

## **APPENDIX 3**

### **OVERARCHING SUMMARY REPORT**

## **Methodology**

This report represents an overall summary of the points that have been made in the various consultation exercises carried out at the Issues and Options stage of the York Northwest Area Action Plans production.

Responses have been brought together into table format from each consultation event. These responses have been drawn from existing summary reports on each of the consultation events. From this information, a concise overall summary has been produced, extracting the key responses to the issues and options from all feedback events, whilst also highlighting particular points raised by some individuals and groups and felt to be especially pertinent to the theme.

Immediately preceding the overall summary for each theme area is a breakdown of all quantitative feedback received on that particular theme, from public leaflets, public comment forms and workshop events. Workshop attendees were asked to register a green, amber or red vote for each issue or option, meaning agreement/support, support with some amendments, or don't support. Public feedback was given in terms of agreement, "neither agree nor disagree" or disagreement with the issue/ option, represented in graphs by a green, blue or red colour respectively.

The report has been structured to follow the sequence of theme areas in the original Issues and Options report, with the overall summary and key quantitative outcomes reported at the end of each theme.

## Summary Report

Theme: Sustainable Communities

Summary of key points on issues and options

### **Consultation Event: Workshop (summary)**

#### **Issues Response**

Approximately two thirds (60%) of participants agreed with eight of the eleven issues presented. 40% or more participants agreed that issues in relation to flood mitigation, design/housing and contamination needed further comment/qualification. A small number of people disagreed with the inclusion of focusing development on transport nodes as an issue. All participants were in full agreement that York's unique characteristics should be protected.

#### **Key Points**

##### Ecological/open space

Key suggestions included incorporation of a green network/infrastructure within the design of any scheme, and the opportunity for a wildlife river corridor between the sites and wetland habitat creation. The need to provide people friendly green open space, which includes play areas for children and quiet areas for adults was also raised. A number of references were made to the high risk of flooding. Designs for the area should take account of this and allowance made for some areas not to be built on, with sufficient areas of flooding capacity provided with ecological and landscape benefits. Land adjacent to the River Ouse and Holgate Beck were seen as providing significant opportunities for open space provision/learning resource and storage areas. Reference was also made to provision of living roofs on buildings and the importance of making adequate provision for maintenance of habitats.

##### Environmental issues

Comment was made that movement of waste should be minimised when carrying out remediation works for the contaminated area. Renewable energy sources using sustainable fuel sources, rather than grid energy should be used. Low carbon targets should apply to all development not just housing.

##### Uses within the area

Priorities included ensuring that there are opportunities for all types of employment including vocational and creative jobs, and that a community centre is provided, which is accessible to all. Comment was made that housing should be concentrated on the British Sugar site and that amenities for local residents needs to be taken into account when designing new accesses into York Northwest. The need to provide family homes, as well as single/starter accommodation or for commuters, was emphasised.

##### Transport

There was overall agreement for the development of new transport nodes but this should be part of a citywide strategy for public transport. Opportunities for river and train movement being utilised were also raised.

##### Design

Contemporary design for new development, which complements the historic core, was supported. The accessibility and attractiveness of the western/NRM side of the station should be emphasised.

### **Consultation Event: Focus Group (summary)**

#### **Key Points**

Be ecologically pioneering; be at the forefront of good practice. Incorporate high environmental values in terms of the physical design, overall sustainability and transport solutions. Other comments on sustainable communities were discussed under other theme areas and are reported in the relevant section.

### **Consultation Event: Inclusive York Forum (Summary)**

No comments made on this theme, though sustainable community issues were discussed under other theme areas and are reported in the relevant sections

**Consultation Event: Representations (Summary)**

Support for notion that “Creation of a sustainable community must be the key overriding principal when developing the Area Action Plan for York Northwest”. Greater specificity requested in respect of requirements such as sustainable construction standards, energy generation, environmental improvements, and flood risk management. Specific queries over housing and employment type as well as provision of high frequency rail service through the site were raised

**Consultation Event: Public Comment Form (Summary)**

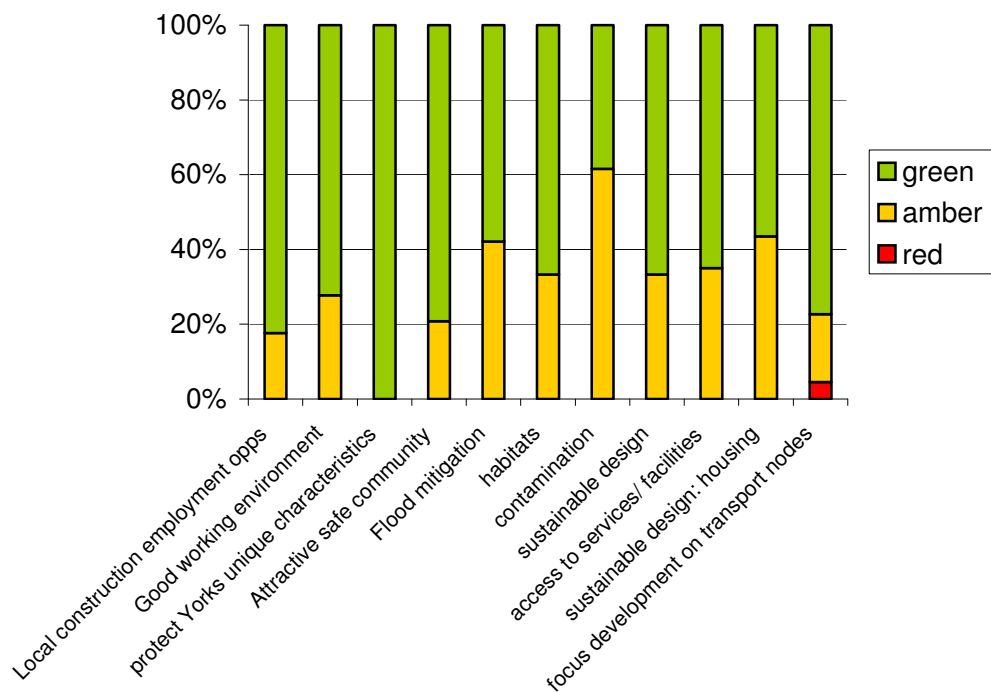
No comments made on this theme, though sustainable community issues were discussed under other theme areas and are reported in the relevant sections

**Consultation Event: Public leaflet (Summary)**

No comments made on this theme, though sustainable community issues were discussed under other theme areas and are reported in the relevant sections

**Quantitative Feedback**

**Workshop Event: Sustainable Community Issues Response**



**Overall summary of consultation events**

Creating a sustainable community is an overarching theme for the development of the area. The key issues were outlined for discussion in this section but were also mentioned throughout the report in relation to each topic theme. Feedback on these issues is therefore also reported in the theme areas.

Quantitative workshop feedback shows generally reasonably high levels of agreement with issues, although all but one use had reservations/comments, particularly in relation to flood mitigation, design/housing and contamination. All participants were in full agreement to protect York’s unique characteristics. Some objections were raised to the principle of focusing development on transport nodes. Specific suggestions were made in the workshops for ecological/open space provision, environmental issues, transport and design. Focus Group feedback supported ecologically pioneering design and transport solutions and following alternative best practice. Representations received supported the concept of sustainable community being a key overriding principal in developing the area, though some wanted greater detail in terms of specific standards and facilities.

**Consultation Event: Workshop (summary)**

**Issues response**

There was a high level of agreement on the issues relating to quality, need and integration of uses. Reservations were expressed on the issue of location of uses, although the reasons for this are not clear from the comments, which relate to the occupancy of existing offices, the need for start up units and the emphasis given to sustainable forms of transport. Approximately two thirds (65%) of participants agreed with the issues relating to the provision of a Central Business District (see Theme 4, Social Infrastructure).

**Key points**

The importance of providing for the overall employment needs of the City, and not just office and knowledge sectors of the economy was highlighted. Employment provision should be based on the outcomes of the council's employment land review, or the market. Other important sectors were noted as tourism and business tourism. Flexibility between uses may also be required due to the lifespan of the Area Action Plan. The importance of providing start up units and mixing types of business use was also noted. Realistic uses in terms of viability were seen to be important. There was support for provision of local facilities, including shopping, but not for large convenience stores. The need to consider education and training facilities in a citywide context was also mentioned. The location of different types of employment uses was influenced by sustainability and amenity issues: York Central was seen as a high quality, high density, mixed use development area, although there are constraints in terms of highway capacity and infrastructure. Office uses and research and development at York Central were supported, but not light & general industrial uses or storage & distribution. Linkages between office uses and promotion of the tourism offer were made. The area behind the station was seen as a potential area for office, hotel and leisure use. The British Sugar site was seen as more accessible to the local highway network, and, therefore, a more appropriate location for a range of employment uses, including provision of sites for small scale employers in "incubator" units and 'niche' manufacturing. Heavy industry was not seen as an appropriate use for the British Sugar site. The importance of reconciling employment and residential uses was emphasised. The British Sugar site was seen as less appropriate for the provision of offices than York Central, with any significant office provision at British Sugar having a potential impact on the viability of York Central.

