



YORK

ANNEX A
CITY OF YORK
LOCAL PLAN
Publication
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Policy SS9: York Central

York Central is allocated as an Area of Opportunity. This Area of Opportunity will enable the creation of a new piece of the city; with exemplar mixed development including a world class urban quarter forming part of the City Centre. This will include; a new central business district, expanded and new cultural and visitor facilities, residential uses and a new vibrant residential community.

The following mix of uses will be permitted within the York Central Area of Opportunity Allocation. Proposals for main town centre uses will be subject to an impact and sequential assessment:

- Offices (B1a);
- Residential;
- Culture, leisure, tourism and niche/ancillary retail facilities;
- Open space, high quality public realm and supporting social infrastructure;
- Rail uses associated with operational rationalisation and functionality; and

Within the plan period land, as shown on the Proposals map, land within York Central is allocated for a minimum of around 410 dwellings and up to 80,000 sq m of Office (B1a).

Development within the York Central site will be permitted in accordance with the principles of development set out below.

The principles of development at York Central are to:

- i. create a new mixed-use urban quarter for York including a range of commercial, residential and leisure uses;
- ii. provide a new central business district with critical mass of high quality new offices;
- iii. enhance the cultural area around the National Railway Museum (including expansion of the museum) within high quality public realm and improving connectivity of the area to the rest of the city;
- iv. create a distinctive new place of outstanding quality and design which complements and enhances the existing historic urban fabric of the city, safeguards those elements which contribute to the distinctive historic character of the city, and assimilates into its setting and surrounding communities;
- v. maximise the benefits of sustainable economic growth;
- vi. create a sustainable new community with a range of housing types and tenures;
- vii. ensure provision of social infrastructure which meets the needs of the new community including sports, leisure, health, education and community facilities and open space;
- viii. maximise integration, connection and accessibility in and out of the site, including inter-modal connectivity improvements at York Railway Station;
- ix. ensure as many trips as possible are taken by sustainable travel modes and to promote and facilitate modal shift from the car;
- x. minimise the environmental impact of vehicular trips;

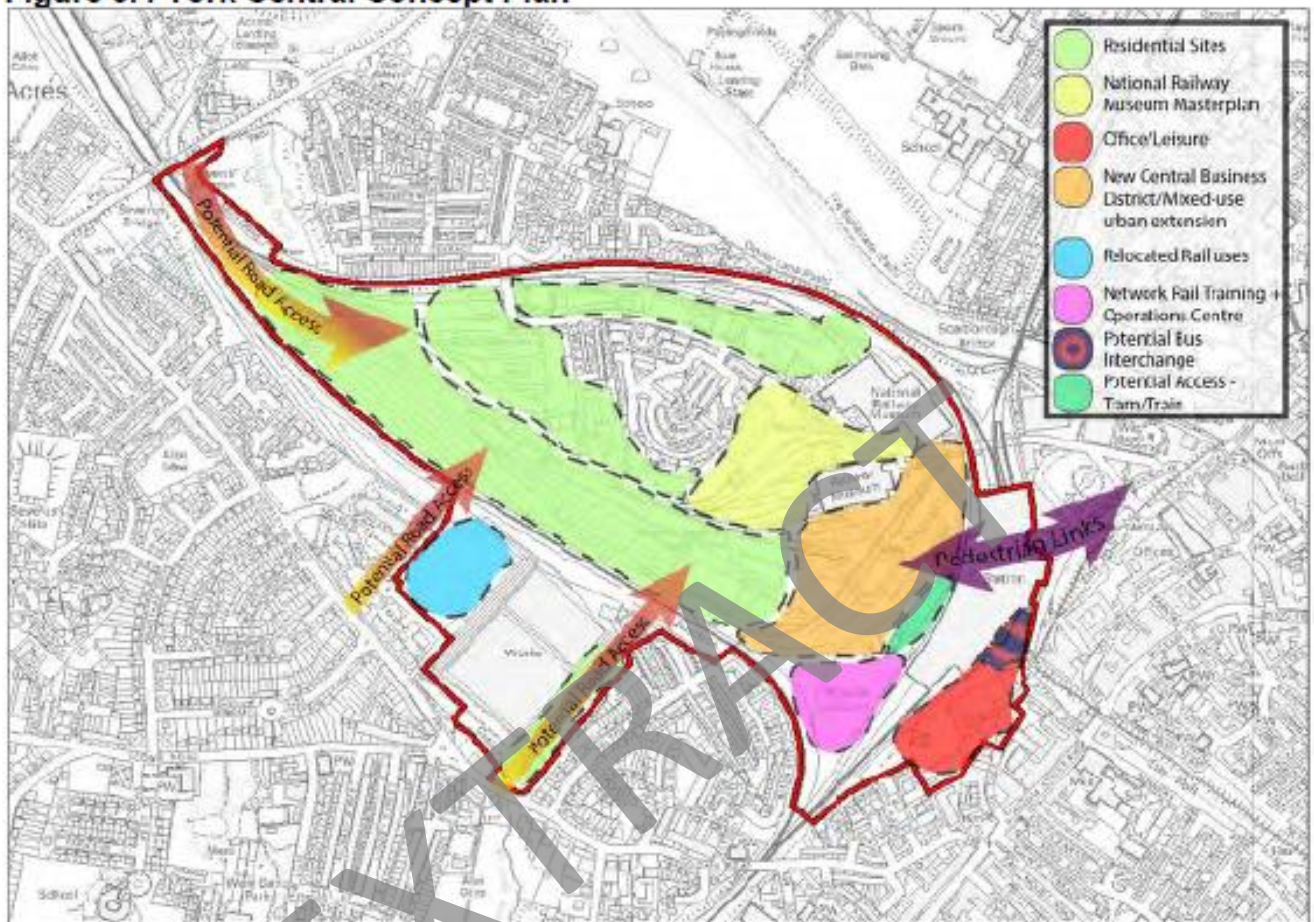
- xi. deliver development within a Green Infrastructure framework which maximises linkages with the wider green infrastructure network and integrates with wider public realm in the city; and
- xii. ensure sustainability principles are embedded at all stages of the development.

