

City of York

**Draft Local Plan
Incorporating the
4th set of changes**

**Development Control
Local Plan**

Approved April 2005



CHAPTER 15: YORK CENTRAL

YORK CENTRAL

OBJECTIVES:

- * To ensure that the York Central area contributes to the City's long term sustainable development
- * To ensure that the area is developed comprehensively and in a coordinated manner in accordance with an approved masterplan and planning brief.

15.1 York Central comprises some 30-35 hectares of land to the north west of York City Centre and the north and west of York Railway Station. The area is currently occupied by a mix of uses primarily related to the rail industry, including York Railway Station, the National Railway Museum, Thrall Europa (rail freight manufacturers), railway sidings and other operational rail facilities. In addition, a significant number of residential properties (some recently constructed) are located on part of the site adjacent to Leeman Road, the only public access road through the area.



15.2 The area also comprises Holgate Park, a regenerated business park that was once the location for the York Carriageworks. Holgate Park also has some significant existing businesses operating from it, including Credit Protection Plan and Thrall Europa. The Thrall site has a connection into the rail network. Rail infrastructure is of strategic significance to the City and the Council will look carefully at development proposals to ensure connections are not compromised.

YC1: York Central Action Area

The York Central area, as shown on the proposals map, is designated as an Action Area. The York Central Action Area comprises two distinct areas of land; a comprehensive development site and the land surrounding it. Development within the comprehensive development site will be undertaken comprehensively to provide a modern central business district around the focal point of York Station, a new residential community, together with the appropriate uses related to the needs of the new community. Uses related to the wider needs of the city and region may be accommodated on site. The remainder of the Action Area, surrounding the development site, is not part of the mixed use comprehensive development site and can be developed independently once the masterplan is approved.

Hotel development and, where no sequentially preferable sites exist, large-scale leisure/tourism developments may also be incorporated into the development scheme for the area.

Development will be carried out in accordance with an approved masterplan.

15.3 The York Central Action Area comprises two distinct areas of land, shown on the proposals map. The York Central redevelopment opportunity which is shown hatched on the map and the remainder of the Action Area outlined in red, outside the hatching. Both areas are included in the Action Area as it is essential that the redevelopment opportunity is not seen in isolation. York Central provides a singular opportunity for the comprehensive development of a central business district, to function as an extension of the existing City Centre of York. It also provides the opportunity for significant new residential development in close proximity to the City Centre. In providing such opportunities on previously developed land within the main urban area, the York Central site should also reduce the need for Green Belt and other greenfield land releases for business and housing purposes.

15.4 York Central may also provide opportunities for hotel development and large scale leisure/tourist attractions. There is potential to link such developments to the National Railway Museum, provided that such proposals would not undermine the main role of the site in meeting business and residential development needs.

CHAPTER 15: YORK CENTRAL

15.5 As part of the comprehensive re-development of York Central, the Council will encourage proposals for local retail and service uses of a scale appropriate to serve the needs of the new residential and workforce population of York Central, and any other surrounding communities which are currently deficient in local retail and service facilities.

15.6 Realising the development potential of York Central will require the assembly of the site, large scale clearance, and infrastructure works both on and off-site. It is therefore necessary to safeguard the Action Area from piecemeal development until comprehensive redevelopment proposals can be brought forward and a masterplan approved for the site.

YC2: Supplementary Planning Guidance for York Central

The Council will, through Supplementary Planning Guidance, define the scale and general location of local retail and service facilities and other community facilities including educational, health and social services, leisure uses and a transport interchange. The Supplementary Planning Guidance will also seek to define the role of planning obligations in ensuring the necessary facilities are provided.

15.7 In order to ensure that the Action Area can be brought forward during the plan period, it is clear that a detailed strategy will be required to guide development. It is intended that the strategy proposed for the site, including the scale, location and mix of uses, will be identified in Supplementary Planning Guidance.

