would be a disaster that it might struggle to recover from. It is important that the band is not relocated for both historical significance and for ensuring it is able to continue to be properly involved in city life.
789	
790	
791	See question 27
792	
793	
794	
795	
796	
797	York R I Band is York's oldest brass band and a valuable asset to the City. It is currently the highest ranked York band in the National Championships. Transport links are vital for some players, so a central location near to public transport is essential.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
798	
799	
800	Great to move forward but as do strongly believe that the RI should be retained as a valuable asset providing accessible and low cost sport and leisure for the City
801	
802	I have played sport in York all my life and have played squash, badminton and used the social facilities on a regular basis along with many more of the York population. I value York RI gymnasium as a city centre community sports facility which is now in need of a full upgrade in facilities which should be part of the proposed development
803	
804	
805	
806	Concerned about access to homes in the Leeman Road area
807	MUST retain the York RI gymnasium in full at Queen St - loss of this facility would be a major backward step for community and sporting activities in the city centre overall - we must not throw away such a gem.
808	
809	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
810	York RI gymnasium is a great and unique asset. It encourages children to participate in sports such as badminton and attracts people from all over the country who play tournaments here. It is an unforgettable experience when you play at York RI gymnasium.
811	
812	The Queen Street facilities were recorded as being visited over 161,000 times by people of all ages and backgrounds in 2015. Showing there is a continued need for provision of sport and leisure facilities in a central location which is open to all. A significant contribution to the wider community of the facilities provided by York RI at Queen Street.
813	York RI gymnasium/ badminton community sports facility is the best sports facility in York and has lot of history. The report doesn't really identify impact of removing the RI sports facility and alternative options.
814	
815	I value York RI gymnasium as a city centre community sports facility and would not wish to see this excellent facility lost to the community / city.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
816	There will always be an increase in traffic when proposing a site of this size as there will always be times when people need or want to use their cars. To suggest that people that come to live on the "teardrop" should only really work on the teardrop is virtually ludicrous. People's needs change and you can't always get a job near where you live even though this would be the ideal for most people. If you want to have a reduction in vehicles then all you could put on the site is a park. Lots of people want to live & work in York-the more people that want to do this then the more traffic there will be-one way or another.
817	
818	
819	Greater priority for transport provision.
820	
821	
822	Keep RI
823	
824	
825	
826	Keeping the Railway Institute would mean a great deal to me and lots of people that I know. It is a facility that is extremely crucial for the growth and survival of the York badminton league, a long with many other leagues such as chess which my dad participates in.
827	The York RI Gymnasium is a recognised national centre for sports and brings a large amount of visitors and income to the city
828	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
829	
830	Please employ architects with a real vision who could make this area something special. Office blocks and flats do not have to be boring or hideous. Use of natural materials and living walls could help the area breathe again.
831	
832	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
833	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
834	
835	This is an aspiration, which it would be good to see happen at least in part, but the current ideas in the document provide no proposals for how it would be funded, ignore the decline in the need for office space (York is not central London and never will be), are silent on the significant multi millions it will cost just to remediate and de-contaminate the area and appear to consider that there is significant spare capacity on the A59 and Poppleton Road to accommodate more vehicles of all types, particularly LGVs serving the substantial office blocks and housing envisaged, when my daily travel by bus or car on this route confirms otherwise.
836	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
837	
838	It is essential that York RI gym is retained as this is such a valuable asset to the community
839	Keep enough railway accesses for maintenance, track renewals and possible rail expansion on all routes.
840	The York RI gymnasium is a really important sports facility within York. It is important to the local clubs that use it and to the wider region for some sports such as badminton. It is unique. There is no other facility like it within York. School sports facilities cannot make up for the loss of a facility such as this, access to the wider community is not great. This is a fantastic sporting venue in the heart of the City. It meets all the sustainable transport ideals as it is so close to the railway station and other public transport. It could do with some upgrading, but this would be the time to do it. As far as I am aware, no Sports and Recreation Strategy has been undertaken to identify it is not required and indeed the number of people who use it would testify that it is required. New housing and offices require more sports facilities not less, make this building the heart of sport for your new development. Add to it rather than taking away and your development would be much more appealing to many more people.