**Options Response**

Almost three quarters (73%) of participants fully supported the provision of Offices and Light Industry at York Central (Option E1) and General Industry at British Sugar (Option E5). Approximately two fifths (40%) of participants felt that Office and Light Industry uses (Option E4) and Storage and Distribution uses (Option E6) should be located at British Sugar. There was strong opposition to options E2 (general industry at York Central) and E3 (Storage & Distribution at York Central).

**Consultation Event: Focus Group (summary)**

**Key Points**

Sustainable, long term jobs are required in a wide range of sectors including high-tech, niche markets, engineering/ manufacturing, low skill jobs. A range of unit sizes is required, from small scale upwards. There is scope for some city centre based businesses to relocate to these sites, thus impacting positively on traffic into the city. York Central is felt more appropriate for commercial development than British Sugar due to existing uses. Businesses should support the local community

Warehousing was felt inherently problematic due to potential traffic volume, low number of jobs created, large amounts of space required etc.

**Consultation Event: Inclusive York Forum (Summary)**

**Key Points**

Jobs with training and career prospects for those currently starting at low skills levels are identified as an issue. Opportunities were noted for development of Social Enterprises that address employment and local community needs including people with LDD or low educational ability.

Theme: Employment

Summary of key points on issues and options

### Consultation Event: Representations (Summary)

#### Key Points

The importance of York Central as an employment provider was highlighted, particularly in respect of it providing a range of employment opportunities to support local people in both high and low tech sectors within established and newly set-up businesses. Opportunities around sustainable development, including low carbon construction, live-work units, and linkages to a district centre were discussed, as well as the sites potential to provide starter units for social enterprises. Development of areas at risk of flooding was raised.

#### Options Summary

Option E1: Supported, though impact on city centre vitality and character questioned. Sustainability criteria including mixed uses and car free development promoted, greater specificity on scale/ type of use requested

Option E2: Some support registered, though qualified in terms of location, scale and type of provision. Possibility of linking to more sustainable transport, specifically rail freight and electronic transhipment raised. Road capacity issues highlighted.

Option E3: No support – issues regarding impact on city centre and neighbouring uses raised, as well as road capacity issues.

Option E4: Little support due to out of centre location and poor transport links, though development in association with sustainable and efficient transport links (tram-train) received some support and ability for site to assimilate tall buildings as opposed to York Central highlighted.

Option E5: Little support due to poor transport links and impact on neighbouring uses, though option of linking with rail freight raised

Option E6: No support due to road infrastructure capacity issues

### Consultation Event: Public Comment Form (Summary)

#### Options Response

Strong support was registered for Offices and Light Industry in York Central (Option E1), with greater levels of objection than support for general industrial uses (Option E2) and very strong objection to storage/ warehousing uses (OptionE3) on York Central.

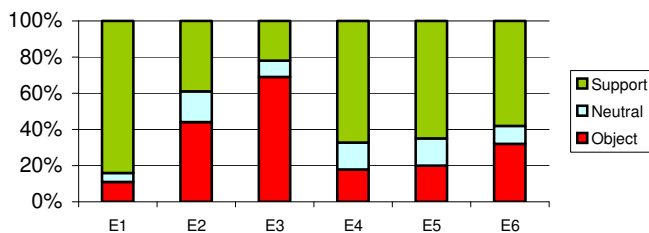
Support was registered for all three employment options relating to British Sugar (O4, O5 & O6) with offices and light industry (O3) favoured over general industry (O2) and general industry favoured over warehousing and storage uses (O6). Greater levels of objection were registered to warehousing and storage uses.

### Consultation Event: Public leaflet (Summary)

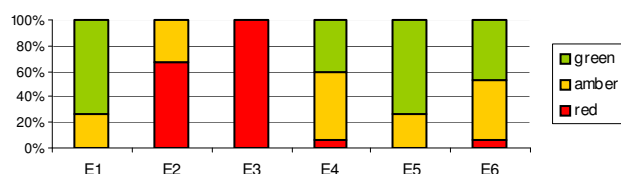
No employment related responses

**Quantitative Feedback**

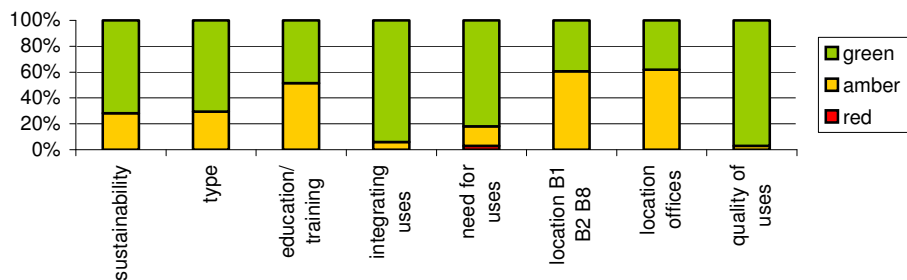
**Public Comment Form, Employment Options Response**



**Workshop Events, Employment Options Response**



**Workshop Events, Employment Issues Response**



**Overall summary of consultation events**

The need to relate type of business to the particular circumstances of York to provide a range of employment opportunities (both high and low tech) was mentioned at the various events held. At the workshops there were high levels of agreement on the issues of quality, need and integration of uses. Thus the linkages between office uses and business tourism/tourism should be made, high tech business to use university graduates and provision to be made for small-scale manufacturing responding to particular 'niche' markets in the City were all mentioned. Opportunities for sustainable development through low carbon construction and live/work units were also raised in the representations received.

The particular characteristics of the two sites were emphasised in terms of the location of uses. There was generally strong support for offices/research and development uses at York Central and general/small scale engineering at British Sugar. There was significant support for the Central Business District at the workshop events. Warehousing received only moderate support at British Sugar. Quantitative analysis revealed a consistently high level of objection to warehousing on York Central (Option E3). The need for training and recognition that jobs were needed for those with low skill levels was also made at both the Focus Group and Inclusive York Forum.

**Consultation Event: Workshop (summary)****Issues response**

There was a high level of agreement overall with the housing issues outlined. Half of participants had some reservations about affordable housing issues. This is reflected in the wide range of comments given on this issue. Some were very supportive of the provision with high priority given to this, emphasising its role as part of social infrastructure, whilst others raised concerns regarding flexibility, viability and phasing.

**Key points**

Creative thinking and flexible policies in the area action plan to enable provision of a range of housing types and densities, which are integrated and balanced with other uses, and able to meet the needs of all members of society, was highlighted. The need for a variety of approaches across both sites in terms of housing densities was stressed. Overall concerns were raised with higher densities, although it was accepted that such housing should be part of a mix of uses adjacent to the station. There was agreement with the broad concept of focussing higher density housing in more sustainable locations with better access to public transport and services. The difficulties in providing more houses than apartments whilst maintaining high levels of density were also recognised.

The creation of high quality open space throughout the development for both higher density developments and family housing was seen as important. The need for family homes with high quality public/private space to ensure a spaced out inclusive community was stressed.

A number of views were expressed regarding affordable housing, including that this should be a high priority and considered as part of the social infrastructure of the area. Others outlined concerns regarding viability, the need for flexibility and to ensure that this was not too prescriptive.

It was suggested that the development should be an exemplar for both energy and water conservation. The impacts of providing highly sustainable housing forms were discussed, including the need for provision of an on site sustainable community heating scheme. Low cost, on site renewable heating sources were mentioned as being an important design issue for affordable housing. Concerns relating to locating housing in flood risk areas and around traffic congestion hotspots were raised.

**Options Response**

Support for any of the housing options was limited. A marginal preference was shown for concentrating higher density housing at public transport interchanges (Option H2) as opposed to at York Central (Option H1). In general options were felt to be too prescriptive and that flexibility in terms of density was needed across both sites.

