

York Central Community Forum

Date: **Tuesday 7 February 2017**
 Time: **17.00 – 19.00**
 Place: **Mallard Room, National Railway Museum**

In attendance

NAME	ORGANISATION
INDEPENDENT CHAIR	
The Very Revd Vivienne Faul	Dean of York Minster
HOLGATE (2 Cllrs +9)	
Cllr Cannon	Holgate Ward Councillor (SUB for Cllr Crisp)
Cllr Derbyshire	Holgate Ward Councillor
Paul Scott	Friends of Holgate Community Garden
David Finch	Friends of Leeman Park
Andy Richardson	Wilton Rise
Peter Fisher	St Pauls Square Assn
Laura Ouhart	Friends of West Bank Park
Steve Roberts	Poppy Road Poppy Project
Rob Askew	St Barnabas Church
Peter Emsley	St Peters Quarter
MICKLEGATE (2 Cllrs +4)	
Cllr Kramm	Micklegate Ward Councillor
Marc Allinson	Micklegate Business Initiative
Sue Hogge	York Blind & Partially Sighted Society
Hussein Syed	Chair Micklegate Neighbourhood Plan Forum
WIDER CITY/ OTHER (10-15)	
Phil Bixby	York Environment Forum
John Bibby	York Bus Forum
Bob Towner	York Older People's Assembly
Alison Sinclair	Conservation Area Advisory Panel
Andrew Scott	Civic Trust
Ian Williams	Chamber of Commerce/ York Property Forum
Colin Weir/ Sean Heslop	York Railway Institute (SUB for Nigel King)
Chris Bailey	Chair york@large, Arts & Culture
Andrew Lawson	York Business Improvement District
CYC/ PARTNERS (8-10)	
Chris Kwasniewski	Homes and Communities Agency
Paul Kirkman	National Railway Museum
Mike Stancliffe	Network Rail
Catherine Birks	CYC Commercial Projects
Tracey Carter	CYC Assistant Director Regeneration and Asset Management
Katherine Atkinson	CYC Commercial Projects
Specialist advisors depending on agenda	Richard Bickers, Arup Malcolm Smith, Arup Alistair Macdonald, Allies & Morrison
Josie Ozols-Riding	Graduate placement (observer)

Apologies

Cllr Crisp	Holgate Ward Councillor
Tim Kinslow	Carleton St/ Carlisle St
Rob Bennett	South Bank Multi Academy Trust
Edie Jones	Wider York, Nether with Upper Poppleton P-Council N-Plan
Nick Bosanquet	Former Kings Cross Camden Cllr, Professor of health & wellbeing
Nigel King	York Railway Institute Chairman
Neil Ferris	CYC Corporate Director – Economy and Place

NOTE OF MEETING

1. Opening business

1.1 Welcome & apologies

Vivienne Faull welcomed the group, and new members Hussein Syed for Micklegate Neighbourhood Plan and Catherine Birks as York Central Project Manager for York Central Partnership. Josie Ozols-Riding, a graduate placement with City of York Council (CYC) attended the meeting as an observer.

1.2 Notes of last meeting 14/11/16

The notes of the last meeting were agreed.

The walk around the site on 26/11/16 was noted, with a request to repeat in fairer weather. Network rail noted that they are undertaking work to lift sidings in spring. Once the site is in a safe condition then they will be in a position to take people around the site. At the next forum, Network Rail will be in a better position to set a date for another visit.

1.3 Matters arising

1.3.1 Privacy Notice and Consent Form

The privacy notice was accepted with the following additions:

- to be reviewed at first meeting of forum annually.
- privacy notice will not be rolled over to any new organisation.

Action – please can anyone who did not attend the meeting send their consent forms to Katherine Atkinson (by end February). Upon receipt of all consent forms, a full contact list will be circulated to forum members, and names only will be placed on CYC website to enable members to fulfil their representative role.

1.3.2 Revised Terms of Reference

The updated terms of reference were agreed.

