



## Notice of meeting of

### Local Development Framework Working Group

**To:** Councillors Reid (Chair), Simpson-Laing (Vice-Chair),  
Ayre, D'Agorne, Horton, Merrett, Moore, Waller,  
R Watson and Watt

**Date:** Tuesday, 13 May 2008

**Time:** 4.30 pm

**Venue:** The Guildhall

### AGENDA

#### 1. **Declarations of Interest**

At this point, members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

#### 2. **Minutes** (Pages 1 - 4)

To approve and sign the minutes of the meeting of the Local Development Framework Working Group held on 4 March 2008.

#### 3. **Public Participation**

At this point in the meeting, members of the public who have registered their wish to speak, regarding an item on the agenda or an issue within the remit of the Working Group, may do so. The deadline for registering is 5.00 pm on Monday 12 May 2008.

**4. York Northwest Area Action Plan - Progress Report, incorporating Issues and Options Consultation Summary**  
(Pages 5 - 74)

This report reviews progress to date on the York Northwest Area Action Plan, and gives an overview of comments and headline results arising from consultation on the Issues and Options Report between November 2007 and January 2008. Members are asked to note the progress to date and the use of the consultation findings to inform the preparation of the Preferred Options. Members are further asked to agree the approach and programme for the preparation of the Preferred Options, which are also set out in this report.

*(Please note: Appendices 6 – 12 are available on the council's website [www.york.gov.uk](http://www.york.gov.uk) or from the Democracy Officer as detailed below.)*

**5. Any other business which the Chair considers urgent under the Local Government Act 1972.**

Democracy Officer:

Name: Tracy Johnson

Contact details:

- Telephone – (01904) 551031
- E-mail – [tracy.johnson@york.gov.uk](mailto:tracy.johnson@york.gov.uk)

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

## About City of York Council Meetings

### Would you like to speak at this meeting?

If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

**A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088**

### Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

### Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

যদি যথেষ্ট আগে থেকে জানানো হয় তাহলে অন্য কোন অর্ধাতে তথ্য জানানোর জন্য সব ধরনের চেষ্টা করা হবে, এর জন্য দরকার হলে তথ্য অনুবাদ করে দেয়া হবে অথবা একজন দোঅবী সর্ববরাহ করা হবে। টেলিফোন নম্বর (01904) 551 550।

*Yeteri kadar önceden haber verilmesi koşuluyla, bilgilerin terümesini hazırlatmak ya da bir tercüman bulmak için mümkün olan herşey yapılacaktır. Tel: (01904) 551 550*

我們竭力使提供的資訊備有不同語言版本，在有充足時間提前通知的情況下會安排筆譯或口譯服務。電話 (01904) 551 550。

اگر مناسب وقت سے اطلاع دی جاتی ہے تو ہم معلومات کا ترجمہ مہیا کرنے کی پوری کوشش کریں گے۔ ٹیلی فون (01904) 551 550

*Informacja może być dostępna w tłumaczeniu, jeśli dostaniemy zapotrzebowanie z wystarczającym wyprzedzeniem. Tel: (01904) 551 550*

### **Holding the Executive to Account**

The majority of councillors are not appointed to the Executive (38 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Advisory Panel (EMAP)) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

### **Who Gets Agenda and Reports for our Meetings?**

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
- Public libraries get copies of **all** public agenda/reports.

City of York Council

Committee Minutes

---

MEETING	LOCAL DEVELOPMENT FRAMEWORK WORKING GROUP
DATE	4 MARCH 2008
PRESENT	COUNCILLORS REID (CHAIR), SIMPSON-LAING (VICE-CHAIR), AYRE, D'AGORNE, HORTON, MERRETT, MOORE, WALLER, R WATSON (NOT PRESENT FOR MINUTE 41) AND WATT

---

**38. DECLARATIONS OF INTEREST**

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

None were declared.

**39. MINUTES**

Matters Arising:

Minute 37 (Local Development Framework: Allocations Development Plan Document) - It was noted that officers had consulted colleagues in Transport Planning regarding the second bullet point under point (x) and colleagues in Children's Services regarding the first bullet point under point (xii).

RESOLVED: (i) That the minutes of the meeting of the Local Development Framework Working Group held on 8 January 2008 be approved and signed as a correct record;

(ii) That the minutes of the last meeting of the Local Development Framework Working Group held on 22 January 2008 be approved and signed as a correct record subject to the following amendments:

- That the minutes be renumbered to start at Minute 34.
- That the spelling of Cllr Waller's name be corrected under Minute 34 (Declarations of Interest).

**40. PUBLIC PARTICIPATION**

It was reported that there had been no registrations to speak under the Council's Public Participation scheme.

**41. THE APPROACH TO THE NATURAL ENVIRONMENT THROUGH THE LOCAL DEVELOPMENT FRAMEWORK**

Members considered a report which informed Members of and asked for their comments on the proposed approach to the natural environment and Green Infrastructure in the Local Development Framework (LDF). The report set out the overall framework in terms of the existing evidence base documents, how these link together and how they would feed into the LDF process. The approach would have broader implications in terms of the Council's approach to its wider natural environment duties.

Members had the following options to consider in relation to the Approach to the Natural Environment:

Option 1: To accept the proposed approach to the natural environment subject to any comments or changes recommended by the Working Group; or

Option 2: To request that further work was done to develop an alternative approach to the natural environment.

Members received a presentation which covered the following issues:

- Green Infrastructure
- Green Infrastructure Assets
- Biodiversity Audit and Biodiversity Action Plan
- Green Belt Character Areas
- Landscape Character Types
- Open Space
- Flood Risk Areas
- Greenways and Public Right of Ways

Large maps showing all the different layers listed above were provided at the meeting. Members made the following comments:

- In relation to paragraph 3c, people and wildlife were not always complementary and it might be worth having a fourth point about maintaining and protecting biodiversity and the range of special sites that require protection
- Climate change and cornfield buffer zones could be added as additional benefits in the bullet points under paragraph 4 of the report
- There were different types of wildlife corridors which needed to be identified during the production of the Green Infrastructure Strategy detailed in paragraph 6 of the report
- The map should not just show high risk flood areas but should also include other areas at risk
- A Blue Belt, where areas were allowed to flood, could be developed
- The City Tree Strategy should be included under paragraph 8 of the report

- The sustainability of sites was an issue for the Biodiversity Action Plan, which could include control measures for public access and buffer zones around some sites
- A copy of the Green Belt Appraisal should be put on the M drive for members to access
- That the review of the Cycle Network be brought to a future meeting

RESOLVED: (i) That the proposed approach to the natural environment in terms of the LDF highlighted in the report be noted;  
(ii) That Option 1, subject to the comments and views listed above, be agreed;  
(iii) That the Green Belt Appraisal be put on M drive for members<sup>1</sup>;  
(iv) That the review of the Cycle Network be brought to a future meeting<sup>2</sup>.

REASON: So that the natural environment evidence base work for the LDF can be progressed.

Action Required

1. That the Green Belt Appraisal be put on M drive for Members JB
2. Arrange for the review of the Cycle Network to be brought to a future meeting. JB

**42. LOCAL DEVELOPMENT FRAMEWORK: FESTIVAL OF IDEAS 2 CONSULTATION SUMMARY (INCLUDING CONSULTATION ON LDF CORE STRATEGY ISSUES AND OPTIONS 2)**

Members considered a report which highlighted the headline results arising from the Festival of Ideas 2 consultation, which the City of York Council undertook in partnership with the Local Strategic Partnership (Without Walls) during Autumn 2007. These comments would be used to inform the production of the Core Strategy and other Development Plan Documents.

This report presented the different consultation documents which were produced; set out who was consulted; and outlined the methods and techniques used during consultation. The analysis section provided a snapshot summary of the responses received. A full summary of headline responses was contained in the annexes.