Options H3-H5 related to the split between houses and apartments. A third of participants were opposed to provision of housing in line with the findings of the Housing Market Assessment (Option H3: 64% houses and 36% apartments). Option H4 had least objection with 31% of participants agreeing that more houses should be provided than the HMA recommendation. There was strong disagreement (50%) that a greater proportion of apartments should be provided than the HMA recommendation.

A high proportion of participants registered an amber vote for housing options. Detailed comments showed that the options were considered to be too prescriptive, the fixed figures for housing density and type, which may explain this vote. Of the options presented, preference was shown for higher densities across both sites close to public transport interchanges, and for over 64% of houses across both sites.



**Consultation Event: Focus Group**

Mixed densities and housing type promoted, including provision of affordable housing at viable levels, and easily accessible associated services and facilities to allow the development of a diverse and vibrant community. Family housing should have good access to school facilities, and public open space provided for all housing. In terms of location, advantages were identified in concentrating housing near existing residential development on York Central and near the city centre to reduce car use. British Sugar was felt more appropriate for housing than York Central, however, given existing uses. Flood risk issues were highlighted.

**Consultation Event: Inclusive York Forum**

The need for housing as opposed to flats was highlighted. Development of very sheltered housing, extra-care housing, and social housing were promoted, as well as clustered housing with flexible accommodation models for people with learning difficulties and other support needs.

**Consultation Event: Representations (summary)**

**Key Points**

Respondents registered support for affordable housing provision in line with the Local Plan and emerging core strategy at 50%, additionally, innovative provision of supported housing, giving occupiers independence whilst meeting their individual needs, was promoted. Sustainable design and construction was promoted, with the concept of British Sugar as an eco-village discussed. Linkages with green infrastructure and services/ transport were highlighted as important, and the implications of flood risk areas were raised. York Northwest was considered capable of providing a broad range of housing types, sizes and densities to meet national and regional growth objectives, relationship to site context was considered by some to be key in determining the precise mix of densities types and sizes. Others promoted the importance of high quality design.

**Options Response**

**Density options H1/ H2**

Whilst both density options presented were supported, they were felt by some to be too prescriptive; instead, a range, including high densities, throughout the whole area, were envisaged. The heightened importance of linkages to greenspace and transport infrastructure at higher densities was highlighted, with the standard of all units being within 10 minutes walk of public transport promoted. Integrating large numbers of dwellings with commercial development near the city centre was highlighted as problematic, as well as issues around focussing development in flood risk areas. Densities were though by some to be closely linked to scheme viability, others questioned the necessity of providing a rail halt at British Sugar as outlined under option H2, with the likely availability of a park & ride facility on the A59.

**Mix/ Type Options H3/ H4/ H5**

Housing mix in accordance with the Housing Market Assessment (Option H3) was widely supported, though York Central was felt better suited to accommodate flats than British Sugar, it was therefore recommended that any flats be concentrated in York Central, particularly nearer the city centre.

Provision of greater numbers of houses (option H4) was supported by some, particularly on the British Sugar site. Others felt that congestion and flood risk at York Northwest rendered this option impractical. Flood risk was felt by respondents to be a significant determining factor in setting housing density.

Provision of greater numbers of flats than the HMA recommendations (Option H5) had a mixed response. Whilst supported by some, others felt the approach was not evidenced and would not provide the required mix of housing.

### Consultation Event: Public Comment Form (Summary)

#### Options Response

High levels of support were registered for both density options, though H2 (concentrating high densities around transport nodes) was favoured marginally over H1 (concentrating high densities at York Central).

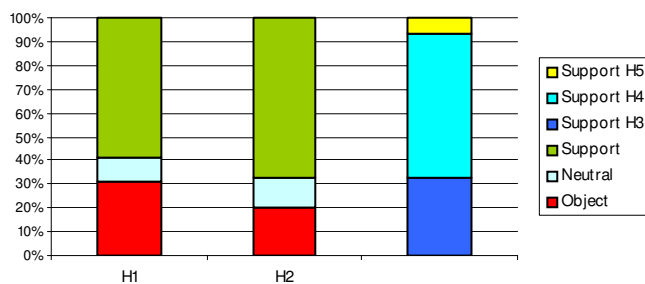
Of the options relating to housing type, H4 (provision of greater percentage of houses than HMA recommendations) received most support, a minority of respondents felt that a greater proportion of apartments than the HMA recommendations was appropriate, whilst around a third of respondents were happy with the HMA recommended proportions.

### Consultation Event: Public Leaflet (Summary)

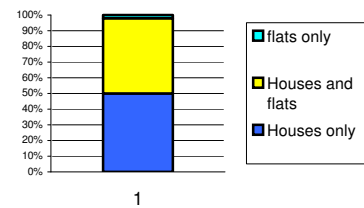
Half of respondents wanted residential development to be comprised solely of houses, whilst only a very small minority wanted solely flats. Nearly half of respondents wanted both houses and flats.

### Quantative Feedback

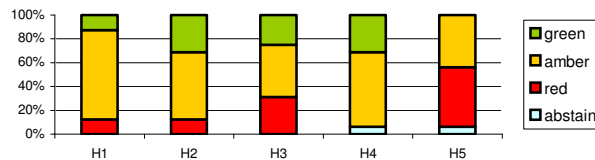
Public Comment Form: Housing Option Response



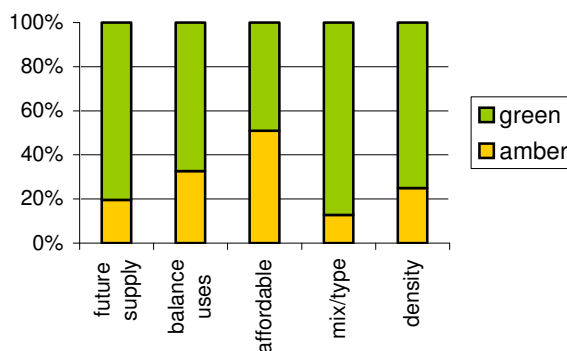
Public Leaflet: Housing question



Workshop Event: Housing Options Response



Workshop Event: Housing Issues Response



## Overall summary of consultation events

In general a broad range of housing types, sizes and densities were supported. Comments on the options suggested that the densities were too prescriptive. High quality open space and linkages to public transport and services were considered important, particularly for higher densities. Whilst opinion on the density options varied between events/representations received, Option 2 (concentrating high densities around transport nodes) was given a higher level of support. Concerns about flood risk areas were highlighted at workshops, the Focus Group and in the representations received. Feedback supported housing mix in accordance with the Housing Market Assessment and provision of higher proportions of housing – provision of a higher proportion of flats was only supported by a small minority, though York Central was felt to be better suited to accommodate flats than British Sugar. Specialist housing types, for example, sheltered housing, 'extra-care' and 'social' housing were promoted by the Inclusive York Forum and in some representations. At the workshop events the concept of an exemplar for both energy and water conservation was put forward with highly sustainable housing design. Statistical feedback reveals strong support for provision of houses in line with or excess of the HMA recommendations, with only very marginal support for provision of higher proportions of flats.

**Consultation Event: Workshop (summary)**

**Issues response**

Overall there was a reasonably high level of agreement with most issues, although almost 50% of participants felt that some qualification was needed in relation to the distribution of primary schools and location of shopping. Shopping issues were mainly concerned with the relationship with the city centre. Consideration of primary school provision from a wider perspective, including wider provision in the surrounding area, was also mentioned as an important area for further discussion. Most participants agreed that phasing was an issue although a small number of people disagreed with this.

**Key points**

The need for community facilities to be easily accessible to surrounding residential/employment areas was supported. A number of comments related to the approach to providing facilities - generally it was felt that provision should reflect the different areas of the sites, with the scale of facilities relating to location. Thus York Central should relate to the city centre and British Sugar to the local community. There was some support for comparison retailing at York Central station area although concerns were raised on the impact of additional facilities in terms of adverse effect on viability and traffic congestion. The need to capture the regional market in the Central Business District and not just the local market was noted.

The phasing of education facilities was seen as critical to the development. Education provision should take into account wider provision within the surrounding areas. The need to identify new infrastructure needs and existing constraints (eg. water and energy sources) was noted, together with the need to consider infrastructure requirements within the surrounding communities. It was also suggested that facilities should be sourced locally eg. local produce café's.