841	Buildings should not be above 6 storeys high.
842	York RI gymnasium is a very unique sport facility which brings together citizens of York and beyond. Young and old, amatuer and professional, leisure and competition, York RI gymnasium is the place which is being used day in and day out by sport enthusiasts therefore it should remain or be moved to a newly built facility of at least the same standard!
843	
844	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
845	The York Central development needs to retain its community uses, especially the York RI gymnasium. This facility is a vital sports and community facility. Its 9 badminton courts mean that its an important centre for the country's badminton competitions on weekends, and during the week is constantly busy with clubs. In particular the Friday night club provides coaching & fun for around 50 youngsters, and has been the starting point for my sons badminton career, who now plays for Yorkshire. People travel from all over the country to play here. Also, the squash courts are some of the few affordable courts left in York. Other clubs (eg judo) use the space for competition and training events.
846	
847	
848	
849	
850	
851	York Central Community Forum very important. Also sustained local communication - newsletter drops, open days, exhibitions - for those not on Forum
852	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
853	Yes, get on with it. I can't help but wonder how much council tax has been wasted on paying consultants. They must be rubbing their hands in glee. You could have constructed two tunnels with their fees by now.
854	
855	
856	As a resident of St Paul's Square, I have two specific concerns: Firstly that the development may lead to an increase in unauthorised parking in the Square by commuters to York Central, in violation of our Access Only Order, and make parking even more difficult than it already is for residents. Secondly, that it is likely to result in considerably increased traffic on Holgate Road, particularly if Leeman Road is to be closed. In the absence of pedestrians using the crossing, it is already difficult for cars emanating from the St Paul's area to enter Holgate Road safely and previous requests for demand activated traffic lights at the Watson Street/Holgate Road junction have been refused. This situation is likely to be aggravated by the York Central development, particularly if Chancery Rise is to be the principal access to the site. It is not quite clear how a new junction at Holgate Road/Chancery Rise will work in conjunction with the existing Holgate junction - the two will be very close. Taking the access to the west of the buildings to be retained by Network Rail (though this land is shown as being retained by NR) might be slightly preferable in this respect, at least insofar as there will be less effect on Acomb traffic. Access to Holgate Park might be taken off this access and the existing Holgate Park turned into a cul-de-sac. These comments represent my own personal thoughts and not those of the St Paul's Square Association, who will be considering the proposals at their AGM on 29 February. I would hope to report the Association's views shortly after that.
857	
858	Think it is vital that York continues to have a 9 court badminton hall close to the station with easy transport links from all parts of GB as it currently holds many large tournaments both county and National. The York RI is one of the few places in the country with a 9 court linear hall and this is an amazing facility which should not be lost. It is also used by clubs and attracts many juniors from the local community and from further afield. Loss of this will be devastating for locals who attend for friendly knock a outs and games, for the local clubs, for Yorkshure badminton and for Badminton England. 9 courts within walking distance of the station and the amenities of such a wonderful city should not be lost.
859	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
860	
861	
862	
863	
864	
865	railway institute gymnasium and facilities on queen street need to be developed to provide leisure facilities for the increased population of both workers and new residents
866	The plans should consider investment into modernising York RI Gymnasium. The facility is widely used by York residents but also has regional and national significance due to its accessibility from the rail station. Any loss of this facility would be a huge loss.
867	York RI gymnasium is a valued resource for residents of the city. Instead of ripping the building down, invest in it, there is so much potential. It houses one of the best badminton halls in the country. Council should be encouraging people to get active rather than just thinking about more houses and offices.
