
MEETING	HOLGATE WARD COMMITTEE
DATE	11 SEPTEMBER 2025
PRESENT	COUNCILLORS KENT AND K TAYLOR
APOLOGIES	COUNCILLORS STEELS-WALSHAW

1. YORK CENTRAL AND WILTON RISE BRIDGE

1. MAIN MEETING – WELCOME AND INTRODUCTIONS (18:00)

The meeting was chaired by Councillor Taylor who welcomed everyone and set out the housekeeping rules and reminded residents that the meeting was non-political.

2. Wilton Rise bridge

Councillor Taylor invited Matthew Lewis, Senior Development Manager, Network Rail to outline the project.

- As part of York Central Development, the existing footbridge is proposed to be renewed, providing a pedestrian and cycle link with the wider scheme.
- Creation of a new bridge is one of the conditions set by City of York Council as part of the outline planning permission granted in 2019.
- The existing footbridge links Wilton Rise with Cinder Lane. There is a Public Right of Way footpath across the footbridge which currently provides stepped access only.
- The aim of this project, as part of the York Central Development, is to improve access from the south and west of the city to York Railway Station and the city centre whilst creating an accessible route.
- Photographs of the existing bridge and new access options have been shown on the slideshow.
- Option number 3 on the slideshow – a route from Upper St Paul's Terrace was selected due to sufficient height above the railway line.
- The existing bridge will be removed once the new bridge is operational. As the work on new bridge progresses there may be a need to close access, however that would only be for a short period of time.
- The new bridge will have a ramp at both ends allowing cyclists and pedestrians movement.
- A set of steps will come off the bridge onto the York Central Development at the point between two new buildings and leading towards the new park.

- A timeline for the project will be as follows:
 - Submission of planning application to the City of York Council - October 2025;
 - Work on detailed design plan – January 2026;
 - Commencement of construction – January 2027;
 - Construction completion – October 2027.

At this point Cllr Taylor invited questions in respect of the project.

Q – Can the existing bridge be retained and linked up with the new structure?

A – The existing bridge cannot be retained. This is due to the height difference between the new and the existing structure and it would restrict development on the adjacent plot.

Q – Will there be any temporary structures and other building site paraphernalia erected within the community garden? It will be important to put up appropriate signage informing commuters approaching Upper St Paul's Terrace not to venture towards the community garden but turn left onto the street.

A - The main builders compound will be located within the existing building on the other side of the railway line. If anything, there may be a small cabin placed on the grass space by the brick wall and away from the community garden.

We are happy to work together with the community on signage arrangements, so that commuters are directed in the right way.

Q – What will happen with the existing bridge once work on the new access has started? I'm concerned that maintenance will be neglected i.e. weeds will be allowed to grow etc.

A – We have an obligation to maintain the existing bridge while it is used and before it is removed. It is a split obligation between Network Rail and City of York Council.

Q – Can lighting on the existing bridge be improved?

A – I will follow it up with the City of York Council.

Q – How will the lighting look like on the new bridge?

A – There will be lights all the way along the new bridge structure illuminating onto the floor.

Q – How steep will be the new set of steps coming off the bridge onto the York Central Development and the new park? Will they be age friendly and easy to navigate?

A - We will take that away and make sure the steps are constructed at an appropriate gradient.

Q – Where will you be sourcing workers and materials such as steel from?

A – In terms of the project workforce we will be working with a Leeds based company. I'm not sure where the steel will be sourced from, but we will try to accelerate the project where we can.

Q – What will be the height of the sides of the new bridge in comparison to the existing structure? I'm concerned that commuters will be able to look into our bedroom window if the sides are too low.

A – Height of the bridge walls at both ends will be 1.5m and increased to 1.8m in the middle section of the structure. Most of the existing trees will be retained to provide natural cover.

A comment was made that one of the lights on the existing bridge illuminated directly onto adjacent house window.