**Options Response**

Support was registered for options S1 (district centre at British Sugar) S3 (2 local centres) & S4 (range of small scale facilities in clusters), though in the latter two options, high levels of objection are also recorded. Majority support is only demonstrated for Option S1. No participants supported either the provision of a district centre in York Central with smaller scale facilities at British Sugar (Option S2) or comparison goods retailing around the station (Option S5), indeed 30% and 46% respectively of participants objected to these options.

**Consultation Event: Focus Group**

The area would be blighted by large retail developments and such provision is not needed. Individual retail provision and not corporate brands are desirable, retail and service provision should meet the communities needs. A community building was promoted as an asset to the development, and the importance of providing services to adjacent existing communities highlighted.

**Consultation Event: Inclusive York Forum**

Several specific facilities were promoted by the forum, including a respite centre, community centre, and social enterprise centre including café, activity centre, training centre and other services. The importance of sharing facilities with, for example, voluntary organisations, was highlighted, as well as ensuring that facilities are accessible.

**Consultation Event : Representations (Summary)**

**Social infrastructure key points**

The provision of a range of community, health and education facilities alongside comparison retail development was supported as promoting vitality within the site as well as providing employment opportunities. A comprehensive strategy to their location within the site was promoted, which should have regard to accessibility (particularly by foot and cycle), and flood risk issues. In addition, it was considered essential that any retail development be of a scale that will not impact detrimentally on existing centres, and be fully informed by the outcomes of the Retail study. The phasing of any provision in relation to the rest of the development was raised as a consideration, and particular community facilities people were keen to promote included a youth club, as well as community centre and café at British Sugar. Additionally, All Saints Secondary School, the Gillygate Surgery and Lidgett Grove Scouts Group registered an interest in relocating to York Northwest.

**Social Infrastructure, Options response**

Options S1- S3 relating to the location of local or district centres all received some degree of support, though option S4 was seen as less co-ordinated. A combination of options S3 and S4 was promoted by one consultee. Provision of comparison Goods Retailing around York Rail Station (Option S5) received a mixed response, with concern over town centre viability and necessity of this provision, but support for the sustainable location and more specific support for a retail offer in connection with the National Rail Museum/ train station, or associated with light rail-related industry was registered.

**Consultation Event: Public Comment Form (Summary)**

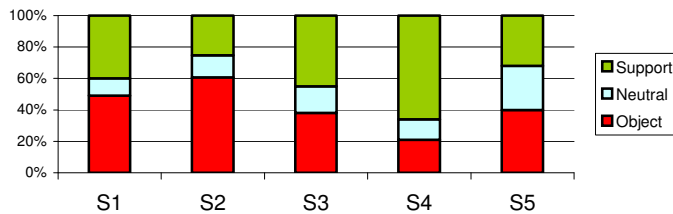
Respondents seemed to favour more dispersed approaches to community and social facility provision; the majority of support was for small scale shopping and community facilities distributed around the site (Option S4), closely followed by local centres at York Central and British Sugar (S3). Provision of a district centre was favoured at British Sugar (S1) over York Central (S2), though a majority of opposition was registered for both these options. Provision of comparison goods retailing at York Central (S5) did not receive high levels of support, with many people registering a neutral attitude and a majority objecting.

**Consultation Event: Public Leaflet (Summary)**

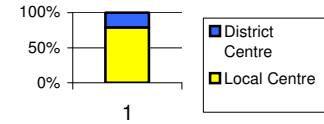
A significant majority of respondents were in favour of provision of a local shopping centre over a district shopping centre. Other facilities promoted by respondents included (in order of popularity), a health centre, indoor sports, community hall, youth centre, library, swimming pool, social club and live music venue.

## Quantitative Feedback

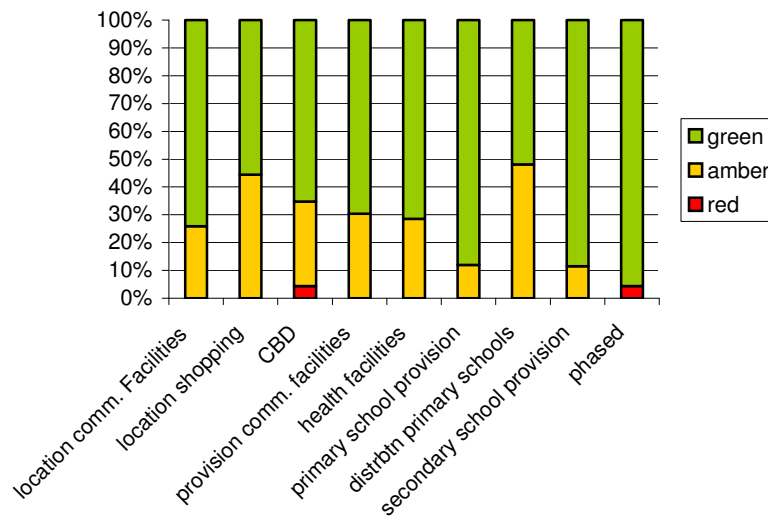
Public Comment Form: Options Response



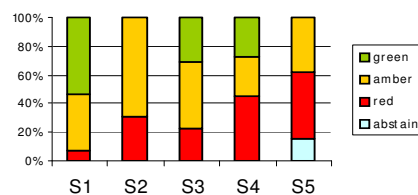
Public Leaflet: Shopping Question Response



Workshop Event: Social Infrastructure Issues Response



Workshop Events: Social Infrastructure Options Response



## Overall summary of consultation events

The provision of a range of community, health and education facilities were supported as promoting vitality within the site as well as providing employment. All Saints Secondary School, the Gillygate Surgery and Lidgett Grove Scouts Group registered an interest in relocating to York Northwest. At the workshop events it was felt that provision should reflect the different areas of the sites with the scale of facilities relating to location. York Central was seen to relate to the City Centre with British Sugar to the local community. Provision of comparison retailing around the station received a mixed response (with some high levels of objection) with concern over town centre viability and necessity for provision but support for the sustainable location and connections with the NRM/train station. Support for the different options of scale/location of centres was also mixed with some supporting a district centre at British Sugar, others small scale facilities throughout the sites. There was however significant support for local centres in the public leaflet response. In response to the public leaflet and the type of facilities which people felt should be provided the following uses were noted, a health centre, indoor sports centre, community hall, youth centre, library, swimming pool, social club and live music venue. Specialist facilities were supported by the Inclusive York Forum.

**Consultation Event: Workshop (summary)**

**Issues response**

Over 70% of participants agreed that the issues raised in this theme were relevant, although 40% of participants felt that issues in relation to the historic environment needed further consideration.

**Key points**

The inclusion of high quality cultural development at York Northwest was strongly supported although the term “cultural quarter” was thought to be misleading and not representative of the role of the existing cultural offer within the city. The quality of the cultural offer was identified as needing improvement, together with a need to provide a new destination attraction. It was suggested that new provision could be made alongside the NRM and that there is an opportunity to create a ‘place’ as an attraction to tourists and others. The provision of high quality open space was seen to be important and the connections between spaces need to be carefully planned.

Accessibility/integration with the city centre was seen to be of critical importance. The concept of a well-designed pedestrian/ cycle bridge linking York Central to the city centre over the Ouse was strongly supported, with the potential to use platform 4 at the Railway Station as part of a new route. A number of people outlined the need to emphasise the opportunity to develop a ‘riverside corridor’ with links between both the York Central and British Sugar sites and York Northwest and the city centre. The potential for river transport to be provided around the link bridge was mentioned.

Provision of a high quality hotel with associated conference facilities close to York Station and existing hotels was supported, although the scale and nature of this provision may be market led. York Central, and in particular the parts of the site near to the railway station, was the favoured location for cultural facilities. The possibility of provision being provided elsewhere in the area for local residents, as well as tourists, was also discussed. The importance of recognising and reinforcing the individual distinctiveness of each of the two sites was highlighted. Protection of existing natural areas within the British Sugar site was also felt to be important.

Comment was made that the design of York Central should not seek to copy the historic core but should be bold, whilst respecting the context of the site. The need to consider potential new views/routes and views between York Northwest and the city/cultural quarter were also mentioned.

**Options Response**

The provision of facilities around the NRM linked to facilities across the river was strongly supported (80%). When the level of support for the development of a cultural quarter (Option C1) and a bridge linking to the city centre (Option C5) is taken into account, a clear principle of developing high quality and well integrated cultural facilities at York Northwest is established. There was a low level of support for the provision of facilities around key transport nodes in York Northwest (Option C2), with no support for provision of a high quality hotel at British Sugar (Option C4). Some dissatisfaction was expressed with provision of a high quality hotel at York Central (Option C3), however, this may have been linked to views that the option was overly prescriptive and that the market ought to determine the nature of provision.