15.8 A Planning Brief for the Action Area, which will be adopted as supplementary planning guidance, was agreed by the Council in April 2003 with a minor boundary amendment agreed in February 2004. This was developed in consultation with landowners, local communities and businesses, developers and public agencies.

15.9 The Planning Brief sets out the requirements for community uses such as educational, health and social services, leisure and transport interchange facilities, which the Council will seek to negotiate through planning obligations.

YC3: Integration of York Central Area

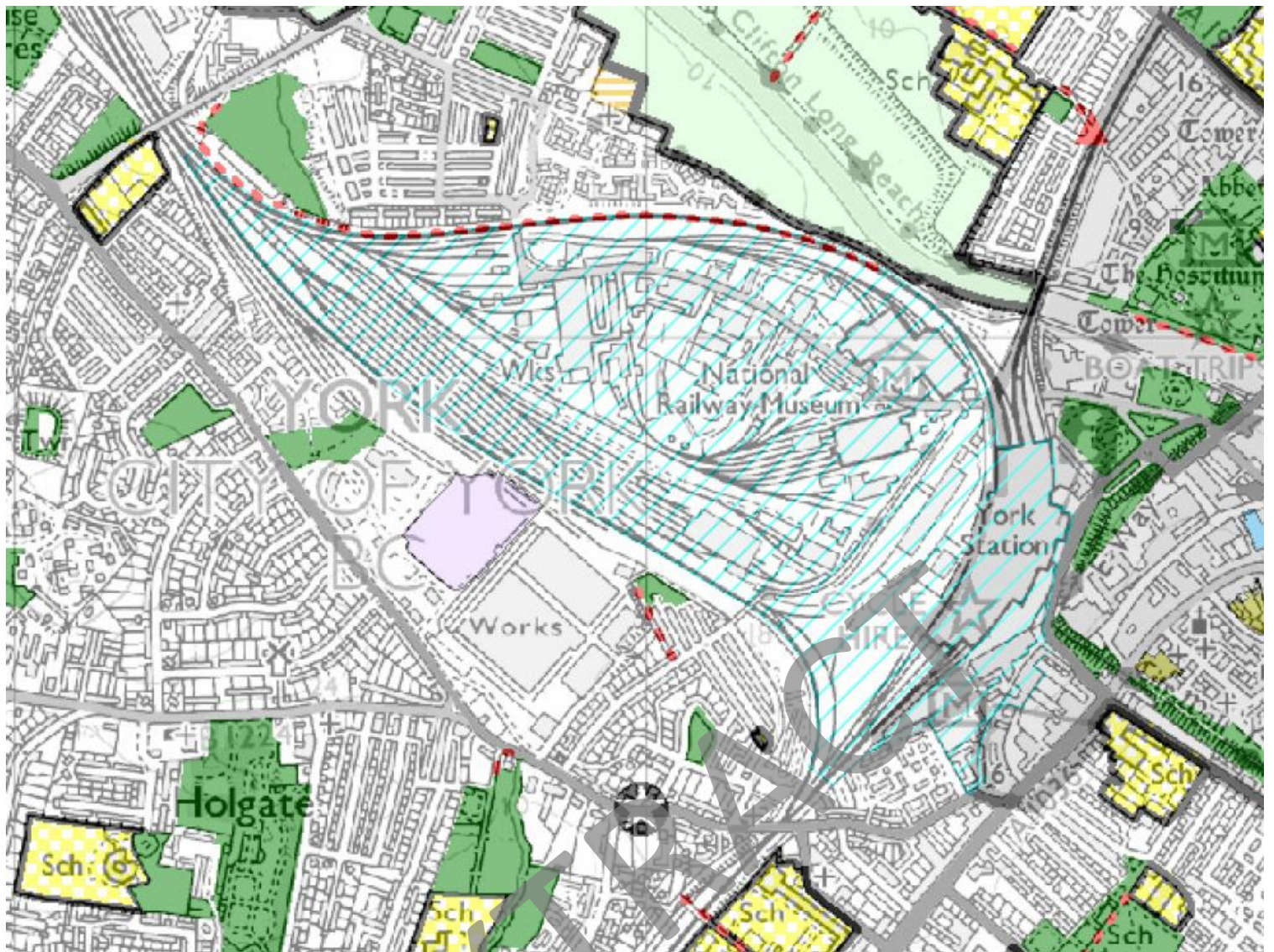
The Council will require that development proposals for York Central should maximise the linkages between the site, the City Centre and the rest of the City. In order to ensure that future developments at York Central are integrated in transportation and accessibility terms with the rest of the city, the Council will, where necessary, seek to negotiate planning obligations with developers in relation to off-site transportation improvements.