Q – Do you plan any additional measures for the community garden and the basketball court to mitigate potential increase in ASB resulting from increased footfall in the area?

A – We will check with the City of York Council in respect of any CCTV plans for this location.

Q – Will the new bridge be accessible for mobility aid users?

A – The new bridge will be designed to allow access via ramps at both ends and will be open throughout. A set of intermediate steps will be added to provide additional access. Footpaths within the York Central Development will be accessible.

Q – A resident referred to a previous comment that any grass space lost to development was going to be compensated i.e. with resurfacing of the basketball court and further improvements to the community garden. Can this be firmed up?

A – We will take that back and discuss with the York Central developers. There is no plan to remove any green space for the purpose of building of the new bridge.

Q – Will the Wilton Rise carriageway be resurfaced as part of the project?

A – This matter will be covered later in the meeting.

Q – Scarborough Bridge access ramp from Marygate car park has very steep gradient. How does the new bridge compare to that?

A – The gradient for the new bridge ramps will 1 in 22 which is shallower than minimum requirement for ramps.

Q – How wide will be the new bridge and will pedestrians and cyclist be separated? The path by the station is shared and that is not great.

A – The new bridge will be 4m wide, wider than the Scarborough Bridge. We will need to discuss pedestrians and cyclists segregation with Council officers and Access Officer prior to a final decision being made.

Q – Could the steel bicycle access channels from the existing bridge be reused and installed on the planned intermediate set of steps on the new bridge?

A – We will investigate that possibility.

Q - A plea was made that any maps created to use at future consultation events have any jargon clearly explained and use locally recognised naming of places and locations.

A – That is a good point, and we will look into that.

Q – A resident disappointed with the plan to remove the existing bridge asked if it could be retained for its usefulness as a direct route to the station and its heritage value?

A – Unfortunately keeping the existing bridge is not possible. It would clash with the new access layout, and we operate within tight restrain corridor to fit whilst minimising impact on developable land. Route to the station via the new bridge will only be 25m longer comparing to the existing route.

Another person commented that they want the existing bridge to be removed as it is of no aesthetical value.

Someone else commented that they understand why the existing bridge is of historic interest, however it is too late now to change plans. In their opinion the new proposal is a bit more long-winded way to get to the station, however a 21st century compliant bridge is required.

Q – A request was made that estimated travel times are included on any new signage for commuters to see.

A – Travel times will be measured and included at Planning Application stage of the process.

Q –Will sides of the new bridge allow good visibility of pedestrians approaching from the other direction? I'm concerned about personal safety while walking over the bridge.

A – The bridge design will be open and not feature any dark corners. You will be able to see who is coming towards you. Top part of the bridge wall will be made from a mesh material enabling better visibility and mirrors will be installed at turns should it be required.

Q – Could timeline of the project be brought forward?

A – We want to deliver the project without unnecessary delays and the timescale considers activity on the adjacent plot. A plot next to the new

bridge is being developed and we need to ensure that we don't clash with each other. We will be working on the detailed design in the new year.

Q – Do you plan to consult on pedestrians/cyclists segregation on the bridge?

A – The planning application will be submitted first, and we will consult with Council officers in order to meet standards and requirements. You will be able to comment on the planning application.

Q – A resident commented that Scarborough Bridge was supposed to have a type of cyclists/pedestrians segregation, but that didn't materialise.

A – We will look at segregation options, however we are not aware of any issues with pedestrians and cyclists movement on Scarborough Bridge.

Q – A resident stated a concern about pedestrians and cyclists emerging from the new bridge onto Upper St Paul's Terrace where there are parked cars. It feels like the decision was made in favour of the developer and not residents.

A- Locating the new bridge further along Holgate Road was not possible. Turning head at the top of Upper St Paul's Terrace will have measures in place to prevent cyclists emerging onto a road at speed.

Q – It looks like the bridge will be made from a solid material. Will that make it prone to graffiti?