868	As a committee member of the RI Rifle and pistol club, i would welcome all of the above objectives but must stress that the need for the provision of Sporting and hobby relevance that the current location of the RI gives, should not be compromised. A central location for our particular sport is necessary to facilitate increased participation and interest. The heart of the Railway institute should remain close to the railway and any such development should take into consideration the historical and cultural aspect that the RI has provided York's citizens for all these years and rather than being marginalised, should be celebrated and championed. The RI and its facilities should be a major focus of development within this plan, in its current state. With no intention to reduce or combine venues. If anything it should be enlarged and given more facilities. York needs a centrally located dedicated sporting venue, that all residents and visitors can utilise. To have a fully represented, fully equipped sporting venue in its current central location. Giving ability for not just our sport of competitive target shooting, but football, racket sports, possibly even a swimming pool, cycle park, gym, dojo, spa, saunas, and as many other sporting venues as possible. It would benefit our citizens by creating a venue where we could socialise and exercise, which would make the citizens of this great city happier and healthier.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
869	
870	York RI gymnasium should be retained at all cost,for many years it has been a much needed centre for many different sports and leisure activities. To close this facility would mean that many clubs and members would lose the opportunity to take part in regular exercise and social interaction. We are always been reminded how important it is to take regular exercise, if the gymnasium is lost it will affect so many people.
871	
872	
873	I am vehemently opposed to Chancery Rise being used as the main access to this site.
874	I have been playing at the York RI for years and it is a brilliant centre of sports and recreation, hosting many events and clubs. It would be terrible to see it go without an immediate replacement available.
875	
876	
877	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
878	It should be vital that the sporting facilities at the RI gymnasium are kept intact. The Badminton facilities especially are some of the very best in the country and plays a large part in encouraging many children to keep active!
879	York RI Gymnasium is a highly valued, accessible facility for me and many of my colleagues who work in central York. I personally use it for badminton most weeks, as well as occasional table tennis. To me it is also a great building in of itself, with a great atmosphere for playing,and would be very much missed if replaced. The gymnasium's facilities enable otherwise sedentary office workers in town to do something active, sociable(many of the lunchtime users play doubles) and fun. It would be a huge loss if no longer available
880	
881	Any development of the Queen Street area would have to relocate the existing facilities before demolishing. There are 50+ children playing Badminton in the Hall on a Friday night and a waiting list to join. At the same time this building is used for children's judo, gym and table tennis. Where would these people go to?. Not to mention the useage of all the RI buildings for the rest of the week. At a weekend the hall attracts National Badminton tournaments aswell as County matches, and the Judo and table tennis use it for National tournaments. This brings custom to York it being close to the station helps with transport here. if this area was improved and existing facilities updated this would help in York being recognised Nationally for its facilities and not just for tourism which doesnt improve the social and entertainment wellbeing for its people.
882	I am disappointed that there is no opportunity given to comment on question 25. I believe the statement on building heights should be reworded – “New buildings must not intrude upon the general skyline of the city. Buildings must not impact on vistas that currently exist”. In other words buildings should be restricted to heights of no more than 5 storeys. The suggestion that there should be office blocks of 10 storeys or more (!) is totally wrong. Reduce the amount of open space and build more lower structures if necessary.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
883	
884	
885	
886	
887	The Railway Institute has to be kept
888	
889	
890	
891	
892	Retain the Railway Institute sports hall and its facilities
893	
894	
895	
896	Please protect York RI gymnasium as a city centre community sports facility. There aren't many affordable gyms in York. I think community fitness should be the councils priority.
897	
898	
899	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
900	All I know is I have been playing badminton at the York RI for the last 15 years - it is the most FANTASTIC facility, bringing together vastly different people from the community, to play a sport that keeps you fit and encourages constant advancement of your skill levels. Destruction of this incredible home of York badminton would be unbelievably short sighted, at the very time the country as a whole needs to be promoting fun physical activities to the generations ahead. Make the York RI better, don't wipe it off the map.
901	I have been a user of the York Railway Institute Gymnasium for several years for badminton, squash and social events. There are no similar facilities anywhere in the centre of York and the loss of this would see the end of many well established clubs and teams.
902	Please save York RI gymnasium. It is a valuable city centre facility for the community. There are many local sports clubs that use it, as well as local and national tournaments that are held there. It is used by the general public, a number of local schools and there is also sports coaching for the deaf. It would be a huge loss for York to lose this city centre facility. It is in keeping with the London 2012 olympic legacy to keep such a facility. It is beneficial for the health of the people of York when rates of obesity, especially in children, are rising. Please save York RI gymnasium.