Members received a presentation, and a colour handout of the slides, on Annex A (Responses to “Have your say on York’s Future” questionnaire) of the report.

Members made the following comments:

- How representative, in terms of social demographics and geographically, were the results of York
- Analysis should be carried out, where possible, about the social demographics of the respondents, including a breakdown by ward

- Information on demographics should be included in future surveys to verify how representative it was
- The low number of online respondents suggested that using online questionnaires was open to discussion
- Any members who had specific issues about the consultation and how it was conducted should provide a written response to the chair
- That there was criticism from some of the audience who attended one of the City Summits about the questions only providing false choices for answers
- The survey provided a lot of useful factual information and most results were as expected, except for the result about not wanting more shops built in the city centre

RESOLVED: That the comments received from consultees in response to the Festival of Ideas 2 consultation be noted, and their consideration in informing the production of Core Strategy Preferred Options report and, where relevant, other emerging LDF documents be supported.

REASON: To ensure that the LDF Core Strategy can be progressed to its next stage of development as highlighted in the Council's Local Development Scheme.

Cllr A Reid, Chair

[The meeting started at 4.30 pm and finished at 6.45 pm].





---

Meeting of the Local Development Framework  
Working Group

13 May 2008

Report of the Director of City Strategy

## **YORK NORTHWEST AREA ACTION PLAN**

### **Progress Report, incorporating Issues and Options Consultation Summary**

#### **Summary**

1. This report reviews progress to date on the York Northwest Area Action Plan, and gives an overview of comments and headline results arising from consultation on the Issues and Options Report between November 2007 and January 2008. Members are asked to note the progress to date and the use of the consultation findings to inform the preparation of the Preferred Options. Members are further asked to agree the approach and programme for the preparation of the Preferred Options, which are also set out in this report.

#### **Background**

2. The Area Action Plan (AAP) for York Northwest will be one of a suite of Development Plan Documents in the Local Development Framework. The AAP will be used to guide and control the development of this major area of change. The timetable for preparation of the AAP was agreed at a meeting of the Executive on 27 February 2007 and has been incorporated into the Local Development Scheme (LDS).
3. At a meeting of the Executive on 25<sup>th</sup> September 2007 Members agreed the content of the Issues and Options report, the preparation of associated documents and for public consultation to take place.

#### **Progress Report**

##### Progress to Date

4. Good progress has been made on the initial Issues and Options stage of producing the Area Action Plan. Programme milestones identified in the Local Development Scheme have been met, with issues and options consultation carried out between November 2007 and January 2008.
5. A range of evidence base documents, including both city wide studies and specific York Northwest studies have informed the preparation of the Area Action Plan to date. Outstanding evidence base studies are now also well

advanced; it is anticipated that the councils Retail Capacity Study will be reported to members in June, the PPG17 Open Space Study in July, and the Employment Land Review in September 2008. Other work, including transport modelling, specific retail work and a specific York Northwest Open Space Study is also being progressed. Viability assessment work will be required on the emerging Preferred Options to ensure deliverability considerations are addressed.

6. Transport modelling will look at the infrastructure required to accommodate general growth in the city and the additional infrastructure needed to deliver development of York Northwest. The work will inform the development of a tool to allocate costs of infrastructure to different stakeholders and mechanisms for securing funding. The Council is also progressing a number of transport initiatives which will inform the transportation requirements and funding for the Area Action Plan, including, Access York (park and ride and outer ring road projects), new growth point infrastructure bid, cycling city status, tram train and the Hopgrove roundabout.

### Stakeholder Activity

7. York Central stakeholders are making progress in a number of areas in anticipation of seeking approval from their various boards to enable the site to be marketed. It is hoped that a developer will be appointed in advance of the Councils Preferred Options consultation, which will enable developer involvement in the plan making process as early as possible. Preferred Options Consultation is scheduled in the Local Development Scheme for January 2009.
8. Associated British Foods have appointed contractors who are due to commence demolition on the site on 6<sup>th</sup> May. The Councils Countryside and Landscape Officers, alongside consultants appointed by Associated British Foods, will ensure that the works are carried out in a way that does not compromise onsite ecological interests. It is anticipated that demolition works will be completed before the end of this year. A team of consultants, headed by Rapleys Planning Consultants, are carrying out background study work to inform the development of the site.

### Forthcoming Work

9. The Local Development Scheme allocates the period between February and December 2008 for "consideration of representations on Issues and Options and preparation of Preferred Options document" in respect of the York Northwest Area Action Plan. This report summarises the first stage of the Preferred Options work. A detailed three stage program of information analysis, development of conceptual options and Preferred Options report has been produced to structure work over the coming year. Greater detail on this program is given at paragraph 39.

## **Issues and Options Consultation**

### **Consultation Plan**

10. The consultation was carried out in accordance with a plan and timetable agreed with Members. The plan, set out at Appendix 1, took into account the views expressed by the public on a pilot consultation strategy for York Central in 2006. Given the wide range of interests involved in the project at local, city wide and sub-regional/regional level, a variety of consultation methods and techniques were used. Consultation on the Issues and Options Report took place between 5<sup>th</sup> November 2007 and 14<sup>th</sup> January 2008

### **Consultation Information**

11. A range of information was produced and tailored to reflect the needs of the different consultation events and diverse interests in the area. A leaflet was prepared to raise awareness of the consultation and to tell people how they could get further information. A summary report was used to give a short overview of the matters raised in the full Issues and Options report. A short questionnaire was attached to the leaflet, and a more detailed public comment form was distributed with all copies of the full and summary report (Appendix 12). A Background and Frequently Asked Questions leaflet was also produced to provide a guide to the planning process. Presentational material was also produced for the workshops and exhibitions.
12. All documents and details of the consultation were outlined on the York Northwest website and an on-line survey was available for comments to be submitted. In addition, a full set of documents was also made available at all libraries and at the Guildhall/ St Leonard's Place planning reception.

### **Consultation Events and Response**

13. A considerable level of interest was shown in the consultation, and a wide range of comments have been made. The analysis section of this report provides an overarching summary of the headline points from the various consultation events (see Appendix 3). Summary reports of individual consultation events and responses are available on the Councils web site and on request (Appendices 6–11).
14. A total of 470 individuals and organisations were sent consultation documents, including specific consultation bodies and individuals and organisations with a direct interest in the area. 294 responses were received, including 245 responses to the questionnaire and leaflet. A plan giving a detailed breakdown of community responses is attached at Appendix 2.
15. Around 365 people participated in workshop, public exhibition and focus group events. A further 53 residents attended the presentation at Holgate ward committee meeting and 37 residents attended the Acomb ward committee meeting.

1) Workshops: Transport, business and commerce, and design/environment workshops were externally facilitated by an independent public engagement company, Icarus. A further workshop was held for the York Central Task Group

and was facilitated by the council. 101 representatives with a specialist knowledge, or interest, in the topic for the session attended the workshops. Individual reports for each workshop were prepared and circulated to all attendees and are available on request. Icarus also prepared a report summarising the findings of the 3 consultation workshops, which is available on request. An overarching report summarising the findings of all the workshops is available on request (Appendix 9).

2) Public Exhibitions: Four public exhibitions were held – one in a city centre location, and three others at locations accessible to existing communities living near the York Central and British Sugar sites. The exhibitions were advertised at each of the three local ward committees, on the leaflet, in the local press and on the Council's web site. Around 230 people attended the exhibitions. Future involvement by young people in the consultation process was raised as an issue.

iii) Focus Group: A focus group of residents of York was facilitated by Icarus, an independent public engagement company. Ten people were recruited through the Talkabout Panel, which is a representative panel of 2000 residents who live within the city and make comments on a wide range of issues. A report setting out the views of the focus group is available on request (Appendix 10).

iv) Presentations: Presentations were made to the Environment Forum, the Inclusive York Forum and the York Central Steering Board. Responses from the Environment Forum and partners to the York Central Steering Board, Yorkshire Forward and CBRE (representing Network Rail/National Museum of Science and Industry) are included in the Summary of written representations (Appendix 8). A report setting out the views of the Inclusive York Forum, a forum of hard to reach groups, is available on request (Appendix 11).