See also Policy SS4 and R3

Explanation

- 3.42 York Central comprises around 60 hectares (ha) gross of brownfield land. This is equivalent to two thirds of the area of the walled city. York Central is bounded in its entirety by railway lines and historically has been occupied by a broad mix of operational rail related uses, alongside the National Railway Museum. Other key uses within the site include existing residential dwellings and a number of local businesses in the light industry and trade sectors. Network Rail are currently rationalising their operational rail activities within York Central and it is anticipated that a significant proportion of land within the site will become available for redevelopment. At York Central, the net area of land available for development is around 35ha.
- 3.43 An SPD or Development Brief will be produced with the involvement of stakeholders and the community which will establish a co-ordinated planning approach to ensure delivery of high quality sustainable development in a complementary manner. This will provide the detailed planning framework, outlining the principles for development with associated statements, which will set out the requirements to be sought. It will also outline infrastructure, facilities and services to meet the needs of the new development.
- 3.44 The York Central site is allocated as an area of opportunity, because significant change is expected to take place during the life of the Plan and beyond, this is likely to be in the longer term, through phased, comprehensive development. In balancing the benefits of growth with the its impact on the environment, transport network and the city's impact on climate change a holistic, integrated and innovative approach to sustainable living in an urban setting is being sought. Figure 3.4 overleaf indicates the broad location of uses in the area of change, and indicative access arrangements.

Figure 3.4 York Central Concept Plan



Offices

3.45 Background study work identified a significant need for new City Centre offices. For York Central this will take the form of mixed use urban quarters close to the railway station taking advantage of the excellent rail connections. At the rear of the station there are opportunities to create a new central business district of high quality Grade A floorspace, configured to meet modern office needs. This will be planned to accommodate new future enquiries for significant floorplates. Viability work has indicated that, as with all locations outside of the London, speculative office development at York Central is unlikely to be viable in the current market. To the south of the railway station there are opportunities for a diverse office quarter that could include leisure, focussing on the retention and reuse of existing railway architecture potentially attracting creative businesses. The urban quarters will be focused around high quality public realm, which also forms part of the green infrastructure framework, which complements the rest of the city centre. To help diversify these quarters, small ancillary uses such as retail and housing will also be considered. This part of the site, between the city walls and the railway line, is a sensitive area. It is essential that the height of the new buildings in and around the station are of a scale which will not harm the character or appearance of the Central Historic Core Conservation Area or detract from the setting of either the listed

buildings in and around the site or those elements which contribute to the significance of the city walls.