A – It is required for the bridge that goes over a railway line to be made from a solid material. We will look at graffiti resistant coating, or easy to clean material. We are hopeful that the new bridge will not be graffitied over.

At this point Cllr Taylor thanked Matthew and his colleagues who offered to answer any supplementary questions after the meeting.

Cllr Taylor explained that in terms of consultation and decision making the project has been going for several years. An outline planning permission, setting key parameters was granted in 2019, then a reserved matters application. Overall, the project is very significant and there have been issues with it such as the main access road which was initially proposed to go via the Holgate Community Garden. On that part the community and Councillors were listened to and the main access route changed to go via Water End. This has however affected the Millenium Green, but it could be far worse.

At this point Cllr Taylor invited Tom Gilman and Allan Cook from McLaren – Arlington partnership to give an update on York Central development.

The attached slideshow was used to provide visual presentation of phase 1 of York Central development and the following questions were asked.

Q – Is resurfacing of Wilton Rise going to take place as part of the development?

A – We must deliver an accessible access route to York Central Development and Wilton Rise is considered as one of two options. The other option is to provide access via Chancery Rise and parallel to Wilton Rise. This second option would not affect the community garden. Both options are being considered at this moment as potentially viable. In terms of Wilton Rise the road is in private ownership by adjoining properties and the Council would need to manage the road adoption process.

A resident commented that it would be useful to see plans for the Chancery Rise access option.

Q – When will a decision be made on which access route option is chosen?

A- Dedicated consultation events on that will be taking place soon.

Q – On the matter of Wilton Rise do developers plan to resurface it and once in adoptable state it will be taken on and maintained by the Council?

A – The Council would need to lead on the road adoption process and we as developers would fund costs of resurfacing.

Q – Which access option is more costly?

A – Chancery Rise would be more costly comparing to Wilton Rise, but we need to deliver an accessible route and are working to identify the best option.

Q – A resident asked if Water End bridge access will be covered as part of this meeting?

A – It is a Network Rail issue and a separate consultation on that matter will be held.

At this point a slideshow was used to provide visual presentation of phase 1 elements.

- York Central is a big regeneration project and this is the first phase.
- Phase 1 planning application will be submitted in November 2025.
- Three consultation events are planned for October 2025.
- A slide with satellite view of York Central was used to describe the site and phase 1 layout.
- Further slides showing the station front, Government Hub building, commercial space, public square and park were used to describe elements of phase 1 of development.

- Phase 1, once complete will form a core of York Central and other parts of the development will be built around it.
- Further slides with sustainable travel plan, pedestrian connectivity, cycle infrastructure, hotel and western station entrance were shown.
- As part of the central district an innovation hub will be built creating jobs. The building will be made of timber and operation of the building, how much carbon it uses will be designed and delivered with highest sustainability principles.

Q – What will be the height of buildings shown on the slides?

A – All of the parameters are included in the outline planning consent. The visual of the buildings are ideas of how buildings will look like. More detail will be provided at consultation events planned for October.

- An illustration of the Coal Drop Square provides an idea of the size of the space and public realm design. Public consultation on that will be held in few weeks' time.
- A public park from starting from Water End, along the development and towards the station will be created as part of phase 1.
- It is envisaged that the new high street will have a similar feel to Bishopthorpe Road with local independent retailers.
- Government Hub building has a planning permission.
- The public park will feature play and fitness equipment.
- Completion of the York Central phase 1 is planned for the end of 2028.

Q – How will you make sure that York based retailers are offered space on the new high street?

A – We will manage that space and be able to decide who goes in.

Q – It will not be easy for the nature to coexist with the development.

A – We want to champion the nature and are thinking and planning on how we can best support it.

Q – Will all of the buildings shown on the Foundry slide be apartments blocks?

A - In this section of the development there will be some apartment blocks and also 2-3 storey houses. There will be a mix of 2/3/4 bed houses as we want to make it attractive to all demographics.