903	
904	Please consider the sports and social side. The York RI gymnasium is such a great place for amateur sports people. It is very welcoming of all abilities and aims to boosts general sports participation for the people of York. The location is great and with a bit of TLC it could be an outstanding club. It already boasts the best badminton courts in the North of England so with an improved centre and facilities along with improved travel amenities it could still be an outstanding amateur club that York can be proud of. What a great place it could be to go to for all the new home owners/tenants!
905	
906	
907	
908	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
909	That any remediation plans set a percentage of contaminated materials and construction material be moved via rail and that this amount be no less then 50%.
910	
911	The main entrance needs a rethink as mentioned previously in my opinion.
912	
913	
914	Please learn from the carbuncle proposed for Cliffords Tower.. any development needs to be " in keeping"
915	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
916	
917	Follow my lead if you want to succeed. Don't forget the overlapping and part combined permanent arrest of the flooding and the Ouse breaching its banks.
918	
919	
920	The Council should not put any more money into this project. Set up a separate development company and let them borrow (if necessary) to provide infrastructure like bridges.
921	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
922	
923	No
924	
925	
926	Again, restrict to a minimum the number of new houses and maximise business. Also, do not restrict cars in any way. Most people do not want to use buses or cycles - do not force them to do so.
927	
928	Please keep any advertising hoardings / displays to a minimum, other than those promoting the museum or rail-services
929	
930	
931	It must be for everyone in the york and surrounding areas who work in the railway industries.
932	Please make sure access to the sorting office on Leeman Road is considered to make collecting parcels easier. If this can avoid station traffic that would be ideal.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
933	Viability As a 30 YO living in the city I do not want to be paying for an ill thought out scheme for the rest of my life.
934	
935	The densities are too much. there is little demand for offices and family homes 'in the sky' the scheme as presently planned is not suitable for York. We are not London and to plan a scheme based on the present financial parameters is wrong
936	
937	
938	
939	
940	The proposed new road and bridge will cut across the end of Cleveland Street where I live which is a quiet cul-de-sac. Very concerned about impact this will have on residents due to noise of construction, noise of traffic, loss of basketball, childrens play area. Also, how this will affect the turning circle at top of road as if proposed pedestrian/cycle access using the street goes ahead, would we lose this. Street is very narrow with parked cars on either side, not easy to turn round without the turning circle. Also concerned about new roads access onto Holgate Road. Very close to the junction of Wilton Rise. It is not easy to turn right out of Wilton Rise at the best of times, another junction close by will only make it worse.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
941	
942	At the St Barnabas Church consultation, I felt sympathy for the Cleveland Street residents, so I visited the street to see for myself. I spoke to a resident on the street, who felt ambivalent about the new access road. He pointed out the unattractive view of the railway sidings, and said that a vibrant new community would be far preferable, and he was of the opinion that the basketball court was a small price to pay for that. Hence, I believe the vocal residents of this street could possibly be won over with very careful stakeholder management. There needs to be a clear and consistent reason given why this route is chosen. Personally, I still don't see why Holgate Park Rise isn't a viable option. Tracey Carter said at the meeting that it is because a 'fan of railway lines' is needed for access to the railway works, but there is already a conveyor system to get carriages into the workshops, so this doesn't add up. Whatever reason is given to the Cleveland Street and Wilton Rise residents, simply being the cheapest option won't appease them, given the massive economic benefits that have been promoted. The largest challenge is the same for the communities on both sides (Holgate Bridge area and The Island / St Barnabas area)... At the second stage consultation in July we will be hoping to see quality traffic modelling that can convince us that we won't see our neighbourhoods jammed up and more polluted by increased traffic. From what I've seen so far, I think it's feasible to achieve.
943	I hope I am not too old to see it come to fruition.
944	
945	
946	
947	
948	
949	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
950	
951	Make the buildings in keeping with the historic vista that we enjoy. Keep away from concrete and the disasterous development that was allowed on Stonebow. It is a permanent reminder of how terribly badly planning officers can get it wrong.