Housing

- 3.46 The Council has also identified the site as providing an important opportunity to meet future housing needs within the city in a sustainable brownfield location. This should take the form of new vibrant mixed neighbourhoods, including open space and community facilities. Neighbourhoods to the west should be planned to a medium density, and with reference to housing needs studies for mix and type. In the vicinity of the railway station residential uses will be part of the mixed use urban quarters, incorporating higher density housing and often accommodation over commercial lower floors.

National Railway Museum

- 3.47 The area of opportunity includes the National Railway Museum (NRM) which is a nationally important cultural facility. A key aspiration of the Council and stakeholders is to improve the setting and upgrade the offer of the National Railway Museum allowing it to fulfil its potential as a high quality international standard visitor destination and raise its profile internationally. The NRM Masterplan site (as shown at Figure 3.4) offers a unique opportunity for both new and expanded cultural/tourist facilities in the city. The Council will promote the development opportunities presented by the site for new tourist and visitor facilities (as well as appropriate ancillary supporting uses) which would complement the existing offer in the city. Cultural uses which extend the hours of use into the evening will be promoted with a balance of activities and uses to encourage interaction and social inclusion. This will include bars, restaurants, galleries, hotels and cafes.

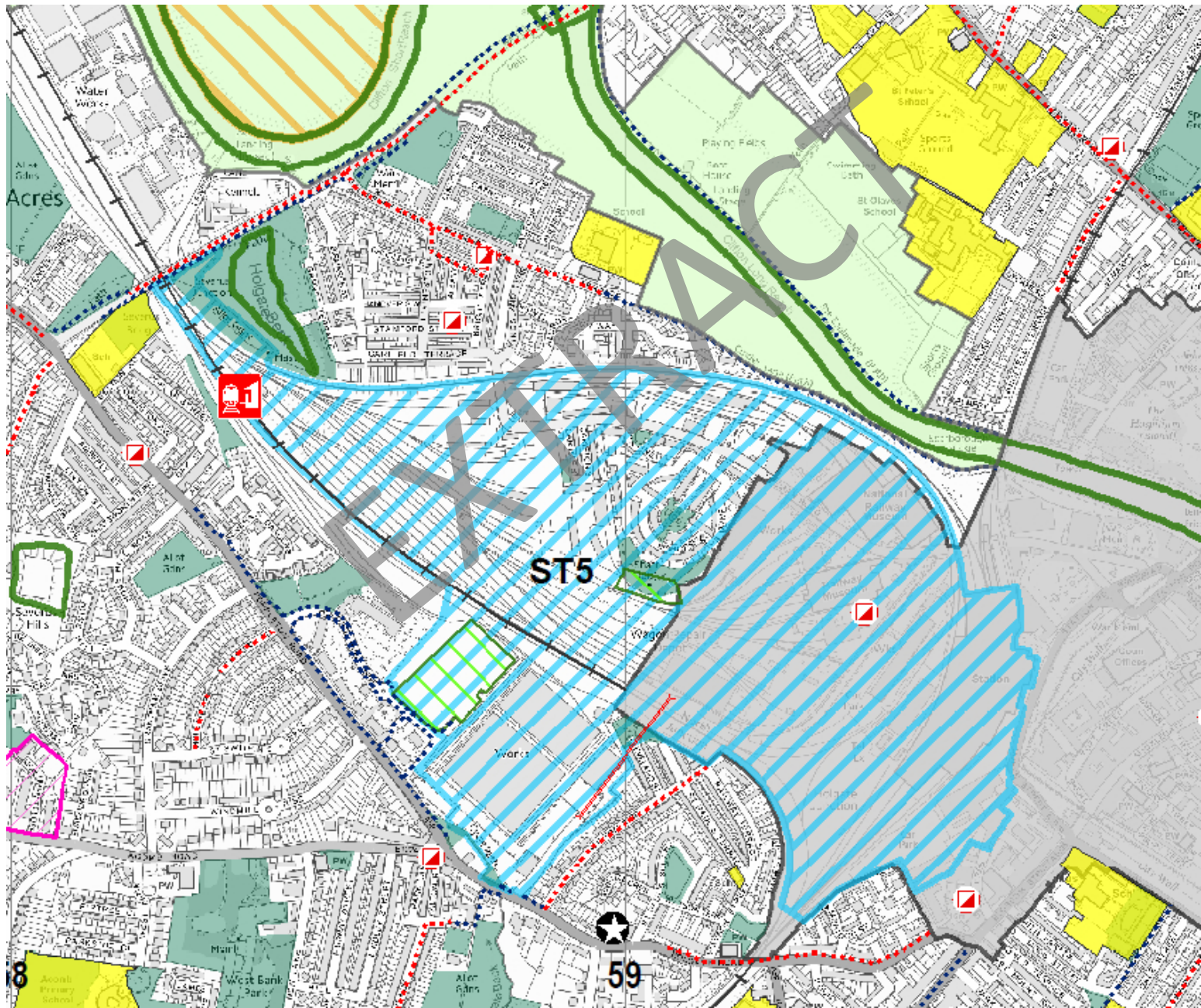
Phased Approach

- 3.48 The Council will prepare an SPD or Development Brief for the area, which will establish a co-ordinated development framework to ensure delivery of a sustainable development of outstanding quality in a complementary manner. The York Central development will be delivered in a phased approach within a comprehensive framework. York Central could see the delivery of a minimum of 450 homes over the plan period, to be accessed off the existing highway network. After this, new road infrastructure will be required. A first new bridge is anticipated to be required off Poppleton Road/Holgate Road over the railway lines to service the central business district. In the longer term, a second bridge is anticipated to be required off Water End to achieve the full redevelopment of York Central's developable area. Sustainable travel modes, taking full advantage of the opportunities associated with the development's location will need to be maximised in order to limit impacts on the wider road network, congestion