Q – Could triangular blocks be avoided and could you use this as an opportunity to create more green spaces that are linked to the city centre?

A – There will be a green space that will run along the development from Water End and residential streets will have pocket parks.

Q – Is there a plan for hostile vehicle mitigations to be installed to protect the public square?

A - Appropriate mitigations will be installed to protect the public square.

Q – Can anything be done to improve the Marble Arch access, as in its current state it is very unsightly?

A – We agree with that. Although it is not our asset, we will work with Network Rail to improve lighting, paving and overall appearance of that access route.

Q – A comment was made that colours of slides are difficult to read. Can white font on orange background be replaced with more accessible colours?

A – We take your point, thank you.

Q – Is the Wilton Rise access being pursued? I don't urgency from the Council on that matter. No one approached me yet to explore the road adoption option.

A – Both the Wilton Rise and Chancery Rise access routes are being explored simultaneously. We have engaged with the Council about Wilton Rise option and are exploring both.

Cllr Taylor added that there are pros and cons of both access options and requested for details of both access route proposals to be presented.

Q – A resident of Wilton Rise stated that he owns part of the road and asked if the Council will consult them?

A – Developers responded that the Council would need to lead on the potential road adoption process.

At this point Allan asked who lives on Wilton Rise and who would be in support of road adoption. By show of hands five residents were in favour and one against.

Resident who would object potential road adoption stated that he owns part of the road outside his house, that he would lose parking space as a result, that the grass verge would be transformed into a cycle path and the road would have increased traffic.

Q - A comment was made about a chicane along the new cycle lane being ignored by cyclists.

A – We will investigate that.

Q – Could you clarify the potential Chancery Rise access route and explain how it will not affect the community garden?

A – Should this option be selected; Network Rail will dedicate some of their land and there will be no impact on the community garden. Drawing of the potential access route via Chancery Rise will be made available at the next consultation event.

Q – A comment was made that the planned central district with high buildings might be a potential safety concern for pedestrians walking along there.

A – There will be a safe walking route, buildings will be occupied, and the route will be overlooked and lit from the houses.

Q – Will the Wilton Rise access route also include Upper St Paul's Terrace?

A – Yes, hence we are looking at the Chancery Rise option as well, but it would be more costly.

Q - A comment was made that in an ideal world two access routes should be provided.

A – We must contribute to a solution to enable access to York Central.

Q – Will the Chancery Rise route option be coming out at the top of terraced houses?

A – The route would be via the Network Rail maintenance depot and then the former canteen. It would have a gradual rise and would come out at the end of Upper St Pauls' Terrace.

Q – Will you be monitoring the amount of traffic on the new access route?

A – We as developers do not have responsibility to do that.

Councillor Taylor thanked everyone for their contributions and closed the meeting at 20:07

, Chair

[The meeting started at Time Not Specified and finished at Time Not Specified].

