

| | |
|--|----------------|
| Project title | York Central |
| Reporting period | September 2019 |
| Description | |
| <p>York Central is a key strategic development site for economic growth and housing delivery for the city. The majority of the land is in the ownership of Network Rail and Homes England. CYC have a role to play in de-risking the site and accelerating delivery with public sector partners. In recent months, the site and the opportunity it presents have been positioned at all levels of Government as a priority site for support to enable delivery of locally-led regeneration and development schemes. The capacity for the site to contribute to the achievement of the local plan housing targets is also a key consideration.</p> | |
| Current status | |
| AMBER | |
| <p>The Outline Planning Application was approved by Planning Committee in March 2019. The Reserved Matters Application for phase 1 infrastructure is being prepared and will be submitted in late December 2019.</p> <p>Procurement by CYC of infrastructure delivery partners is progressing with tender documents issued in February, 4 tender returns were received in April 2019, seeking to appoint for PCS in September 2019.</p> <p>The WY+TF Full Business Case (having been conditionally approved by WYCA.</p> | |
| Future outlook | |
| <p>The Outline Planning Application was approved by Planning Committee in March 2019. The Reserved Matters Application for phase 1 infrastructure is being prepared and will be submitted in late January 2020.</p> <p>Procurement by CYC of infrastructure delivery partners is progressing with tender documents issued in February, 4 tender returns were received in April 2019, further to approval of funding release by Executive in July 2019, Preconstruction Service Contract to commence September 2019.</p> <p>The WY+TF Full Business Case (having been conditionally approved by WYCA PAT), was approved by the Investment Committee in March. The HIF FBC is in 'clarification' stage, funding decision expected in Autumn 2019</p> | |

| Key risks | | | |
|---|--|--------------|------------|
| Risk (brief description/ consequence) | Control/action | Gross | Net |
| <p>Off plot infrastructure costs are unaffordable, driven by construction cost inflation, professional fees, abnormal costs and funding shortage.</p> <p>Consequences Development does not come forward</p> | <ol style="list-style-type: none"> 1. Infrastructure scheme devised to match available budget 2. Review of funding programmes and opportunities to aid viability of scheme <p>Actions</p> <ol style="list-style-type: none"> 1. Resourcing of controls | 23 | 14 |
| <p>IP2 Feasibility (Millennium Green Land)</p> <p>- The proposed infrastructure to access the site is not feasible due to adverse reaction and inability to agree terms with Millennium Green Trustees.</p> <p>Consequences Changes to lease agreement required/unable to form an agreement.</p> | <ol style="list-style-type: none"> 1. Early 'positive' dialogue and maintained communication between the Millennium Green Trustees and Working Group. 2. Decision made by CYC Exec to proceed with a western access option (A2) - alignment that does not require MG land (other than reserved land). 3. Legal advisors review of position of Village Green application not being determined and Millennium Green lease. 4. Counsel opinion sought and provided on most suitable strategic way forward (MG/Charities Commission negotiation/CPO/alternative alignment). 5. All terms agreed with MG trustees prior to outline planning submission. Agreement with MGT signed 6. Significant delay due to HIF decision may require amendment to the timescales set out in the agreement <p>Actions</p> | 24 | 2 |

| | | | |
|--|---|----|----|
| | Continued resourcing of the identified control measures. | | |
| <p>HIF - Infrastructure Funding and appetite - Inability to secure all/ some identified HIF infrastructure funding due to:</p> <p>a) Delivery timescales</p> <p>b) Business case assessment</p> <p>Consequences Scheme does not proceed.</p> <p>Delayed and/or disjointed development of the site.</p> <p>Increased costs attributed wider funding streams.</p> <p>Full benefits not realised.</p> <p>Extended timescales for site delivery</p> | <ol style="list-style-type: none"> 1. The timely and appropriate resourcing of co-development work. 2. Identify what infrastructure is needed and a strategy for how it will be funded in different funding availability scenarios. 3. Resource HIF business case development process appropriately. 4. Review infrastructure delivery programme and establish date by which RIBA stage 3 and Stage 4 will need to be instructed. 5. Agree Governance Arrangements. 6. Submission of planning application to assure on deliverability achieved. 7. HIF application process has passed through the co-development phase and is now in due diligence 8. Further dialogue with MHCLG re business case. <p>Actions Continued resourcing of the identified control measures.</p> <p>Update HIF Bid Funding decision awaited Autumn 2019.</p> | 23 | 22 |
| <p>No availability of land for bridge landing point.</p> <p>Consequence Failure to provide access road.</p> | <ol style="list-style-type: none"> 1. Response from Northern required confirming No Objection to disposal. No other outstanding responses or objections. 2. Application for specific consent for disposal to be applied for once Northern response received. | 22 | 17 |

| | | | |
|---|---|--|--|
| | Actions Continued resourcing of the identified control measures. | | |
| Reports to | Executive, York Central governance structures, | | |
| Exec member | Cllr Keith Aspen | | |
| Director responsible | Neil Ferris – Corporate Director of Economy and Place | | |
| Dependencies | Local Plan Policy, Economic Strategy, City Transport Policy external funding bids | | |
| Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee) | <p>Executive December 2015 – York Central and Access Project http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=8844&Ver=4</p> <p>Executive July 2016 – York Central http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=9303&Ver=4</p> <p>Executive November 2016 - Consultation on access options http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=9307&Ver=4</p> <p>Third party acquisitions http://democracy.york.gov.uk/documents/s110392/York%20Central%20-%20Third%20Party%20Acquisition%20November%2016%20v7.pdf</p> <p>Executive July 2017: Project and Partnership Update http://democracy.york.gov.uk/documents/s115798/York%20Central%20Update.pdf</p> <p>Executive November 2017 - Preferred Access Route and Preparation for Planning http://democracy.york.gov.uk/documents/s118290/York%20Central.pdf</p> <p>Executive March 2018 - York Central Access Construction http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=10189&Ver=4</p> <p>Executive June 2018 – Masterplan and Partnership Agreement http://democracy.york.gov.uk/documents/s124296/York%20Central%20Exec%20Masterplan%20and%20PA%20June%2018%20V7.pdf</p> | | |

| | |
|--|---|
| | <p>Executive July 2018 – Clifford’s Tower Visitors Centre Update http://democracy.york.gov.uk/documents/s124737/Cliffords%20Tower%20Exec%20report%20July%202018.pdf</p> <p>Decision Session – York Central Design Guidelines http://democracy.york.gov.uk/documents/s125211/Report%20-%20York%20Central%20Design%20Guide.pdf</p> <p>Executive August 2018 York Central Update – Western Access http://democracy.york.gov.uk/documents/s125516/York%20Central%20Update%20-%20Western%20Access%20V8.pdf</p> <p>Executive November 2018 – York Central Enterprise Zone investment Case https://democracy.york.gov.uk/documents/s127174/York%20Central%20Exec%20-%20EZ%20Nov%202018%20v8.pdf</p> <p>Executive January 2019 York Central Partnership Legal Agreement https://democracy.york.gov.uk/documents/s129230/York%20Central%20Exec%20-%20PA%20Jan%202019%20v%2011.pdf</p> <p>Executive July 2019 York Central Partnership Update http://modgov.york.gov.uk/ieListDocuments.aspx?CId=733&MId=11107&Ver=4</p> |
|--|---|