### **Analysis**

16. The Issues and Options report is structured around the key areas of vision and development objectives, sustainable community, employment, housing, social infrastructure, transport, culture and tourism, open space and built sporting facilities, urban design and delivery. The design of the questionnaire/public comment form and all the events were structured around finding out views on the key theme areas. In addition, the views on the boundary for the York Northwest area were also sought.
17. This section of the report gives an overview of the headline points arising from all the various consultation events and representations received in relation to each of these areas. Further detail can be found in the overarching summary report, attached in Appendix 3. Due to the significant quantity and detail of feedback given, for the purposes of this report, summary reports of individual consultation events and responses have been prepared and are available on request (and on the Councils web site), in Appendices 6–11. The full range of comments will be used to inform the preparation of the Preferred Options for York Northwest.

### Boundary

18. Various sites were suggested for inclusion in the Area Action Plan boundary. These include the Royal Mail sorting office, the Monkhill Confectionary (Craven) site, the Acomb Water Treatment Works, part of Clifton Ings and various other open spaces around British Sugar, including Poppleton Lane Allotments, the Civil Service Sports ground and the current Manor Field Sports Ground. A plan of the proposed additional sites and rationale for inclusion, is attached at Appendix 5. It is anticipated that a report will be brought to members later this summer for comment on the possible Area Action Plan boundary.

### Vision and Objectives

19. There was overall positive support for the draft vision with between 64% and 79% of people supporting the statement. Between 10-13% of people objected to one or more aspects of the draft vision. Particular support was registered for the themes of sustainability, integration, innovation, quality, vitality (liveliness) and quality of life. Several specific issues were considered to be under-represented, and were recommended to be included in the vision, including vitality (liveliness), provision of green transport provision, representation of leisure and retail activities and the importance of York's historic character. Viability was also mentioned at the stakeholder workshops, but not by public consultees. There were several requests for the vision to be simplified and to reflect the specific purpose of the individual sites.
20. The objectives were prioritised in the public feedback and at the workshops. Two of the highest objectives from both were for 'integration with the city/surrounding area' and 'meeting housing needs'. The public response also gave high priority to the provision of 'high quality health, education, retail and community facilities', whilst the need to provide 'exemplar high quality development in terms of building design and spaces' was given high priority by the workshop participants. It is anticipated that a report will be brought to members later this summer for comment on the possible Area Action Plan vision and objectives. The full quantitative feedback received is outlined in Appendix 4.

### Creating a Sustainable Community

21. Creating sustainable communities is an overriding theme for the development; key issues are highlighted in this section of the report and in each theme area.
22. Overall, a broad level of agreement was expressed over issues presented on creating a sustainable community, though some reservations were expressed on most issues, and in particular on flood mitigation, design/housing and contamination. All participants were in full agreement that York's unique characteristics should be protected. 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. The Focus Group called for sustainable design and transport solutions, drawing on best practice. Representations supported the concept of a sustainable community as a key overriding principle in developing the area, although it was felt that there should be greater detail in terms of specific standards and facilities.

### Employment

23. High levels of agreement were expressed at workshops on the issues of employment need, and quality and integration of employment uses. A need was identified in all events to relate the type of business to the particular circumstances of York. Thus linkages between office uses and business tourism were made, high tech business employing university graduates were promoted and small-scale manufacturing responding to particular 'niche' markets in the City were all mentioned.
24. The particular characteristics of the two sites were also emphasised at the workshop events with strong support for offices/research and development uses at York Central and general/small scale engineering at British Sugar. There was significant support for a Central Business District at York Central. Warehousing received only moderate support at British Sugar and was not supported at York Central. 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.

### Housing

25. 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.
26. Broadly speaking feedback supported a housing mix in accordance with the Housing Market Assessment as well as higher proportions of housing. Provision of a higher proportion of flats was only supported by a small minority, although 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. At the workshop events the concept of exemplar housing for both energy and water conservation was put forward with highly sustainable housing design.

### Social Infrastructure

27. The provision of a range of community, health and education facilities were supported as promoting vitality within the site, as well as providing employment. 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.
28. 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. Provision of the following facilities were supported, 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. All Saints Secondary School, Gillygate Surgery and Lidgett Grove Scout Group, registered interest in relocating within the area.

### Culture and Tourism

29. 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 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.
30. 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.

### Transport and Accessibility

31. There was wide support for increasing the priority of public transport, cyclists and pedestrians over car use. Representations stressed the need for a full detailed transport study, which would consider York Northwest within the surrounding wider highway network. Comments made by the Focus Group highlighted effective traffic management as critical to reducing congestion.
32. The provision of park and ride facilities was 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. Provision of new, linked pedestrian cycle routes within the green infrastructure networks was also supported to promote more walking and cycling.
33. The provision of tram train was strongly supported, although it was recognised that this would be a medium to long-term project. It was noted that whilst provision should be made in any plans for a safeguarded route through the area, the feasibility of tram train was still being investigated and it may not come forward.
34. 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.

### Open Space and Built Sporting Facilities

35. 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.
36. The siting of 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, 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 raised. In terms of the location of a stadium within York Northwest, feedback from the workshops supported provision adjacent to the rail station, whilst the public comments were more supportive of a facility linked to a new district centre on British Sugar.

### Urban Design

37. 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.

### Delivery

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



## **Next Steps – Preferred Options**

39. Work has started to prepare the second next stage of the Area Action Plan, the Preferred Options. This work will be carried out in-house with consultant support as required. It is anticipated that the preparation of the Preferred Options will take place in three phases: information analysis; development of conceptual options; and preparation of Preferred Options report. It is anticipated that a report will be brought to Members outlining progress on the emerging options this summer, for their consideration and comment.

### Information Analysis

40. The first phase will include work to develop a mechanism for identifying and apportioning transport infrastructure that is required to deliver the development. Work will also be undertaken to update baseline information and prepare spatial plans which will outline constraints and opportunities. The vision for the area and objectives of the AAP will be reviewed and amended as appropriate. The analysis and testing of the Options contained within the Issues and Options report, will include development and application of criteria to evaluate the options. These criteria will include sustainability appraisal and consultation feedback. This will enable conclusions to be reached on whether to reject options or continue work on them to a conceptual stage. This work will be incorporated into a background report to the Preferred Options Report.

### Develop Conceptual Options

41. It is intended to produce conceptual options on the broad directions for size/scale and location of uses within the area. These will take into account the work carried out in paragraph 40 above and will include work to establish a boundary for the area. An analysis of costs of developing the area eg. contamination, transport and service infrastructure will be undertaken. This will inform high level viability testing of emerging conceptual options. This will necessitate close liaison with York Central and ABF consultant teams. Sustainability appraisals of the options will also inform this stage of work on an iterative basis.

### Preferred Options Report

42. The conceptual options will be analysed and refined to inform the Preferred Options. It is anticipated that the Preferred Options will comprise a limited number of comprehensive spatial strategy options. These will include broad land use locations with policy directions. This work will be accompanied by a sustainability appraisal to assess the implications of the proposals put forward. This work will form the basis for a further period of public consultation to allow public feedback on the developing options.
43. It is apparent from the guidance emerging on Area Action Plans that to be 'sound' it must be clear what the plan will deliver, the feasibility of this, by whom it will be delivered and the timescales for this. The Preferred Options will therefore be subject to high-level viability testing to ensure the deliverability of options being developed.