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Wilton Rise Footbridge

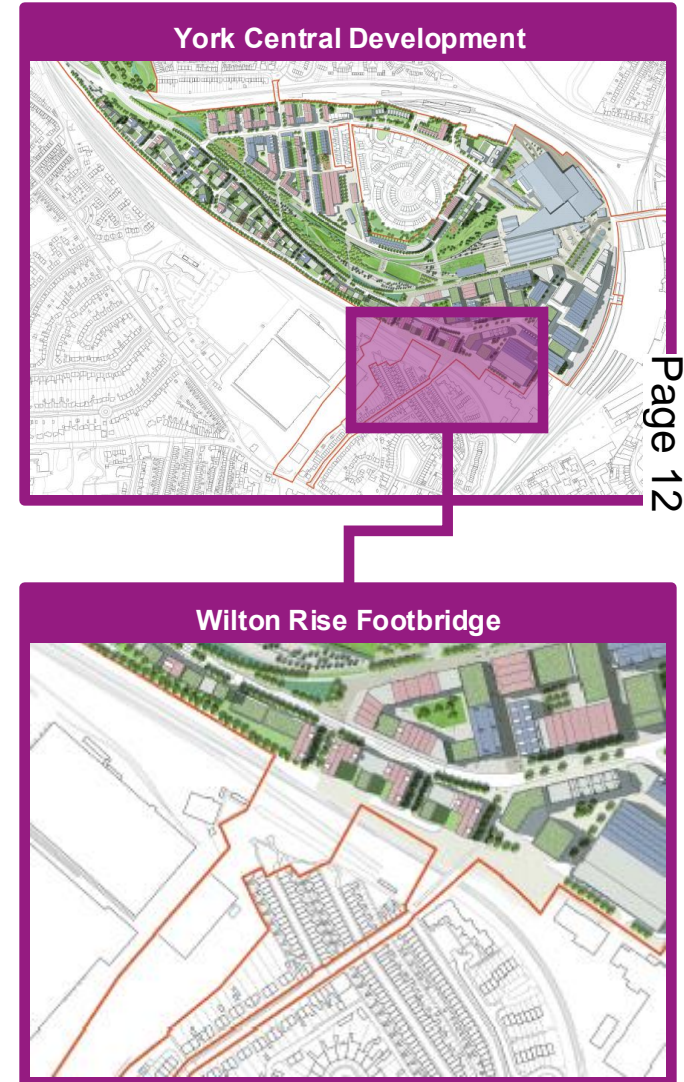
Why is the footbridge being renewed?

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The existing footbridge links Wilton Rise to Cinder Lane. There is a Public Right of Way footpath across the footbridge which currently provides stepped access only.