15.10 Development of the York Central site will involve new road, public transport and pedestrian access into the area. In determining application proposals for its comprehensive re-development, the Council will seek to ensure that the site is fully integrated with the rest of the City in transportation terms, and that full advantage is taken of the opportunity to create linkages with the existing City Centre, the outer ring road, the existing riverside walkway and York Railway Station.

YC4: Design of York Central Development

Planning permission will only be granted at York Central for proposals, which incorporate both high standards of design and good quality materials, reflecting the location of the site in close proximity to the historic city centre, and it's need to attract premier type development.

15.11 In preparing Supplementary Planning Guidance for the York Central site, and in determining application proposals for its comprehensive re-development, the Council will also seek to encourage high standards of design and usage of good quality materials throughout the site, reflecting its location within the historic city of York, and its proximity to the city centre.





 City Centre Inset Boundary


LOCAL PLAN STRATEGY (CHAPTER 1)

 Action Area (SP9)


GENERAL PLANNING POLICIES (CHAPTER 2)


 Open Space (GP7)

 Reserved Land (GP24a)


 Mixed Use Site
(please note different policies apply)


NATURAL ENVIRONMENT (CHAPTER 3)

 Site of Special Scientific Interest (NE4a)


 RAMSAR Sites (NE4a)


 Special Protection Area (NE4a)

 Special Area of Conservation (NE4a)

 Non Statutory Nature Conservation Site (NE5a)


HISTORIC ENVIRONMENT (CHAPTER 4)

 Conservation Area (HE3)
(see appendices)


 Area of Archaeological Importance (HE10)
(see appendices)


 Historic Park / Garden (HE12)

GREEN BELT (CHAPTER 5)

 Green Belt (SP2)

 Defined Settlement Limit


 Defined Settlement Limit (GB2)


 Major developed site in the Green Belt (GB10a)


TRANSPORT (CHAPTER 6)


 Pedestrian Priority Zone - Footstreets (T1)


 Proposed Cycle / Pedestrian Network (T2) - Indicative Locations

 Proposed Cycle/Pedestrian Bridge (T3a)


 Park and Ride Allocation (T6)

 Railway Station site (T8a)

 Highway Improvement Scheme (T19a)


 Potential Park and Ride (T6) - Indicative Locations

HOUSING (CHAPTER 7)


 Housing Allocation (H1.6, H1.24, H1.31 to H1.37, H1.39 to H1.41, H1.43 to H1.46)


EMPLOYMENT (CHAPTER 8)


 Premier Employment Allocation (E12a to E12d and E12f)

 Standard Employment Allocation (E3a.1 to E3a.10)


EDUCATION (CHAPTER 9)

 Educational Establishments (ED1 and ED5)

 St Barnabas Centre (ED2)

 Existing University of York Heslington Campus (ED6)

 New University Campus (Phase 2) Indicative Boundaries (ED9)


 New University Campus (Phase 1) Indicative Boundaries (ED9)


SHOPPING (CHAPTER 10)

 Shopping Sites (S1a)

 District Centres

LEISURE AND RECREATION (CHAPTER 11)

 Recreational Opportunity Areas (L1d)

 Recreational Opportunity Areas (L1d)