2. Introducing the Design & Technical Team (Richard Bickers, Arup)

The Design & Technical Team is led by Arup accompanied by a team of multi-disciplinary consultants:

- Allies and Morrison, masterplanners
- Gustafson Porter, landscape architects
- Turner and Townsend, cost consultants

Together they bring experience of big masterplan such as Stratford and Kings Cross, as well as public realm and more intimate spaces. Arup have offices in York and have worked on many local schemes as well as supporting local events like Illuminating York.

3. 'Seeking Your Views' feedback and update

The 'Seeking Your Views' consultation asked questions on key themes and received 1224 responses. The full report is available online via www.york.gov.uk/yorkcentral

There was general support for the following key principles:

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 spaces:
 - a) on the square on the west side (rear) of the station;
 - b) on the east side (front) of the station by reorganising buses and taxis;
 - c) and events space outside the National Railway Museum;
5. The proposed approach to sustainable travel;
6. Proposed land uses;
7. Proposed temporary uses; and
8. Support for expansion and improvement of the National Railway Museum.

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:

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:

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

3. Masterplan update & next steps

3.1 Heritage context & city setting (Alistair Macdonald, Allies and Morrison)

The forum received a presentation of work undertaken to date to understand the heritage and city setting. Topics covered:

- Historic development
- Historic environment characteristics (CYC Heritage Topic Paper 2013)
- Archaeology
- Audit of Heritage Assets report (Dr Bill Fawcett, John A Ives and Alison Sinclair, Nov 2013)
- Heritage assets
- City setting
- Heritage opportunities
 1. Authentic townscape attributes
 2. Setting of city assets
 3. The railway story
- Scale and grain – rail land, historic city, terraces, main roads, 20th century development, cul-de-sacs
- Integration with adjacent communities

3.2 Next Steps (Richard Bickers, Arup)

Currently working to develop the masterplan:

- incorporate feedback from 'Seeking Your Views' consultation and any input received since, such as YCCF today
- meetings with statutory authorities & council technical departments
- viability testing

Looking to submit an outline application for the whole site, with a detailed application for phase one and the core infrastructure towards the end of 2017

There will be two formal public consultations. Provisional timescales are for one before summer, and one after summer. These would be for the wider city, but no form has been agreed to date.

Continuing engagement with Community Forum, CYC Members and other stakeholders

3.3 Masterplan principles (Malcolm Smith, Arup)

We are fortunate and humbled to be asked how this critical piece of city will grow. Journey starts with understanding the veins of the place as presented by Alistair = please feedback if we have missed anything.

Patrick Geddes “*A city is more than a place in space, it is a journey in time.*”

We need to consider York Central in a way that ‘what we leave behind is important’. We should look at past and future. It is important to talk about layers of history. We are not starting, but layering the journey. We need to work out what is new and important now.

From the work so far we have distilled 6 key principles - very high level reference points to come back to and judge any proposals against. We are not looking at how it will come to life tonight, but at the clarity and simplicity of the masterplanning principles. We are looking for your opinion on these principles tonight.

1. Authentic

- Work with the constraints
- Redefine challenges as positive features
- Distinctive character and identity
- Respond to special qualities and unique heritage

This principle is the most important to aspire to, and the hardest to deliver in this global 21st century where Tokyo, Sydney and York all have things in common. We need to understand the history, there are opportunities to leave layers of the past, informed by the historic growth of York; confidence of ages, when the city needed defending they built a wall, when the city needed to control flooding they created new landscapes, when the railway arrived they cut it through the city walls to celebrate its arrival. We can respect that history, whilst looking and imagining what is important to society today. Expectation of wellbeing, clear air, quiet... What will people judge us by in 100 years time – how will people look back at York Central and see what was important at that time.