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Current Footbridge

Aerial view of current footbridge



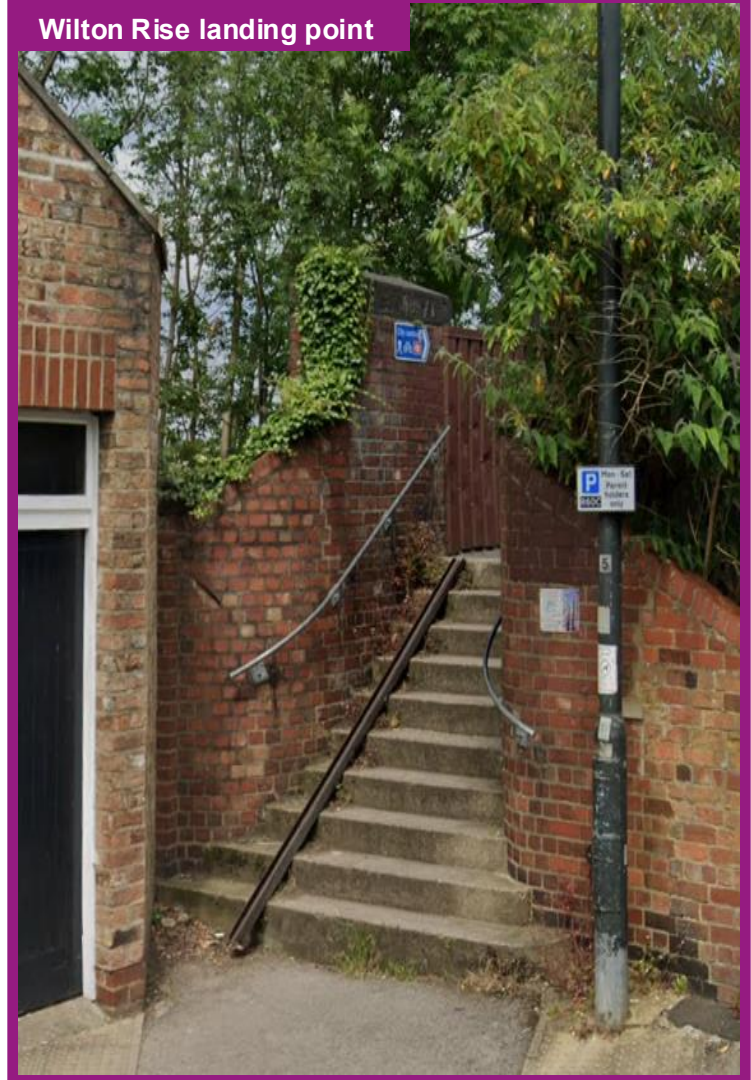
Footbridge view



Cinder Lane landing point

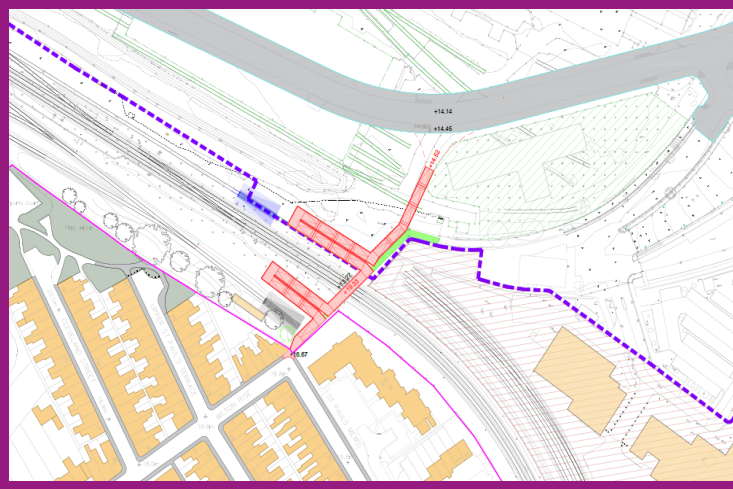


Wilton Rise landing point

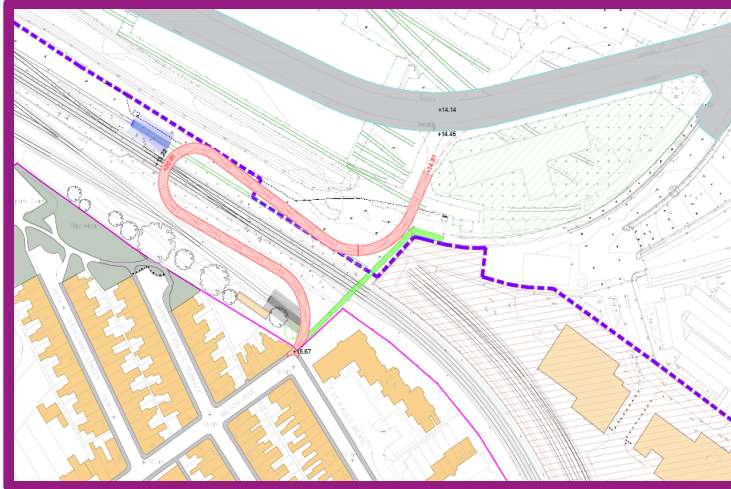