952	
953	
954	
955	
956	
957	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
958	Essential that new road into Holgate Road/Fox pub is flood-proof. Foos barrier has failed so can remedial work for Holgate Road/Acob Rod junction area. Also is the road tunnel under the railway into Leeman Road estates on the north side of the Teardrop flood proof?
959	
960	
961	
962	Environmental factors and quality of life should come first for residents and wildlife.
963	How will parking in the surrounding/existing areas be managed? Commuters dislike paying for parking and already park in residential streets around York to the detriment of people living in these streets.
964	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
965	I have seen much reference to housing and jobs but no mention of car parking and access without causing major traffic jams NOT ONE
966	
967	
968	
969	
970	
971	
972	
973	
974	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
975	York Central is an amazing site and has been left underdeveloped and under-utilised for many years. It is a major site in York and the UK and could set a new benchmark for high quality inner city development and maximise the potential of this site to greatly add to the attractiveness of York for further investment, occupation, employment and create further diverse housing stock as well as creating a new 'quarter' in the City building on the success of the NRM and great rail connections in the area and nationally.
976	
977	No comments other than to say that this a glorious opportunity to revamp a important historical site and "bring it in" to the wider well known attractions of York. Don't ruin it
978	
979	Please do it
980	
981	I think in order for the development to be truly effective both the re-routing of Leeman Road, and the removal of the Queen Street bridge are essential. However, I think both will prove disruptive in the short-term and unfortunately I suspect the short-term concerns will win out and will ultimately limit the potential of the site now and for future generations. I hope that all parties have the courage to take decisions that may prove unpopular in the short-term in order for longer term gain. I also hope that the re-routing of Leeman Road and removal of the Queen Street bridge are considered as part of a broader road and infrastructure plan for the city.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
982	
983	
984	
985	
986	
987	
988	
989	
990	
991	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
992	
993	
994	
995	
996	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
997	Be bold and creative in design, make it something that is inspiring as it is the first place most people see of York, welcoming, clean, environmentally proud and family based as well as some office areas.
998	
999	
1000	
1001	
1002	
1003	
1004	As a concept it seems well thought out so far.
1005	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1006	No
1007	No, but i won't be happy if i lose my job and York central is just a derelict zone for years to come!
1008	
1009	
1010	
1011	
1012	No
1013	
1014	
1015	ensuring disabled are appropriately catered for in the developments, parking close enough to entrances, facilities constructed and existing facilities ungraded to current spec.
1016	
1017	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1018	
1019	
1020	
1021	NO
1022	
1023	These are first rate proposals to achieve a fair and reasonable set of objectives and I hope they are approved, as long as satisfactory rail access is going to be maintained to and from Station Hall.
1024	
1025	
1026	Who ever gets the building contract is given Legal and Enforceable fines for Late and or bad workings and Decision Makings. So the most Capable Builder not the MOST EXPENSIVE
1027	Make sutra that local access groups are fully involved in the consultation
1028	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1029	Re-routing of Leeman Road is vital for successful development of NRM, and should be prioritised in programme and investment.
1030	
1031	
1032	
1033	Integrating with the rest of the city and the city centre should be non-negotiable. Avoid the area becoming a dead business district in the evenings and weekends - encourage vibrancy.
1034	Really good to see the museum finally joined up, and a better connection to York Station.
1035	Make the railway museum a priority
1036	
1037	Drop off point for most Park & Ride to avoid blocking streets around city centre.
1038	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1039	Reducing through traffic in York is a good long tern strategy.
1040	
1041	
1042	
1043	
1044	
1045	
1046	
1047	
1048	This is one of the best proposals I've seen, and should go aqheaed

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1049	
1050	
1051	
1052	
1053	
1054	
1055	
1056	
1057	
1058	
1059	
1060	
1061	WELL OVERDUE
1062	I am an Australia tourist and train enthusiast. I have visited NRM twice before 2010 and 2012 and will be visiting again with 16 Australians after the famous Telford Gauge 0 Guild model train exhibition. We will probably stay at least two days. I am a Director of the Australian equavilent Transport Heritage NSW and always receive a friendly and enthusiastic welcome by NRM staff, many of whom I know personally. Would be a great boost to NRM visitation to York. I love staying in your many Band B's and great Indian restaurants. RAY RUMBLE
1063	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1064	
1065	After the disastrous December Floods,it is vital that The City Of York moves forwards and the Proposed Development at York Central is an excellent way forwards---both for The City and North Yorkshire as well.