## Options

44. There are no options relating to this report.

## Corporate Priorities

45. The York Northwest area provides large brownfield development opportunities adjacent to the city centre. Development of this area will help to protect and enhance York's existing built and green environment and provides an opportunity for a flagship sustainable development. The regeneration of this area will support the following corporate priorities,
- Increase the use of public and other environmentally friendly modes of transport
  - Improve the quality and availability of decent affordable homes in the City
  - Improve the contribution that Science City York makes to economic prosperity

## Implications

46. Implications are as listed below:
- **Financial** None.
  - **Human Resources (HR)** None
  - **Equalities** None
  - **Legal** None
  - **Crime and Disorder** None
  - **Information Technology (IT)** None
  - **Property** None
  - **Other** None

## Risk Management

47. In compliance with the Councils risk management strategy, there are no risks associated with the recommendations of this report.

## Recommendations

48. Members are asked to:

- 1) Note the comments received on the Issues and Options documents and support their consideration in informing the Preferred Options stage for the Area Action Plan.

Reason: To ensure that the Area Action Plan can be progressed to the next stage of work, in accordance with the Local Development Scheme.

- 2) Note the progress made to date on production of the Area Action Plan and agree the approach for the development of the Preferred Options stage of work.

Reason: To ensure that Members views are included in the generation of Preferred Options put forward.

**Contact Details**

**Author:**

Sue Houghton |Tel: (01904 551375)  
York Northwest Project Manager

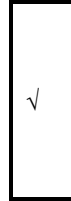
Ann Ward Tel: (01904 552409)  
York Northwest Project Officer

Ben Murphy Tel: (01904 551415)  
York Northwest Project Officer  
City Strategy

**Chief Officer Responsible for the report:**

Bill Woolley  
Director of City Strategy

**Report Approved**



**Date** 30/04/08

**Specialist Implications Officer(s):** None

**All**

**Wards Affected:** Holgate, Micklegate, Acomb and Rural West York

**For further information please contact the author of the report**

**Background Papers:**

- Report to Executive 25 September 2007
- Report to LDF Working Group 24 July 2007
- Report to Executive, 27 February 2007

**Appendices**

- Appendix 1: Consultation Plan
- Appendix 2: Consultation Response Analysis
- Appendix 3: Overarching Summary
- Appendix 4: Summary of Vision and Objectives
- Appendix 5: Summary of Comments on Boundary
- Appendix 6: Summary of Report of Public Comments Forms (available on website)
- Appendix 7: Written Representations: Index of Consultees (available on website)
- Appendix 8: Summary of Written Representations (available on website)
- Appendix 9: Summary of Report of Workshop Events (available on website)
- Appendix 10: Focus Group Report (available on website)
- Appendix 11: Inclusive York Forum Summary (available on website)
- Appendix 12: Copies of Public Comment Form/Leaflet/Poster (available on website)

This page is intentionally left blank

**APPENDIX 1**

**CONSULTATION PLAN**

**York Northwest Area Action Plan  
Issues and Options**

**Consultation Plan for Issues and Options**

**1. Programme**

Consultation on the Issues and Options documents commenced on Monday 5 November 2007 and finished on Monday 14 January 2008 (10 weeks). Consultation was extended beyond the usual 6 week period to allow for Christmas.

**2. Scope of Consultation**

**Testing**

As recommended in the RTPI good practice note on Effective Community Involvement and Consultation, a testing phase for the consultation process was carried out in summer 2006. The testing phase focused on York Central, however, the conclusions have been used to inform the preparation of the wider consultation plan for the York Northwest area. The public consultation on the York Northwest Issues and Options document will be used to inform the next stage of work, production of the Preferred Options.

**Scope**

The development of York Northwest will have a major impact at a local level, as well as at city wide and sub-regional level. Consultation will, therefore, need to be broad based and will include:

- Immediate site interests - residents, businesses and major site landowners within the immediate area of the York Central and British Sugar sites, including Network Rail, Associated British Foods and the National Museum of Science and Industry. A plan indicating the geographic extent of this consultation is appended.
- The rest of the city - those who live and work in York and who have an interest in the development of the area, including special interest groups.
- Specific consultees – includes those who would previously been referred to as statutory consultees e.g. the Government Office, the Regional Assembly, neighbouring local authorities, Parish Councils, the Environment Agency and the Highways Agency.
- Councillors – in particular local ward members for Acomb, Holgate, and Micklegate wards in York.
- Internal - Directors/Assistant Directors and other relevant officers within the Council.

**Database**

The database for York Northwest will include information on the area taken from the database for the Statement of Community Involvement (SCI), information within the Community Audit undertaken for York Central, a mailing list of people expressing interest in the York Northwest area and the database for the Community Strategy. A specific mailing list for York Northwest will be produced which will be available on request.

#### 4. **Consultation Information**

The following consultation information will be prepared:

- **Issues and Options Report:** This will be the main consultation document and will be structured around key topic areas. Key issues will be identified for each topic area and ideas/opportunities relating to these put forward for comment.
- **Summary Report:** The Summary Report will be produced to give a brief overview of the Issues and Options document.
  
- **Comment Form:** This will be produced separately alongside the Summary Report and the Issues and Options Report.
- **Questions and Answers Leaflet:** This will be a summary of frequently asked questions covering the AAP process.
- **Information Leaflet:** This will be produced to raise awareness of the consultation period, the documents produced and when/how people can get involved in the consultation process.
- **Schedule of events:** This will outline the venues and times of the various public exhibitions.
- **Your City/Your Ward article:** A short article outlining the consultation process and the contribution this has to the future planning of the area has been produced. This will appear in the September edition of Your City and October edition of ward newsletters for the 4 local wards in the immediate vicinity of York Central and British Sugar (Micklegate, Acomb, Holgate and Rural West).
- **Posters** will be produced for display in schools, health centres, council receptions, libraries and public places. A list of the places where posters have been displayed will also be available on request.
- **Press release** for the local press and media.
- **Advert for Exhibitions** in local press and media setting out the dates, times and venues of public exhibitions.
- **Council website** for the York Northwest area to provide information and the documents to download. The questionnaire will also be available for completion on line.

#### 5. **Consultation Methods**

Consultation will be carried out by various means, including:

##### **Public Exhibitions**

Four public exhibitions, with displays and presentational materials, will be undertaken in various locations within easy walking distance around the area and within the city centre. They will be staffed by council officers who will be available to answer questions. Hard copies of leaflets, the summary report and comment form will be available. The city-wide exhibition will be open between 10:00am and 4:00pm with local exhibitions open between 2:00pm and 6:00pm.

##### **Focus Group**

A focus group with representatives from the Talkabout Panel (panel of people comprising a cross section of residents established as a representative panel for the city) will be arranged.

### **Workshops**

Four workshops will be arranged for the key stakeholder groups listed below. The purpose of the workshops, which will focus on a key area of interest, will be to gather information and act as a prompt for debate. The workshops will be facilitated externally. The outputs from all the meetings will be written up as a feedback report and sent to all those who participated in the event.

- Transport Interests including transport operators,
- Commercial and Business interests, including town centre manager
- Environmental interests, including ecological interests groups as well as heritage and conservation groups.
- York Central Task Group.

### **Presentations**

Presentations will be held for the following groups:

- Inclusive York Forum (established forum of 'hard to reach' groups)
- Environment Forum/Partnership
- York Central Steering Board
- Local Residents: Ward committee meetings at Holgate and Acomb wards. Officers will be in attendance at the ward surgery for Micklegate ward.

### **Meetings**

Individual, bespoke meetings will be offered to the following external parties:

- Specific consultees including Government Office, the Environment Agency and English Heritage.
- Landowners specifically affected by transportation routes including Evans of Leeds (York Business Park), Civil Service Sports Ground, Royal Mail, Ashtenne (Holgate Business Park), York Railway Institute and Leeman Road Millennium Green Trust.
- Key stakeholders including Yorkshire Forward and the National Railway Museum (NRM).