and air quality. Opportunities will be explored around pedestrian and cycle linkages, Park & Ride, tram train and rail and bus service improvements, as well as the long term aspiration to provide a transport interchange at the station and links to High Speed 2 rail improvements and local improvements to the Harrogate rail line. Tram-train or electrified heavy rail could offer an important public transport link between the site, the city and the wider region. Given the long term nature of this project, appropriately located land should be reserved as part of the development and incorporated into the wider phased

approach to sustainable transport. The SPD/Development Brief will outline a package of infrastructure requirements.

Delivery

- Key Delivery Partners: City of York Council; York Central landowners, developers; and infrastructure delivery partners.
- Implementation: Planning applications; and developer contributions.



KEY TO PROPOSALS MAP



Background (Section 1)

City of York Boundary

Spatial Strategy (Section 3)

Safeguarded Land

Strategic Greenspace

Settlement Boundary

City Centre Boundary

Economy and Retail (Section 4)

Area of Opportunity

Strategic Leisure

Strategic Employment

General Employment

District Retail Centres (R1, R2)

Local / Neighbourhood Centres (R1, R2)

Housing (Section 5)

Existing Gypsy and Travellers Site

Proposed Gypsy and Travellers Site

Strategic Housing

General Housing Sites

Community Facilities (Section 6)

Existing Health Care Facilities

Education (Section 7)

Educational Establishment

York St. John University

Historic Environment (Section 8)

Conservation Areas

Area of Archeological Importance

Green Infrastructure (Section 9)

Existing Open Space (GI1, GI3, GI5)

New Open Space (GI6)

Sites of Local Interest for Nature Conservation (GI1, GI2)

Nationally Significant Nature Conservation Sites (GI2)

Sites of Importance to Nature Conservation (GI1, GI7)

Managing Development in Greenbelt (Section 10)

Greenbelt (GB1, GB3, GB4 & SS2)

Climate Change (Section 11)

Renewable Energy - Potential Solar Farms

Wastes and Minerals (Section 13)

Household Waste and Recycling Sites (WM1)

Transport (Section 14)

New Railway Stations / Haults (T2)

Potential New Bridges

Existing Park Ride Sites which may be expanded

Park and Ride Opportunity Area

Public Transport Highway Improvements (T2)

Roundabout Junction Improvements

Roundabout Junction Improvements with Grade Separation

Potential Tram / Train Route (T2 & T3)

Potential Dualing of York Outer Ring Road

Existing Strategic Cycle Network (T5)

Proposed Improvements to Cycle Routes (T5)

Safeguarded Land for Potential Future Scheme (T10)