**Consultation Event: Focus Group**

Development of the cultural quarter was seen as a priority, provision of high quality accommodation was promoted in a sustainable city centre location, though the star rating of any viable hotel was debated. Pedestrianisation, including links to the city centre, was seen as important, though problems in integrating late night activities such as bars and cafes, with other uses including residential were raised.

**Consultation Event: Inclusive York Forum**

The need for affordable artists studios was highlighted. Provision of an events venue, hosting live music, and arts events was promoted.

**Consultation: Representations (Summary)**

**Key Points**

The role of York Northwest in promoting a greater volume and duration of tourist visits through improved attractions, infrastructure and accommodation is supported. Building on the offer of the national rail museum at York Central, in close proximity to the train station is identified as logical in terms of location, though improved linkages to the city centre are seen as vital. High quality public realm, including improvement to the national rail museum, and mixed uses including bars and restaurants are closely associated with a successful and vibrant tourism offer. Business tourism growth is supported, with high quality hotels and conferencing facilities highlighted as important to this sectors growth. Locating these facilities in close proximity to the rail station is seen as important. British Sugar is seen as a worse location for culture and tourism facilities given its isolated location and surrounding residential character.

**Options summary**

**Option C1**

This option is strongly supported, with the options of associating bars and restaurants and other uses such as the Community Stadium through pedestrianised links promoted.

**Option C2**

This option was not supported, being seen as detracting from the city centre viability and its attraction as a compact visitor centre. The option was seen as commercially unfeasible and unsustainable – being unlikely to result in linked trips.

**Option C3**

This option received a mixed response, the necessity of such a facility was said not to have been demonstrated, and its impact on traffic congestion and resulting loss of housing land queried; On the other hand, the location was seen as logical and associated conferencing facilities were promoted. The provision of a potentially tall building near the historic city was questioned, and the quality of the facility said to be dependent on market factors.

**Option C4**

This option was seen as sequentially unpreferable, with poor linkages and insufficient demand

**Option C5**

This option was seen as highly desirable in terms of linking the development as a whole and the rail station with the city. Opportunities were highlighted in terms of associated riverside improvements with enhanced daytime and evening activity, and improvements to Scarborough Bridge itself, with an improved pedestrian environment linking the bridge to York Northwest. Risks associated with impact on the River Ouse in terms of flooding and flow rates were highlighted however.

**Consultation Event: Public Comment Form (Summary)**

A high majority of respondents agreed with providing a cultural quarter linked to the Minster and Museum Gardens (Option C1), though the majority of respondents also supported tourism facility provision around key transport nodes (C2). Provision of a four or five star hotel at York Central (C3) received a mixed response, with only marginally more people supporting the option than opposing it. Provision of a four/ five star hotel at British Sugar (C4) was less well received, with well over half of respondents opposed to this option.

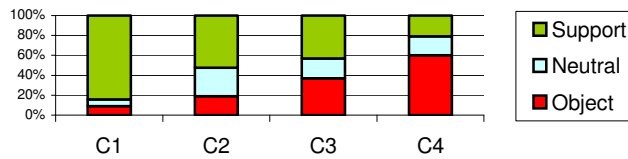
**Consultation Event (Public Leaflet (Summary)**

No feedback

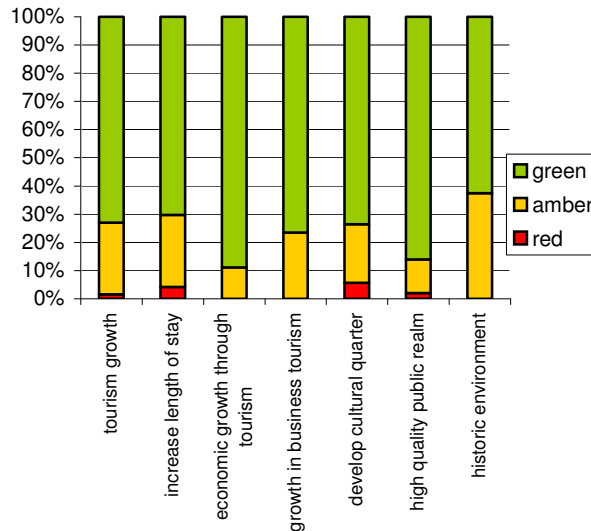


**Quantative Feedback**

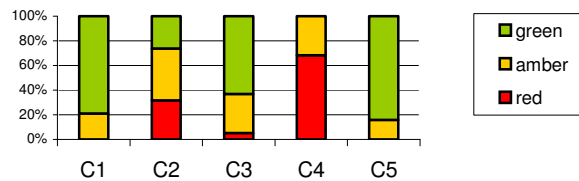
**Public Comment Form: Culture & Tourism Options**



**Workshop Event: Culture & Tourism Issues Response**



**Workshop Event: Culture & Tourism Options Response**



**Overall summary of consultation events**

The inclusion of additional high quality cultural facilities in the vicinity of the station/NRM was widely supported. Improved attractions, infrastructure and accommodation were also held to be important in the representations received. The provision of high quality open space linked to these facilities was also seen to be a key point with opportunities for a new 'place' for tourists and others to be provided. High quality hotels/conferencing facilities were also considered to be important to the role of York in the business/tourism sectors. The location of such facilities in the vicinity of the station were widely supported in the representations and workshop events but received a more mixed response in the public comments. Generally however people disagreed with the location of a hotel at the British Sugar site.

There was general agreement for the provision of a new pedestrian and cycle bridge link to the city. Access/ integration with the city centre was identified as being of critical importance in the workshop events. Opportunities were also highlighted for riverside improvements and a 'riverside' corridor.

## Consultation Event: Workshop (summary)

### Issues response

With the exception of parking, sustainability and freight, participants were in broad agreement with all transport issues. Over 80% of participants agreed with issues in relation to public transport, connectivity and pedestrian/cycle access. From the comments made on issues relating to parking, sustainability and freight, it is clear that there are opposing views as to how these should be addressed with is a need for further debate.

### Key points

There was general support for increasing the priority of public transport modes over car use. A requirement for car free zones within new housing areas was mentioned together with a need to consider car sharing in both housing and business development. Comments included the need to look at lowest pollution types of vehicle, as well as use of other demand management measures (eg. charging) to control access to the area.

It was noted that integration between transport modes would be important and public transport services should be high quality and affordable to users. The viability and market need for sustainable transport was also emphasised and the need to balance this with parking provision. Viability issues relating to the cost of the new accesses and the need for a robust and up to date evidence base were also highlighted.

A bridge to link York Central with the city was seen as fundamental and key to the vision for the area. Integration, not just connection, with the city centre was also seen to be important, with cross-links provided to open up the sites. Comments were made that cycling should be given more priority with a free cycle scheme provided at the start of the development. It was also noted that the feasibility for tram train provision needs to be established. In relation to freight movement, the area should be considered within a city wide freight strategy, with better use of rail links.

Whilst the concept of provision of a tram-train link (Option T20) was strongly supported, discussion focused on the feasibility and viability of the scheme. The importance of having an alternative plan in the event that tram-train option does not come forward was emphasised. Provision of a more central route for the line through the middle of the development areas was also discussed.

Of the options relating to the public transport interchange, effects on accessibility to the railway station were highlighted in all four cases. New interchanges at Queen Street Bridge (Option T16) and Marble Arch (Option T18) were considered limited in terms of physical availability of land. Concerns were also expressed regarding the closure of Queen Street in Options T16 & T17. Grading issues were raised in respect of Option T17, and issues regarding the integration of tram-train were raised in Options T18 and T19. The implications of dispersing facilities and of allowing access through the rail station under Option T19 were raised. The possibility of utilising the Royal Mail sorting office site under Option T18 was supported.

Provision of a local interchange at British Sugar (Option T20) was supported in terms of serving existing and new communities. The possibility of linking a local interchange to a park & ride facility and providing a rail halt, as opposed to an interchange, was discussed. Further viability work and cost-benefit analysis was stated to be necessary.

**Options Response**

Vehicular Access

Of the 14 vehicular access options presented, all but one received some level of objection. Over 25% of participants objected to Options T3 (Queen Street), T8 (Plantation Drive), T11 (Ouseacres) and T13 (Allotments). A list of vehicular access options is attached for reference at Appendix 1.