## 5. Summary of Consultation Methods

The following table summarises how the principal groups of consultees will be consulted.

Consultee	Consultation Method
<b>Specific Consultees</b> ('Statutory' consultees, including Government Office, Environment Agency, English Heritage, Regional Assembly)	Letter with hard copy of I&O documents and/or Summary report, Questionnaire, Leaflet and Q&A sheet.
	Individual meetings with the Government Office, the Environment Agency and English Heritage as required.
<b>Immediate Site Interests</b> (Those with a direct interest in the area - residents, businesses and ownerships within a defined radius)	Reference copies of the Issues and Options Document, Baseline Report, Sustainability Statement and copies to take away of the Information Leaflet, Q&A's leaflet, Schedule of Events, Summary Report and Questionnaires will be available at the Guildhall, 9 St Leonard's Place and all Libraries, together with a submission box for return of questionnaires.
	Posters and information leaflets giving details of how and when people can be involved in the consultation process will be on display at local schools, local places of worship, local health centres and local community centres.
	Council web site for the York Northwest area.
	Article in Your City
	Press release
	Advert for exhibitions in local press and media
	Letter to landowners and key stakeholders with specific interest in the area with full set of I&O documents and/or Summary Report and Questionnaire.
	Information leaflet delivered to over 4,000 houses and businesses within a defined area
	Public exhibitions - 4 venues within direct area.
	Presentation to: <ul style="list-style-type: none"> <li>▪ 3 local ward committees (Micklegate, Holgate and Acomb).</li> <li>▪ York Central Steering Board</li> </ul>
	Article in local ward newsletters for Micklegate, Holgate, Acomb and Rural West York.
	Workshop for: <ul style="list-style-type: none"> <li>▪ Commercial and Business interests</li> <li>▪ Transport interests</li> <li>▪ Environmental and design interests</li> <li>▪ York Central Task Group</li> </ul>
	Individual meetings with landowners and key stakeholders specifically affected by transportation routes.

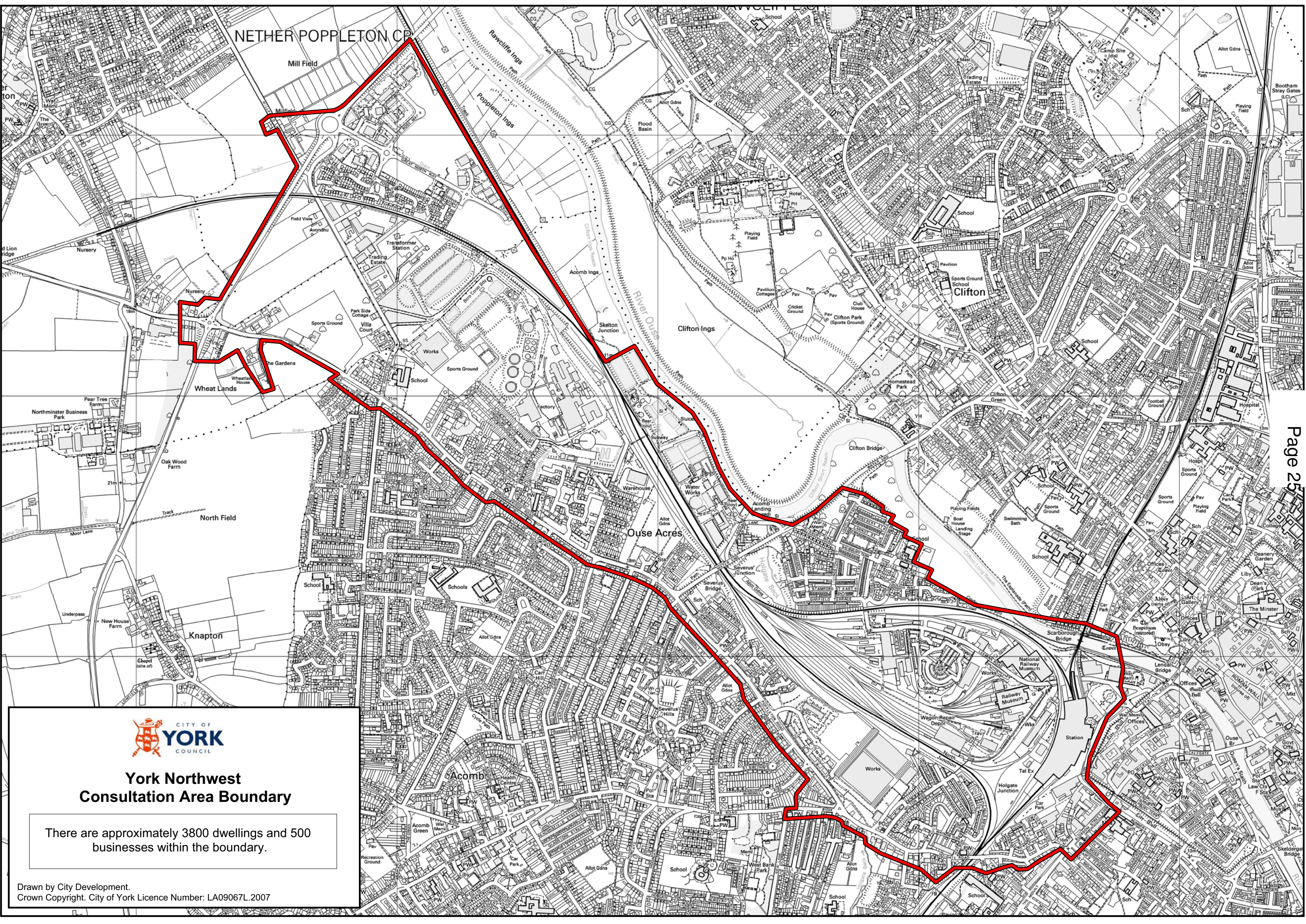
<p><b>City Wide Interests</b> (Those who live and work in York and who have an interest the development of the area, including special interest groups)</p>	<p>Reference copies of the Issues and Options Document, Baseline Report, Sustainability Statement and copies to take away of the Information Leaflet, Q&amp;A's leaflet, Schedule of Events, Summary Report and Questionnaires will be available at the Guildhall, 9 St Leonard's Place and all Libraries, together with a submission box for return of questionnaires.</p> <p>Posters and information leaflets giving details of how and when people can be involved in the consultation process will be on display at local schools, local places of worship, local health centres and local community centres.</p> <p>Council web site for the York Northwest area.</p> <p>Article in Your City</p> <p>Press release</p> <p>Advert for exhibitions in local press and media</p> <p>Copy of Issues &amp; Options documents on request.</p> <ul style="list-style-type: none"> <li>▪ Focus Group drawn from Talkabout Panel</li> </ul> <p>Workshop for:</p> <ul style="list-style-type: none"> <li>▪ Commercial and Business interests</li> <li>▪ Transport interests</li> <li>▪ Environmental interests</li> </ul> <p>Presentation to:</p> <ul style="list-style-type: none"> <li>▪ Inclusive York Forum</li> <li>▪ Environmental Partnership</li> <li>▪ WOW Partnership</li> </ul> <p>Individual meetings with key stakeholders</p>
<p><b>Councillors</b></p>	<p>Letter Summary Report, Questionnaire, Leaflet and Q&amp;A sheet. Hard copy of full set of I&amp;O documents on request.</p> <p>Hard copy of full set of I&amp;O documents to be available in Group Rooms and Members Library.</p> <p>Hard copy of Evidence Base documents will be available in the Members library.</p>
<p><b>Internal</b> Chief Executive, Directors, Assistant Directors and other relevant officers.</p>	<p>Hard copy of full set of I&amp;O documents/Summary Report and details of consultation to Chief Officers and relevant officers.</p>