Optioneering

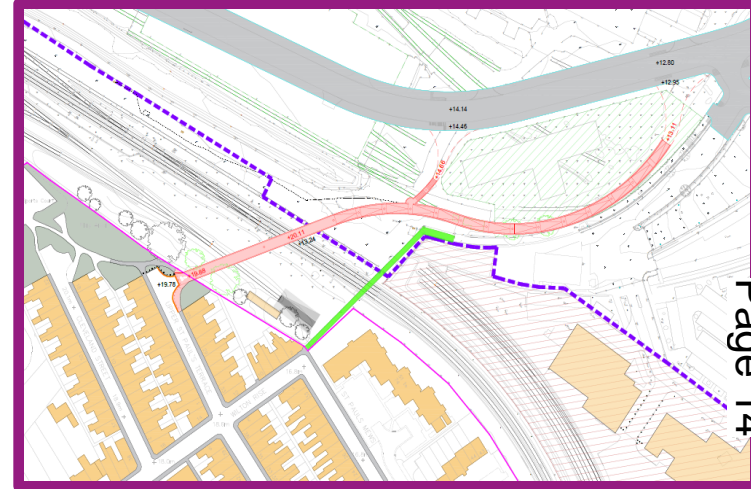
Option 1 – Standard Network Rail Bridge



Option 2 – Meandering Curves from Wilton Rise



Option 3 – Upper St Paul's Terrace Link



















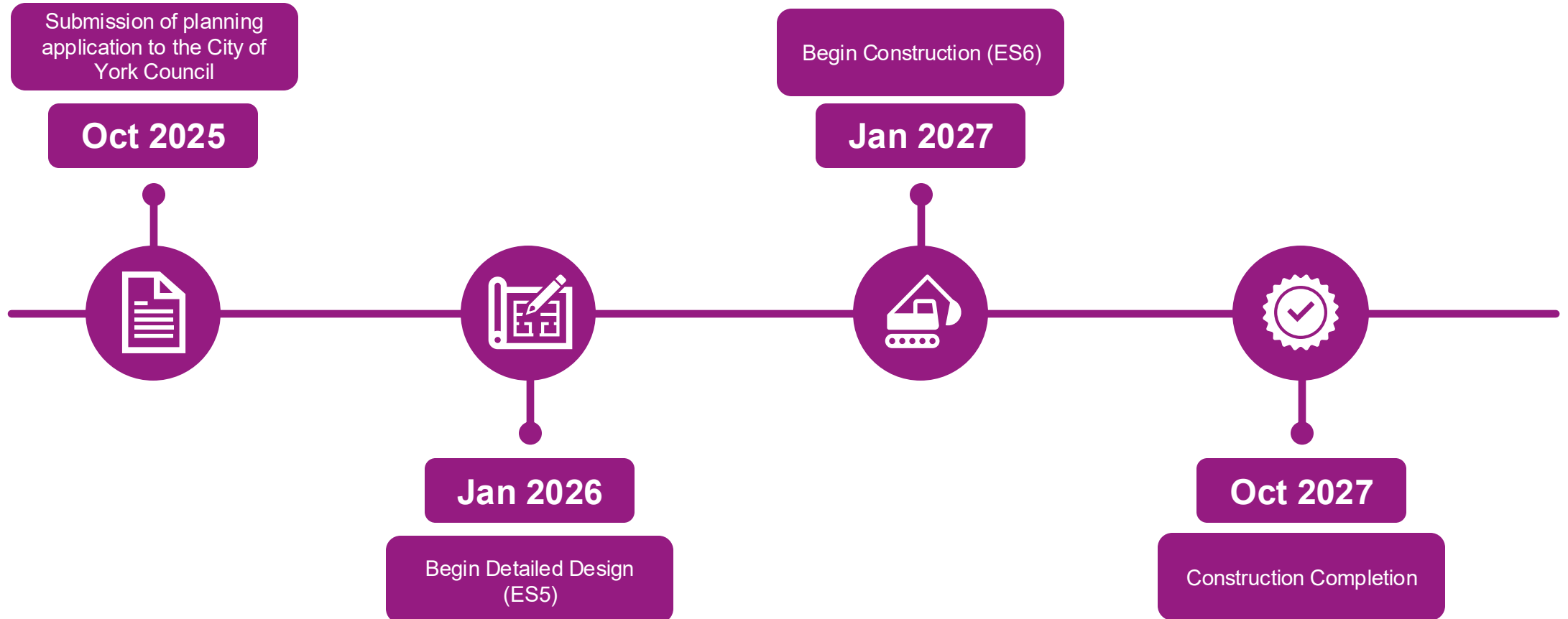








Current Milestones





Questions & feedback