Access via Water End (Option T1) was the most strongly supported (70%). This option received no objections. Over 25% of participants supported Options T2 (Holgate Business Park), T6 (Millfield Lane), T7 (Civil Service Sports ground), T9 (Great North Way), T10 (Manor School) & T12 (Railway Line). Of these options, less than 10% of participants objected to access via Holgate Business Park (Option T2), Millfield Lane (Option T6) and Manor School (option T10). Around 10% of participants objected to access via Leeman Road (Option T5) and Marble Arch (Option T14), however, they also expressed a high level of reservation with these.

Public Transport

A list of public transport options is attached for reference at Appendix 1. A high level of support (70%) was shown for the tram-train option (Option T15) using the York-Harrogate-Leeds line. There were no objections to this option.

Options T16 – T19 related to a range of locations for a public transport interchange around York Station. Of these, an interchange to the east of the railway station (Option T16) was strongly opposed. Support for an interchange at Queen Street Bridge (Option T17) was marginally higher than at Marble Arch/west of railway station (Option T18) or a split interchange to the east and west of the railway station (Option T19). However, between 40-50% of participants expressed reservations about all three of these options

Half of participants supported a local interchange at British Sugar (Option T20), with only 10% registering opposition to the option.

Pedestrian and Cycle

A list of pedestrian and cycleway access options is attached for reference at Appendix 1. There was a higher level of support for pedestrian and cycle access options than for public transport and vehicular access options. Over 70% of participants supported 7 of the pedestrian and cycleway options, including a new pedestrian cycle bridge across the River Ouse, pedestrian/cycle access at Holgate Business Park and a new pedestrian access through the railway station.

Less than 50% of participants supported pedestrian/cycle access either in association with a new interchange east of the railway station (Option T22) or a new bridge link from British Sugar to Clifton Ings (Option T31). Almost a quarter of participants were opposed to these two options. In addition, less than half of participants supported pedestrian/cycleway options at either Marble Arch (Option T27) or at Water End (Option T32).

**Consultation Event: Focus Group (Summary)**

Effective traffic management was highlighted as critical in reducing congestion in the sites and city centre. Some uses, such as warehousing and the community stadium, were felt to be inappropriate due to the inevitable generation of traffic. Pioneering sustainable transport was promoted, a transport interchange was seen as beneficial, and existing cycleways in and around the sites promoted for incorporation into the scheme. Linkages to the city centre were seen as important.

**Consultation Event: Inclusive York Forum (Summary)**

Effective public transport, building opportunities for people with learning difficulties, and facilitated by a fully integrated central hub.

**Consultation Event: Public Leaflet (Summary)**

Improvements to roads and accesses were highlighted by respondents to be of critical importance, as well as improvements to bus services and local train services. Improved cycle tracks and traffic free/ pedestrianised areas were also promoted, alongside a local park and ride facility in the York Northwest area.

**Consultation Event: Representations (Summary)**

**Key Points**

Consultees stressed the importance of a full, detailed transport study to inform options, highlighting the interrelationship between infrastructure required for York Northwest and the wider highway network, including the A59 and Outer ring road. The importance of a sustainable transport system, minimising car usage through provision of efficient, accessible and integrated public transport, and high quality pedestrian and cycle routes was discussed, though balanced against this was the need for homes and businesses to have sufficient car parking to function efficiently. Linking pedestrian and cycle routes to green infrastructure networks was promoted. The principal of securing funding for improvements through developer contributions was supported, though issues around the attributability or necessity of specific schemes in relation to York Northwest were highlighted.

More specific points were made in respect of traffic management in the immediate and wider highway network. In addition, use of light rail links was promoted, and the need for park and ride facilities supported. In addition, the options of improvements to pedestrian and cycle links at Scarborough Bridge, and of a pedestrian/ cycle bridge at the North of the British Sugar site, with links to existing cycle routes and open space were discussed.

**Options response**

A wide variety of comments were made in respect of vehicular access options (T1-T14), the most common of these related to supporting restricted access (T5-T14), Impact on character of surrounding areas (T1, T3), Flood risk issues (T1, T2) and congestion/ highway safety (T2, T6). In addition, issues were raised surrounding loss of the railway institute (T3), loss of green space and sporting facilities (T7), and loss of allotments (T13). Option T12 was thought to have a potential impact on rail freight, whilst options T12 & T9 were promoted as pedestrian/ cycle access only. The potential for public realm and access improvements through a sub ground level access or subterranean/ raised level pedestrian access at T5 was raised. One consultee thought it impractical to sever Leeman Road under this option.

In terms of public transport options, wide support for the tram-train proposals was registered in option T15, though issues over the time period for delivery were raised. Clarification was also requested regarding funding of the scheme and technical details, whilst it was recommended that a safeguarded route through the area be secured through the AAP. The need for a transport interchange (Options T16-T19) was questioned, and feasibility work requested, it was thought that any facility should not just cater for buses, but be inter-modal. Of the four options relating to location, T16 and T19 received support, T17 and T18 were thought technically problematic, T16 thought to potentially have an impact on the city walls and listed train station, and T18 thought to be too distant from the city. The Royal Mail sorting office was promoted as an alternative site for an interchange, exploiting existing subterranean links with the rail station. Provision of a local interchange at British Sugar was supported if linked to any tram-train halt and local centre.

Pedestrian and cycle access options were broadly supported, though T21 & T27 were thought unviable. Integration of cyclists in a high quality environment was highlighted as important in all options. Option T25 was thought to require a sensitive design approach, and options T26, T27 & T32 were thought to require environmental improvements. Option T28 was promoted in terms of facilitating linkages from Poppleton through the site. The retention and integration of the Cinder Track was promoted, with associated environmental improvements

**Consultation Event: Public Comment Form (Summary)**

**Key Points**

Discouraging car use within York Northwest was promoted by a high number of respondents, alongside recommending improvements to the Outer Ring Road. The importance of good public transport links was highlighted, particularly at British Sugar, and the provision of Park and Ride facilities was supported. Respondents also thought that more use could be made of the river and rail network in terms of freight and passenger transport. Integrated cycle provision was promoted, in particular off-road provision, and respondents thought that people should be made to walk and cycle more.

**Options Response**

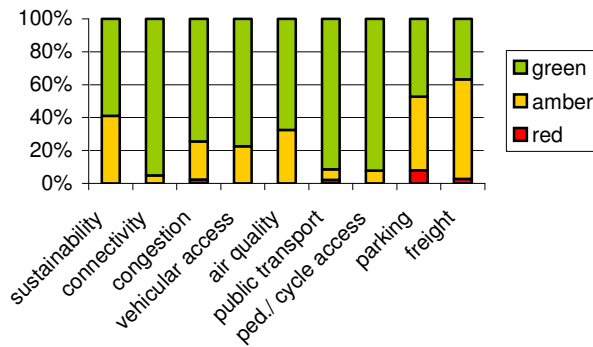
Support was registered for Vehicular Access Options T1, T3, T6, T9 & T13, though respondents thought that the Railway Institute should be retained under option T3. Options T7 and T10 were thought to have a detrimental impact in terms of putting traffic onto Boroughbridge Road, and Options T4 & T14 were objected to. Respondents thought that allotments should be retained under Option T13.

In terms of public transport, the tram-train proposals (T15) received a great deal of support. In addition, Options T18 & T20 were promoted.

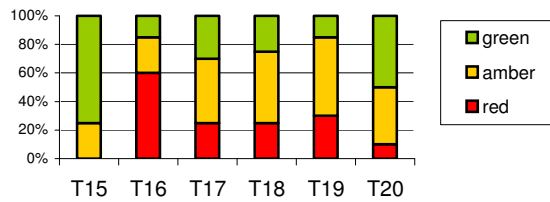
All pedestrian and cycle access Options were supported, with Options T31 & T21 receiving particular support, though attracting comments in terms of cost/ cost and flood risk respectively. Options T23, T26 & T30 also received particular support.