1066	As we desperately need more homes and quality office space it's a shame that an option for higher buildings was not offered. It just shows how many peple are living in a fantasy and refuse to except reality. I guess this was mainly drawn up by people that are fairly well established in the housing realm.
1067	
1068	
1069	
1070	
1071	
1072	
1073	
1074	
1075	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1076	
1077	
1078	
1079	
1080	I think it is a forward looking scheme and I hope it comes off
1081	
1082	
1083	
1084	
1085	
1086	
1087	
1088	
1089	
1090	
1091	
1092	
1093	
1094	Would like to see the development start ASAP and that the new houses fit with the aesthetic qualities of the homes in St Peters Quarter.
1095	
1096	
1097	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1098	
1099	
1100	
1101	
1102	
1103	
1104	
1105	
1106	
1107	
1108	
1109	
1110	
1111	
1112	
1113	
1114	
1115	
1116	None

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1117	Keep entry to NRM Free
1118	
1119	
1120	
1121	
1122	
1123	
1124	
1125	
1126	
1127	
1128	
1129	
1130	
1131	I hope I don't ever get trapped in a lift with the genius that came up with the name. Calling something 'Central' doesn't make it central, so why not call it something more imaginative so that you don't look like you're trying to pull the wool over peoples' eyes? Just an idea. But wait, is it supposed to signify 'aspiration' ? ...Please.
1132	
1133	It should tidy up the area
1134	
1135	
1136	No
1137	
1138	
1139	
1140	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1141	
1142	
1143	
1144	
1145	NO THANK YOU BEST LEFT WAY IT IS
1146	
1147	The rail connection to the goods hall isn't explained very well. I understand the 'level crossing' proposal - but where, precisely, will it be?
1148	
1149	
1150	
1151	No.
1152	
1153	
1154	Overall, the plan looks exciting, particularly for the National Railway Museum, which is on "the other side of the tracks" from York's other established attractions. I look forward to it being implemented.



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1155	
1156	
1157	The indicative views of the new buildings look appalling and do not match historic York. I think the high rises need to be kept well away from the centre and preferably not be included at all. I think this could lead to another "Stonebow". I would also question how new businesses will be encouraged to move to York because if this isn't achieved then there will be empty office blocks and a neglected area close to the city centre. I sent a question to the council about the Minster view corridors to which I have had no response. If there is no answer then how can the council allow the proposed development plans to continue. How will the responses regarding the proposal be shared and shown to be incorporated into any future decisions?
1158	No
1159	
1160	Encouragement of the NRM is vital. Do they have the money to do their side of it? Do you have the money for this development?
1161	
1162	
1163	
1164	
1165	
1166	
1167	
1168	
1169	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1170	
1171	
1172	
1173	
1174	
1175	
1176	
1177	
1178	
1179	
1180	A wonderful idea for a fabulous museum
1181	No
1182	
1183	
1184	
1185	
1186	
1187	
1188	
1189	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1190	The proposed frontage of the museum should be changed to be more heritage and railway influenced not just metal and glass as per the drawings, that looks cheap and nasty
1191	
1192	
1193	
1194	
1195	

York Central:
Seeking Your Views to Guide Development
Informal Consultation - Consultation Responses Received via Survey Monkey



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1196	
1197	
1198	
1199	
1200	
1201	
1202	
1203	
1204	
1205	
1206	
1207	
1208	
1209	Excellent
1210	
1211	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1212	
1213	
1214	
1215	Pedestrian friendly with good access to public transport



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1216	
1217	
1218	
1219	
1220	
1221	



URN	Q31 Are there any other comments you would like to make regarding proposed development at York Central?
1222	
1223	
1224	This is an exciting opportunity for York to become a city beyond others. Setting a tone for the city for future developments and growth