2. Integrated

- Appropriate connections and sustainable links at all scales
- Popular, vital destination benefitting residents, businesses and visitors
- Setting of the city - Minster, walls, station and local assets

This land is only a potential development site now because the railway disconnected the land in recent years. Previously it was not safe, and was not integrated with the city. Now need to consider how to integrate it into the surroundings, both physically (roads, paths, Cinder Lane, relationship to

river...) and socially (school catchments...). The back of the station will no longer be the back, the station will become omnidirectional.

3. Diverse

- A new part of the city which is memorable and distinctive
- Bringing life through the day and evening
- Choice of activities
- Range of businesses and community activities
- Streets, spaces and Neighbourhoods

We need a richness of activities and uses. The general idea of land use was set out in Seeking Your Views - open space, daytime activities, National Railway Museum, streets and spaces.

4. Healthy

- Healthy lifestyles
- Walking, cycling and sustainable movement
- Environmental qualities and sustainability credentials
- Future experience - living, working, relaxing
- Safe and welcoming

What is important to us in the 21st century? We want a healthy place to live and exist in, both physically and psychologically. The relationship to green space is important, as are the acoustics. How do we manage railway noise?

5. Flexibility

- Responsive to shifting patterns of demand
- Different uses and types of building
- Agile land use strategy with core zones for homes and work
- Phasing

The size of land determines what we plan, and could take over 25 years to build out. We don't know future variables. The planning process will move from 'outline' to 'detail'. Principles are the starting point. What is it important to fix (structure, open spaces, key movement paths), but still allow flexibility, for completeness in time. Temporary uses will play a key part.

6. Deliverable

- Confidence and certainty
- Homes and commercial space
- Physical and social infrastructure
- Adapt and respond

In economic or community terms. Emotional terms – tried in the past and have failed. Need economic certainty. We are working with different stakeholders to reach a deliverable consensus.

3.4 Feedback (*worksheets and feedback from table discussion combined*)

Facilitators:

TABLE A – Mike Stancliffe

TABLE B – Catherine Birks

TABLE C – Paul Kirkman

TABLE D – Tracey Carter

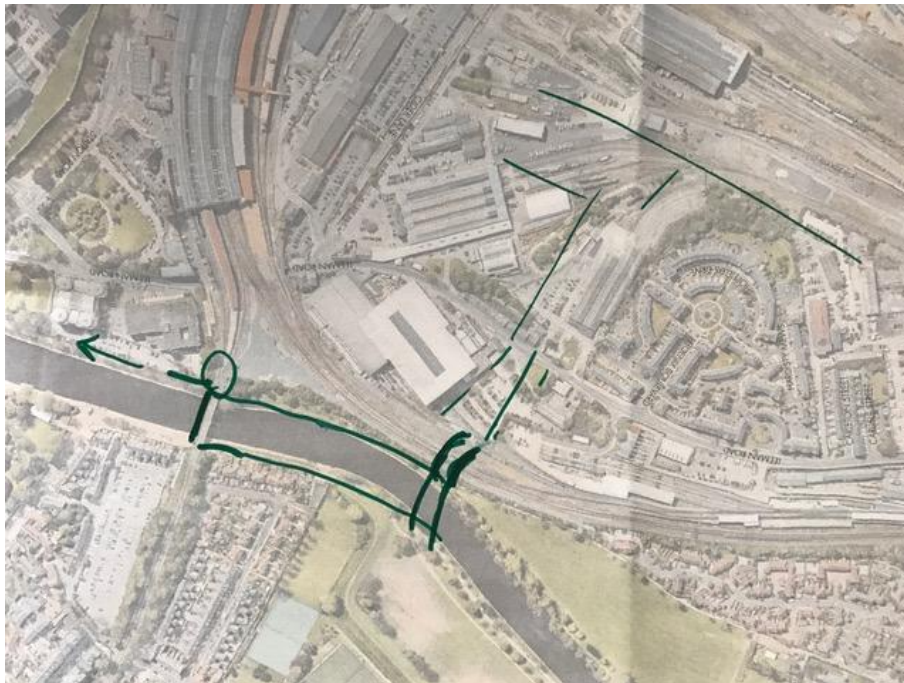
TABLE E – Chris Kwasniewski

1. Authentic

- A Holgate ward would like the site to reflect rail heritage beyond the National Railway Museum
- A Maybe innovative (tall) buildings could be good on site, Height might be an asset in its own right
- B Our legacy to future generations should be sustainability in terms of living and infrastructure. World leading example of sustainable city centre living from day one. Office and residential indistinct in design. Car free community. Mini rail/ monorail/ DLR? Tram or Heathrow Pod shuttle service in and out of site, linked to park and ride and car clubs at periphery. Transport must be part of the solution, not make it worse. Technology will advance in 15/20 years. No cars, monorail around the site, bridge to the river, river transport, only electric vehicles. Geothermally heated buildings.
- B Not development for developments sake. Needs a soul. Why are we doing this?
- C Great that heritage is respected - blend and balance characteristics of a beautiful and distinct city. The site also provides a chance to be different, away from constraints of the historic centre.
- D Struggling with “authentic” – audacious?
- D How to distill York down. Retain the history - develop/ interpret the narrative of site, both early history and the railway story. Not detract from dominance of Minster. Energy for adventurous modern architecture/ aspirations for high standard of design. Not just railway history/ Disney, but this vacant space provides a one off opportunity to bring the past forwards.
- D Authentic to the required function; embrace the station, business start-up hubs
- D Combination of function and design – public spaces designed so people will use them
- D Genuine pedestrian routes
- E New Earswick, Ebeneser Howard, delivered what was the right way to live at that time
- E Need to work towards resolution where some groups have current conflicts
- E Flexible masterplan to solve in different ways over time

2. Integrated

- A Development must improve city access/ infrastructure. This may be contrary to current ideas, but York has traffic problems. Cars are an important means of access to the city. Need a bus depot on site.
- A Must respect existing adjacent communities. Build on community engagement. Areas must not be cut off – will changes to Leeman Road truncate access to the city?
- B Connected communities and green spaces, not boundaries/ separate spaces, within and connections out of site (Leeman Park, Clifton Ings and beyond). Collective belonging.
- B Cycle access – south, middle, north all going to be connected for first time. National Cycle Network (route 65) Scarborough Bridge (pinch point). How is this planned link to integrate with green spaces to north? ECML footbridge critical to link communities to north and park areas of Leeman Park. Can we bridge the river at same time and create a green entrance to York Central? Friends of Leeman Park note the importance of a new bridge across to Leeman Park which is used by the community, but difficult to access.



- B St Paul's and Leeman Road feel like disconnected areas, with no adjunct boundary. Will York central help connect these communities, or will they still feel separate?
- B Residential flats not leasehold. Commonhold?
- B Sacrifices being made in Holgate for for bigger project – benefits of site need to be felt by wider communities.
- C Integrated access/traffic most important, and relationship with communities in Holgate and Leeman Road
- C Not just immediate surroundings, but universities, British Sugar site etc. Universities, measurable increase of proportion of graduates who choose to stay?
- C Businesses in town – historic centre struggles with traffic and waste collections etc, opportunity to design these issues out. Opportunity to build

confidence in the city moving forward so that graduates stay and businesses invest.

- D One of biggest challenges is integration with city via Leeman Road tunnel. How do we build links from Museum Square to Lendal Bridge, and city beyond? How do we make the station permeable/ new pedestrian footbridges over railway/ river?