6. **Programme of Events**

The table below sets out the main consultation events:

<b>Event</b>	<b>Venue</b>	<b>2007/08</b>
Surgery & Presentation to Holgate Ward Committee	19:00-21:00 Poppleton Road School	Wednesday 3 October
Surgery & Presentation to Acomb Ward Committee	19:00-20:30 Carr Junior School	Wednesday 10 October
Surgery Micklegate Ward Committee	18:30-19:00 St Clements Church	Thursday 11 October
Presentation to York Central Steering Board	11:45-12:15 Guildhall	Friday 2 November
Exhibition	10:00-16:00 Parliament Street	Friday 9 November
Presentation to Environment Forum/Partnership	16:00- 17:30 Guildhall	Tuesday 13 November
Transport Workshop	10:00-13:00 Early Music Centre	Thursday 15 November
Business Workshop	10:00-13:00 Merchant Taylor's Hall	Tuesday 20 November
Report to Without Walls	pm Guildhall	Wednesday 21 November
Exhibition	14:00-18:00 Holy Redeemer Church	Friday 23 November
Exhibition	14:00-18:00 St Paul's Church	Wednesday 28 November
Presentation to York Central Task Group	10:00-13:00 Bedern Hall	Thursday 29 November
Environment/Design Workshop	10:00-13:00 Merchant Taylor's Hall	Monday 3 December
Exhibition	14:00-18:00 St Barnabas' Church Hall	Wednesday 5 December
Presentation to Inclusive York Forum	10:00-10:45 Priory Street	Wednesday 12 December
Focus Group	18:00 –20:00 Merchant Taylor's Hall	Wednesday 9 January 2008

This page is intentionally left blank



NETHER POPPLETON CP

Mill Field

Rawcliffe Ings

Poppleton Ings

Clifton Ings

Clifton

Ouse Acres

Wheat Lands

North Field

Knapton



### York Northwest Consultation Area Boundary

There are approximately 3800 dwellings and 500 businesses within the boundary.

Drawn by City Development.  
Crown Copyright. City of York Licence Number: LA09067L.2007

This page is intentionally left blank

**APPENDIX 2**

**PUBLIC CONSULTATION RESPONSE ANALYSIS**

**York Northwest Area Action Plan  
Issues and Options**

**Analysis of Public Consultation Responses on Geographic Basis**

**Introduction**

Between November 2007 and January 2008 the council carried out public and stakeholder consultation on the York Northwest Area Action Plan Issues and Options Report.

This consultation was undertaken in a series of events, tailored to the specific requirements of the target audience. As part of this, and in order to reach as broad and representative a range of the general public as possible five distinct consultation techniques were employed:

1. Distribution of a Public Comment Form and accompanying summary report/or full report was distributed to an existing database of persons who had previously expressed an interest in York Northwest.
2. Distribution of a less detailed leaflet to individuals and community facilities in close proximity to the development sites
3. Staging of exhibitions events at strategic locations in the areas around the development sites (in the Councils mobile exhibition unit or at public venues), including distribution of comment form and leaflet as appropriate.
4. Presentations at public ward committee meetings for Holgate and Acomb Wards, and at Ward Surgery at Micklegate Ward, including distribution of comment form and leaflet as appropriate.
5. Web based consultation, through Council website, incorporating electronic public comment form.

In order to establish whether the consultation techniques employed were effective in engaging a range of the general public, the geographic location of respondents has been examined (see appended plan). Analysis of this information reveals that the majority of respondents are, as would be expected, concentrated in those areas immediately adjacent to the sites, who are most likely to be immediately affected by any development.

Analysis of the feedback on a ward basis reveals that Acomb, Holgate and Micklegate account for 72% of the public responses received – indicative of their communities close proximity to the sites. These three wards are also within the top 7 most deprived in York (2007 Index of Multiple Deprivation).

More distant and rural wards (excluding Rural West York) account for only 18% of the feedback. Whilst this may be expected given the distance of these communities from the development area, the potential city wide impacts of York Northwest may warrant further consideration at the Preferred Option stage as to how residents across the whole city may be better engaged. Only 13% of the feedback received was from the 7 least deprived wards in York.

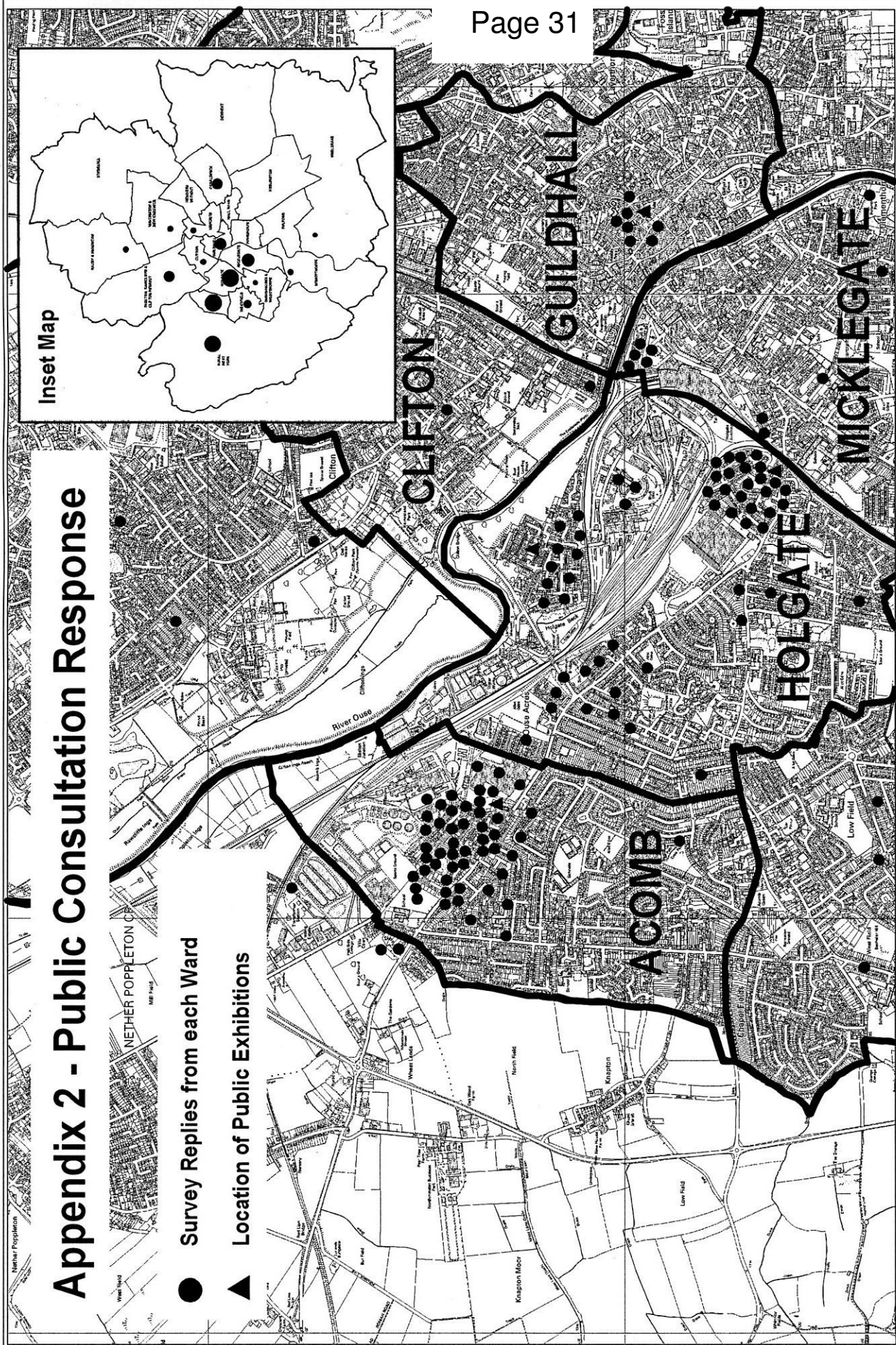
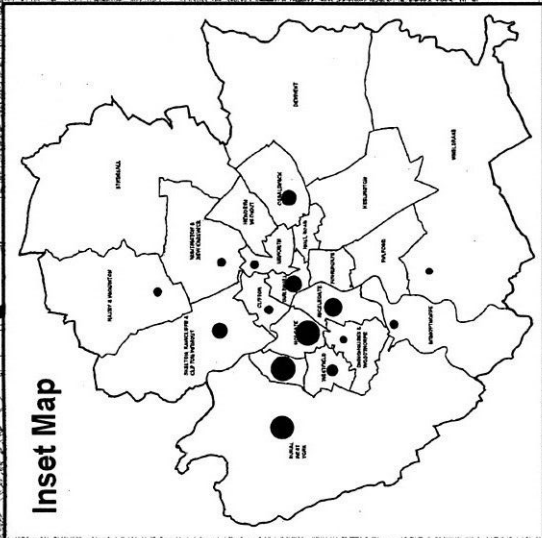