**Quantitative Feedback**

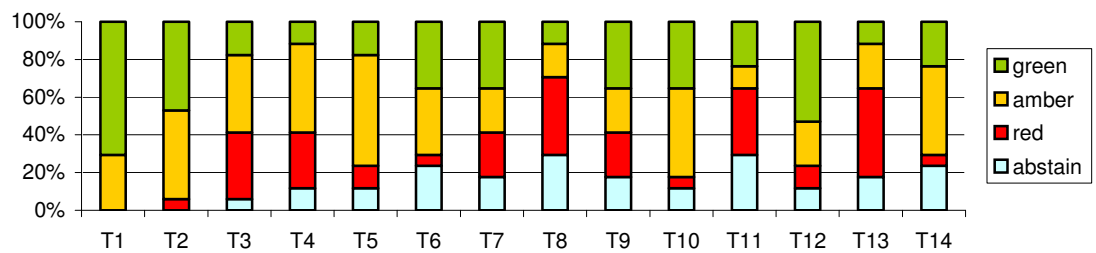
**Workshop Events: Transport & Accessibility Issues Response**



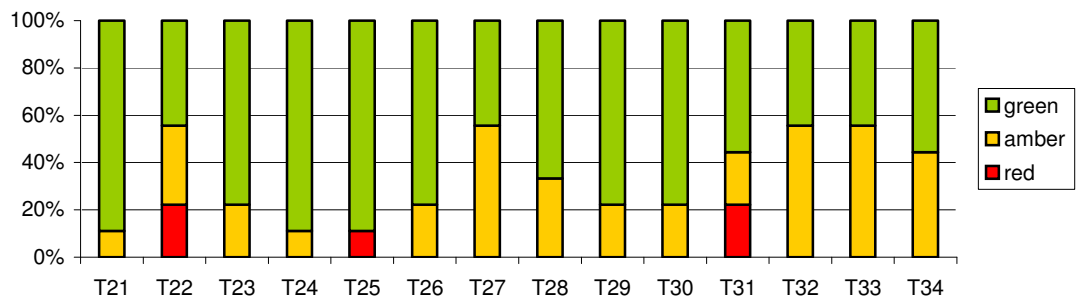
**Workshop Events: Public Transport Options Response**



**Workshop Event: Vehicular Access Options Response**



**Workshop Events: Pedestrian & Cycle Access Options Response**



## Overall summary of consultation events

### Key points on issues and options

There was wide support for increasing the priority of public transport, cyclists and pedestrians over car use. The representations received stressed the need for a full detailed transport study which would consider York Northwest within the surrounding wider highway network. Effective traffic management was highlighted as critical to reducing congestion in the comments made by the Focus Group.

The provision of park and ride facilities was also widely supported with linkages to a rail halt/local interchange. A linking bridge over the River Ouse was also considered fundamental to the integration of the area with the city centre. Provision of a local interchange on British Sugar was supported, particularly if linked to any tram train halt and local centre.

The provision of tram train was strongly supported although it was recognised that this would be a long-term project. It was noted that whilst it should be provided for in any plans with a safeguarded route through the area, its feasibility was still being investigated and it may not come forward.

Provision of new linked pedestrian and cycle routes within the green infrastructure networks was also supported to promote more walking and cycling.

The quantitative analysis of responses to the access options (workshop events) generally indicates more agreement with pedestrian and cycle access options than the vehicular/public transport options given, which had objections to all but the Water End and the tram train options. Difficulties in many of the options have been highlighted in the comments given in the feedback received.

**Consultation Event: Workshop (summary)**

**Issues response**

Over 70% of participants were in agreement with the issues raised in terms of the need and location of facilities. However, 40 % of participants disagreed with issues in relation to the community stadium, with only approximately 20% of participants agreeing that this is an appropriate issue for consideration.

**Key points**

Comment was made that open space should be located in areas of highest flood risk and should be used for new habitat creation. A number of concerns were raised on the possible impact/loss of bio diversity/wildlife at Millennium Green and views were given that this should be protected/preserved as it forms part of the flood storage system and is an important green area.

It was felt that green infrastructure should be maximised. The opportunity to link with existing green spaces on the opposite side of the river, e.g. Ings flood plain, and the opportunity to provide a new bridge were raised. Open space should also include a range of hard surfaced areas as well as 'soft' spaces. The role of public realm as a destination in its own right was also mentioned.

Comment was made that opportunities should be taken to refurbish/update the Railway Institute buildings, which could also serve the new community. In addition, if any Railway Institute facilities are to be replaced this should be at a high standard, to the same capacity and sited within a school or in the business district.

The viability of locating a community stadium at either of the two sites was questioned, as well as detailed issues relating to its ownership and management. The impacts of such a facility on existing and proposed residents were discussed at length. The location of a community stadium adjacent to the railway station (Option O1) was seen to have advantages in terms of sustainable transport links. Implications in terms of traffic congestion were highlighted in all three options. Other comments included the potential for a stadium to provide a wider citywide range of facilities. Opposing views that there are more important uses for these two sites than a stadium were also stated. Concerns were raised over the deliverability and maintenance of a stadium, whether it is the best use of high value land and the drain on scarce resources required to facilitate development of the wider area. Other suggested uses for built sporting facilities included a swimming pool and concert hall. Opportunities for facilities to be shared with schools were suggested.

**Options Response**

Over 80% of participants supported locating the community stadium next to the railway station (Option O1). No support was registered for locating the community stadium at British Sugar (Options O2 and O3) with 41% and 33% respectively of respondents objecting to these options.

**Consultation Event: Focus Group**

Managed public open space was promoted, alongside community leisure facilities, though the former was stated to be more affordable, and therefore potentially preferable. Enhancing/expanding the well-lit cycleways through the sites was promoted, as well as the concept of a green spine linking the sites.

**Consultation Event: Inclusive York Forum**

Affordability was highlighted as a key criteria given the limited availability and expense of existing sporting provision. Facilities should be accessible to people with multiple and profound disabilities. Open space should include provision of sensory gardens, formal gardens, and foster rare species.

**Consultation Event: Public Leaflet (Summary)**

Natural space and parks were the favoured open space provision, closely followed by play areas then outdoor sports facilities. Other comments promoted the preservation of existing open spaces, including playing fields, allotments, riverside, trees and existing nature reserve near British Sugar.

**Consultation Event: Representations (Summary)**

**Key points**

Consultees promoted the retention of existing facilities and open spaces on or near the sites. The Railway Institute in particular was said by many to require retention, though some thought that alternative replacement provision would be acceptable if accessible and affordable to local people. The financial viability of any replacement provision was said to be heavily reliant on facilities being provided in one affordable unit and the importance of making provision for all existing activities highlighted. Integrating open space with green infrastructure networks, residential development and other uses was said to be important in promoting biodiversity and ensuring active lifestyles.

Many types of open space were promoted incorporating provision for all age groups and including multifunctional spaces linked to community facilities, wildlife corridors, allotments, and green roofs. Use of open space as a buffer between incompatible uses was promoted, as well as use of areas at risk of flooding for open space provision. In terms of built facilities, a community swimming pool was promoted by a number of consultees, York Northwest being seen as the only city centre site with the potential to make such provision, community centres were also seen as important on both sites. There was a mixed response to provision of a community stadium on York Northwest; the facility was felt necessary by some consultees, though tensions between provision of this and any replacement Railway Institute facility were highlighted. Issues around traffic congestion, viability and poor use of brownfield land were raised.

Provision of a community stadium in York Northwest received a mixed response, with some supporting the facility where served by effective public transport, and deliverable within an acceptable timeframe. People supporting the scheme identified a need for the stadium within the city, and possibility for provision to be made within a cluster of new community facilities. Others felt the scheme could not be supported in terms of need, viability and deliverability, and concerns were raised regarding level of brownfield land-take, and impacts in terms of congestion and townscape

**Option O1**

Some supported provision of a community stadium at York Central as the site would be readily accessible by sustainable transport, and car use could be minimised, however, some felt that access by car was inevitable and that this would result in congestion. Conflicts between a stadium, which would have a large land take, and provision of a CBD at York Central were highlighted

**Option O2**

Provision of a community stadium at the northern end of British Sugar was promoted by some as a better location than York Central, however, others felt that this would congest the outer ring road

**Option O3**

Provision of a community stadium in association with a rail halt at British Sugar was seen as a better location than at York Central by some, however, issues around traffic congestion and impacts on residential amenity were raised.

**Consultation Event: Public Comment Form (Summary)**

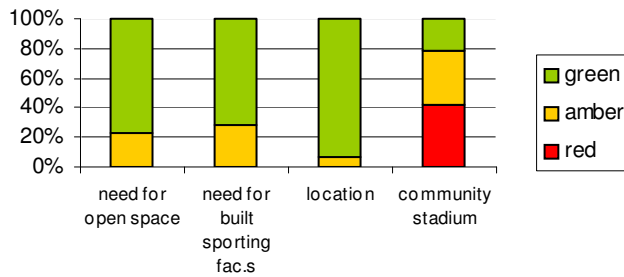
Over half of respondents agreed with the siting of a community stadium in York Northwest, though nearly a third disagreed, with a fifth unable to comment. All of the three potential sites in York Northwest received a mixed response, though linking the facility to a potential new district centre (Option O3) was supported by over half of respondents, albeit with almost a third of respondents opposing the option. Locating a community stadium at the northern end of British Sugar or next to the rail station (options O2 & O1) received high levels of opposition, though siting near to the station was also supported by a large number of respondents, more so than siting to the North of British Sugar.