- D New station entrance – good example is Leeds South Bank?
- D Integration of different types of use – mix office and residential to create a safe and energised environment all day and into the night.
- E Not doing things on site at the expense of what is not on site
- E Actively integrate policy on communities, transport, schools, older people
- E Integration is a really important issue – particularly making sure that surrounding areas benefit from the scheme rather than YC turning its back on adjacent communities

3. Diverse

- A Exhibition centre/ conference centre/ big venue for bands/ groups next to station (temporary or long term)
- A Development of different uses as the site develops
- A Temporary start-up business space to bring uses to, and engagement with, the site - similar to Spark:York proposal on Piccadilly
- B Conference facilities? Important location between Scotland and England.
- B Car free community? Exemplar scheme in UK. Pod/ monorail through the site.
- B Bigger purpose. What sets this development apart for people of 21st century? Sustainability really important. Potential for an exemplar scheme.
- B Welcoming – attractive human scale.
- B Embed social values in the scheme.
- B Will of people required. Benefits to be thought through. What is the benefit to local residents?

- C Age diversity - build 'lifetime homes' aimed at full range of age groups
- C Unique opportunity - Chance to do something different and distinct
- C Impact of flooding
- D Average age slide was younger than expected. Consider the requirements of different age groups and demographics – schools, shops, pubs. Range of accommodation types – not St Peters Quarter.
- D Open space should be active and maintained, not like St Peters Quarter which doesn't provide net contribution to overall area.

4. Healthy

- A Use site and opportunity to create bus station
- A Encourage use of public transport, even for early temporary uses
- B Anything that is built should have sustainable energy approach
- B Electric cars, river taxi
- B Human scale, transport/ technology to be suitable for future, car parking
- C A place that's enjoyable to live, work and be in. Business districts are vibrant by day, but need a mixed use at night.
- C Minimise cars in the space (e.g. underground car parking)
- C Use river frontage
- E CYC moving towards wellbeing concept, regarding people as assets
- E We need to define what outcomes we are aiming to achieve – this should include lifestyle and health and well-being benefits

5. Flexibility

- A Flexible event space near station, temporary or permanent
- B Regional capital of Yorkshire? 50 years in future? Political, economic characteristics
- C Will offices be required in 15 years? Buildings with flexible/ robust design so they can be adapted for changed use over time.
- C Changes in fuel/ power technology (underground heating sources, electric cars etc)
- D Access and permeability
- D How control amount of traffic coming into the site/ effects traffic has on scheme. Alternative parking/ riding solutions (tram/ park and ride times/ increase service/ bring routes into the site) Parking strategy is key.
- E Building flexibility into the master planning and development of the site is vital.

6. Deliverable

- A Build flexibility into length of development to allow you to adapt delivery to changing demand
- A Section 106 Agreements from developers for infrastructure. Agreement of access infrastructure is vital to deliverability of site.
- C Politically, socially and economically
- C Opportunity to keep higher proportion of graduates in York
- C Need some early wins to build confidence

- D Deliverability is a real challenge if the world is not ready for change. How radical can we be in the future design of space? How do we meet expectations for transport?
- D Has to be financially viable (and delivered before we die!)
- D High value property will have to contribute
- D Bridge into site – must generate enough value to invest in infrastructure

Table C felt that a missing overarching theme was ‘bringing benefit to the people of York as a whole.’

The design team thanked the forum for their feedback, and will test the developed ideas with you as we move forward.

4. Any other business

- Appointment of joint communications agency still underway.
- YCP working on programme, hope to share timeline/ critical path/ key milestones at May meeting
- Average age of YCCF does not reflect views of next generation. Need better age and gender mix. Youth Council wish to engage at key consultations as opposed to the forum.
- When will the wider city get to comment on principles - this is a fundamental stage? Forum seems insufficient and disappointing. 2 consultations are planned which will involve a broader conversation across York. Info on CYC website. Forum members represent groups, not individuals. KA will collate any further comments received.
- Plea to receive content earlier.
- Iterative process, bring drawings to next meeting for further comment, then move towards a final masterplan.
- Suggestion to visit all access options before meeting on 15 May. VF will depend on Network Rail site clearance and options at that stage. This could be presented by walkabout or photos.

5. Close of meeting

Next meeting

Monday 15 May, 17:00 – 19:00

- Date for site visit
- Masterplan progress
- Timeline of crucial decision dates for whole project
- Update on Communication strategy/ consultation

KA 22/02/17