Potential synergies that development could facilitate between the sites themselves and communities in both the City Centre and Clifton areas, through improved access and integration, are not reflected in consultation responses – the wards of Guildhall, Clifton Within, and Clifton Without accounting for only 4%, 1% and 1.5% of consultation responses respectively. This may be something that the Council can address at Preferred Options stage through consultation events tailored to these specific communities should linkages between the areas be pursued in the Preferred Options Report.

This page is intentionally left blank

# Appendix 2 - Public Consultation Response

- Survey Replies from each Ward
- ▲ Location of Public Exhibitions



**Inset Map Shows Indicative Proportionate Ward Based Response Rate**

YORK NORTH WEST SURVEY

Scale	1:17,000
Community	PSL
Project	
Forming the	Y.N.W.S.
Date	17/11/2008

Produced from the 1993 Ordnance Survey 1:250 mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction may be liable for prosecution or civil proceedings.

9, St. Leonard's Place, YORK, YO1 2ET  
Telephone: 01904 551550

This page is intentionally left blank

**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)**

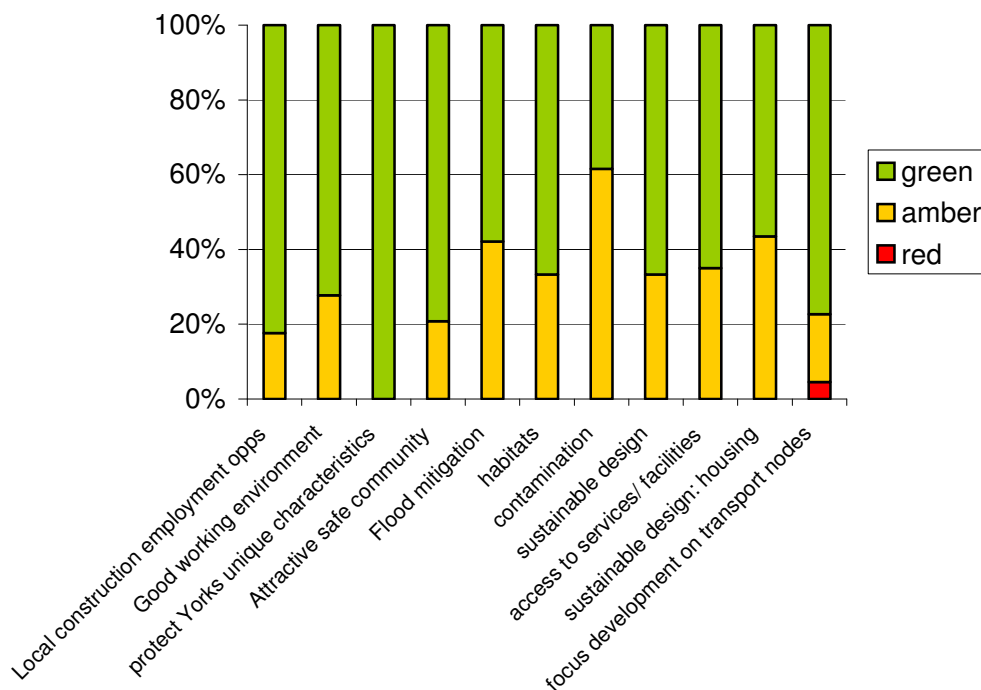
No comments made on this theme, though sustainable community issues were discussed under other theme areas and are reported in the relevant sections

**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.

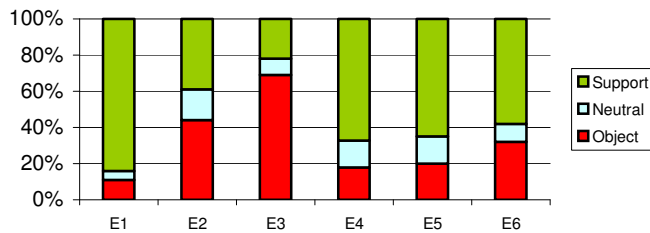


<b>Theme: Employment</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Workshop (summary)</b>
		<p><b>Issues response</b></p> <p>There was a high level of agreement on the issues relating to quality, need and integration of uses. Reservations were expressed on the issue of 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).</p> <p><b>Key points</b></p> <p>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 &amp; general industrial uses or storage &amp; 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.</p> <p><b>Options Response</b></p> <p>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 &amp; Distribution at York Central).</p>
		<b>Consultation Event: Focus Group (summary)</b>
		<p><b>Key Points</b></p> <p>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</p> <p>Warehousing was felt inherently problematic due to potential traffic volume, low number of jobs created, large amounts of space required etc.</p>
	<b>Consultation Event: Inclusive York Forum (Summary)</b>	
	<p><b>Key Points</b></p> <p>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.</p>	

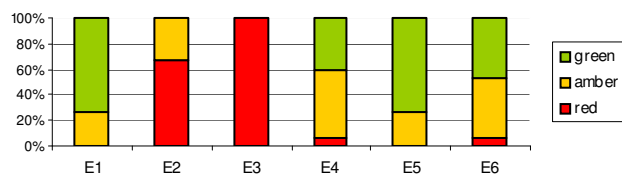
<b>Theme: Employment</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Representations (Summary)</b>
		<p><b>Key Points</b> The importance of York Central as an employment provider was highlighted, particularly in respect of it providing a range of employment opportunities 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.</p>
		<p><b>Options Summary</b> 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</p> <p>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 transshipment raised. Road capacity issues highlighted.</p> <p>Option E3: No support – issues regarding impact on city centre and neighbouring uses raised, as well as road capacity issues.</p> <p>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.</p> <p>Option E5: Little support due to poor transport links and impact on neighbouring uses, though option of linking with rail freight raised</p> <p>Option E6: No support due to road infrastructure capacity issues</p>
		<b>Consultation Event: Public Comment Form (Summary)</b>
		<p><b>Options Response</b> 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.</p> <p>Support was registered for all three employment options relating to British Sugar (O4, O5 &amp; 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.</p>
		<b>Consultation Event: Public leaflet (Summary)</b>
		No employment related responses