In terms of open space provision, natural/ semi natural greenspace, green corridors, local/ city parks, and childrens play areas were most favoured by respondents, closely followed by activities for young people and community facilities. Other comments were made in support of the preservation of existing trees, sports fields and a nature reserve at British Sugar, and in support of the provision of a swimming pool.

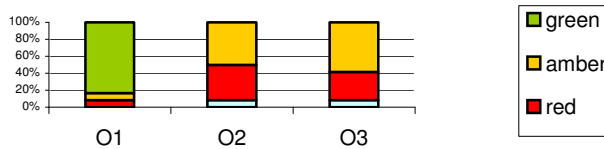


Quantitative Feedback

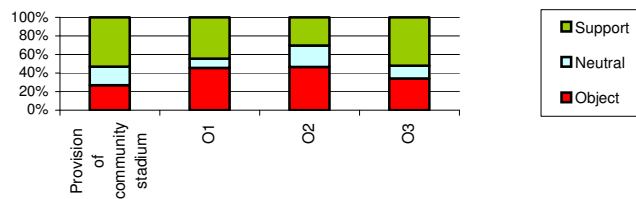
Workshop Events: Open Space & Built Sporting Facilities Issues Response



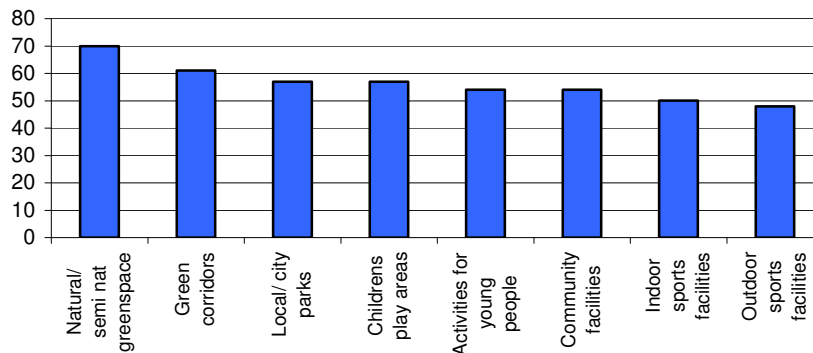
Workshop Events: Open Space & Built Sporting Facilities Options Response



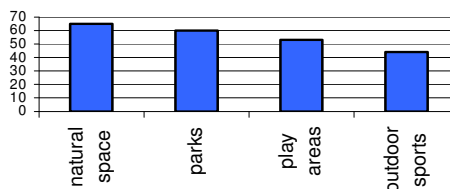
Public Comment Form: Community Stadium Feedback



Public Comment Form: Open Space Type Feedback



Public Leaflet: Open Space Type Feedback



## Overall summary of consultation events

Generally, public realm/green infrastructure was seen to be very important to the development of the area and should be maximised. The retention of existing facilities and open spaces on or near the sites (eg the Ings flood plain) were also considered key aspects of any new development. The integration of spaces, accessibility, availability and affordability for all age groups and for people with disabilities were also mentioned in many of the representations/events. The importance of the Railway Institute facilities and the need to protect/relocate these within the area was also highlighted. Other suggested facilities included a swimming pool, community centres and a concert hall. The public feedback on the types of open space facilities showed a higher preference for natural/semi natural green space, green corridors, parks and play areas, although generally there was a high level of support for all facilities. The Yorkshire Wildlife Trust offered management expertise for ecological and greenspaces in exchange for workspace within a development.

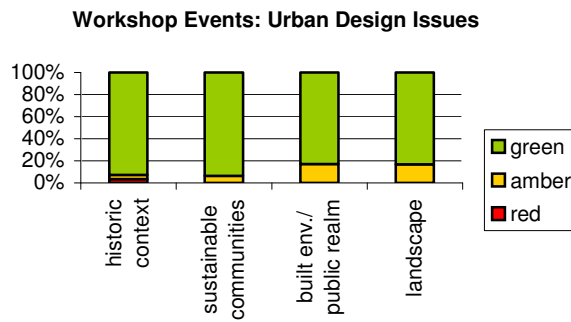
The principal of siting a stadium within the area received a mixed response. Whilst the opportunity to locate a city wide facility in a sustainable location next to the station was recognised the difficulties in terms of deliverability, maintenance, traffic congestion, viability and poor use of brownfield land were also noted. Possible tensions with the facilities provided by the Railway Institute and the Central Business District were also noted. In terms of locating a stadium the feedback from the workshops were more supportive of the station option whilst the public comments were more supportive of a facility linked to a new district centre on British Sugar.

<b>Theme: Urban Design</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Workshop (summary)</b>
		<b>Issues response</b> Over 80% of participants agreed with the urban design issues presented. A small number of people felt the historic context should not be given great emphasis, although overall 90% of participants agreed with this issue.
		<b>Key points</b> A number of comments related to the need to recognise the character of differing parts of the area (e.g. between green space and public realm) and the need for design to respond to this. Quality, with bespoke design was raised as an issue, with innovation encouraged and not restricted.  The need to build for future requirements was put forward with ideas of using innovative design and sustainable materials, building on existing practice, such as the eco depot. Climate change and increased rain/flood events need to be taken into account. Comment was made that development should be an 'exemplar' of low carbon living and working. The need to identify specific areas of trees and key views, and the need to consider retaining buildings that make a positive contribution to the mix of architecture, such as the Railway Institute, were also highlighted.
		<b>Consultation Event: Focus Group</b>
		Promoted high quality, ecologically pioneering, contemporary and daring development. The opportunity to contrast with the rest of the city was highlighted, and "pastiche" architecture was said to be inappropriate to the site, though issues around modern architecture looking "shabby" quickly were raised.
		<b>Consultation Event: Inclusive York Forum</b>
		Excellence in design, access, and sustainability were highlighted as being of importance.
		<b>Consultation Event: Representations (Summary)</b>
		<b>Key Points</b> Synergies between urban design and green infrastructure were highlighted, with the case made for an integrated system of green corridors through the site, linking city and country through the river Ouse and Holgate Beck. Building heights were thought to be an important issue, and the opportunities for creation of new views highlighted. "Gateway" sites were thought to be best used in moderation, given the objective of linking the site with the city centre, and an evaluation of the existing buildings on York Central, appraising architectural and historic interest was felt important by some.
		<b>Consultation Event: Public Comment Form (Summary)</b>
No comments were made		
<b>Consultation Event: Public Leaflet (Summary)</b>		
No Comments were made		

**Theme: Urban Design**

**Summary of key points on issues and options**

**Quantitative Feedback**



**Overall summary of consultation events**

High quality, innovation and excellence in design were generally considered to be essential in the feedback received. The need to respond to the existing character of areas with bespoke design was supported. The Focus Group identified the opportunity for development to be ecologically pioneering, contemporary and daring, which would contrast with the historic city context. Building height was highlighted as an important issue, together with the potential creation for new views across the city. Building future requirements into the design of buildings and spaces was also mentioned with reference to climate change and 'exemplar' low carbon living and working to be taken into account.

**Theme: Funding and Delivery**

**Summary of key points on issues and options**

**Consultation Event: Workshop (summary)**

No comments

**Consultation Event: Focus Group**

No comments

**Consultation Event: Inclusive York Forum**

No comments

**Consultation Event: Representations (Summary)**

**Key Points**

Issues surrounding the phasing various aspects of the development were raised, in particular the independent nature of the two sites in this respect and the importance of delivering social and environmental infrastructure. Establishing the responsibilities of different parties in respect of funding and of key pieces of work such as masterplanning was also highlighted, and the critical importance of detailed studies in areas such as transport, retail and employment was raised.

**Consultation Event: Public Comment Form (Summary)**

No comments

**Consultation Event: Public Leaflet (Summary)**

No comments

**Quantitative Feedback**

No quantitative feedback

**Overall summary of consultation events**

There was relatively little comment/feedback on this section although this is probably because there were no options given for this. The representations received did highlight issues of phasing and the delivery of social and environmental infrastructure.