**Quantitative Feedback**

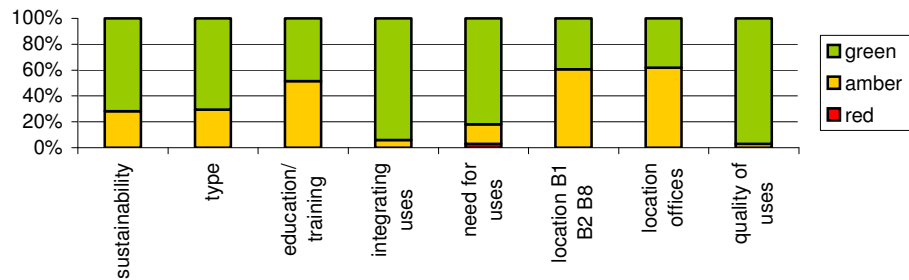
**Public Comment Form, Employment Options Response**



**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.

Theme: Housing

Summary of key points on issues and options

<b>Theme: Housing</b>  <b>Summary of key points on issues and options</b>	<b>Consultation Event: Focus Group</b>
	<p>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.</p>
	<b>Consultation Event: Inclusive York Forum</b>
	<p>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.</p>
	<b>Consultation Event: Representations (summary)</b>
	<p><b>Key Points</b>  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.</p> <p><b>Options Response</b></p> <p><b>Density options H1/ H2</b>  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 &amp; ride facility on the A59.</p> <p><b>Mix/ Type Options H3/ H4/ H5</b>  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.</p> <p>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.</p> <p>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.</p>

**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).

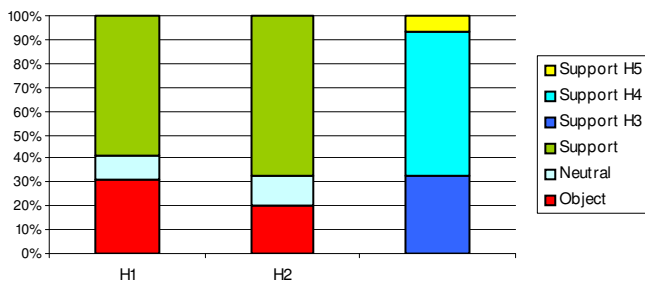
Of the options relating to housing type, H4 (provision of greater percentage of houses than HMA recommendations) received most support, a minority of respondents felt that a greater proportion of apartments than the HMA recommendations was appropriate, whilst around a third of respondents were happy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

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

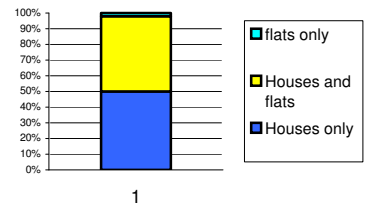
Half of respondents wanted residential development to be comprised solely of houses, whilst only a very small minority wanted solely flats. Nearly half of respondents wanted both houses and flats.

**Quantative Feedback**

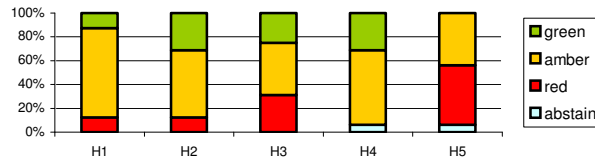
**Public Comment Form: Housing Option Response**



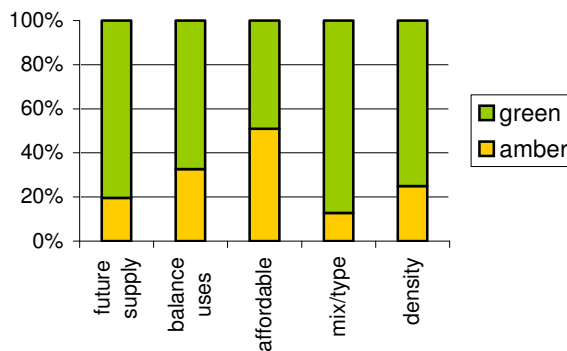
**Public Leaflet: Housing question**



**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.

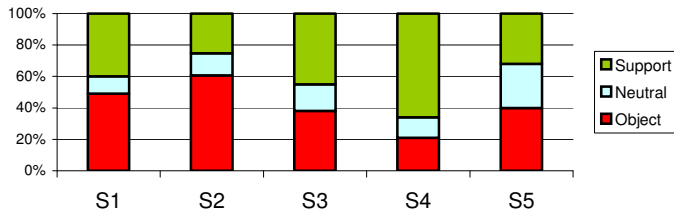
<b>Theme: Social Infrastructure</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Workshop (summary)</b>
		<p><b>Issues response</b></p> <p>Overall there was a reasonably high level of agreement with most issues, although almost 50% of participants felt that some qualification 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.</p> <p><b>Key points</b></p> <p>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.</p> <p>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.</p> <p><b>Options Response</b></p> <p>Support was registered for options S1 (district centre at British Sugar) S3 (2 local centres) &amp; 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.</p>
		<b>Consultation Event: Focus Group</b>
		<p>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.</p>
		<b>Consultation Event: Inclusive York Forum</b>
		<p>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.</p>



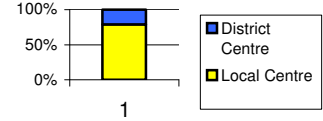
<b>Theme: Social Infrastructure</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event : Representations (Summary)</b>
		<p><b>Social infrastructure key points</b></p> <p>The provision of a range of community, health and education facilities alongside comparison retail development 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.</p> <p><b>Social Infrastructure, Options response</b></p> <p>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.</p>
		<b>Consultation Event: Public Comment Form (Summary)</b>
		<p>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.</p>
		<b>Consultation Event: Public Leaflet (Summary)</b>
		<p>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.</p>

**Quantitative Feedback**

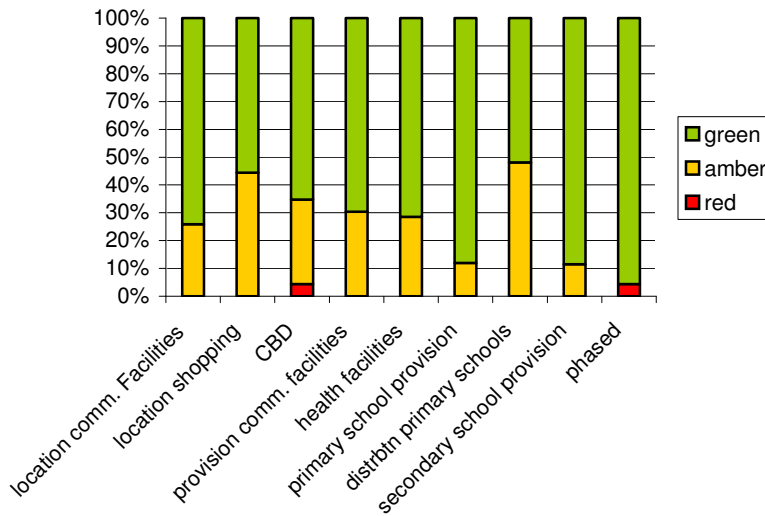
**Public Comment Form: Options Response**



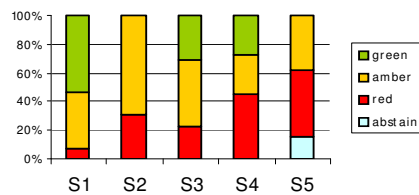
**Public Leaflet: Shopping Question Response**



**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)

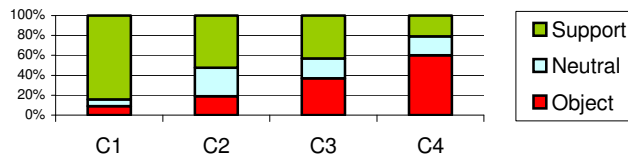
A high majority of respondents agreed with providing a cultural quarter linked to the Minster and Museum Gardens (Option C1), though the majority of respondents also supported tourism facility provision around key transport nodes (C2). Provision of a four or five star hotel at York Central (C3) received 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)

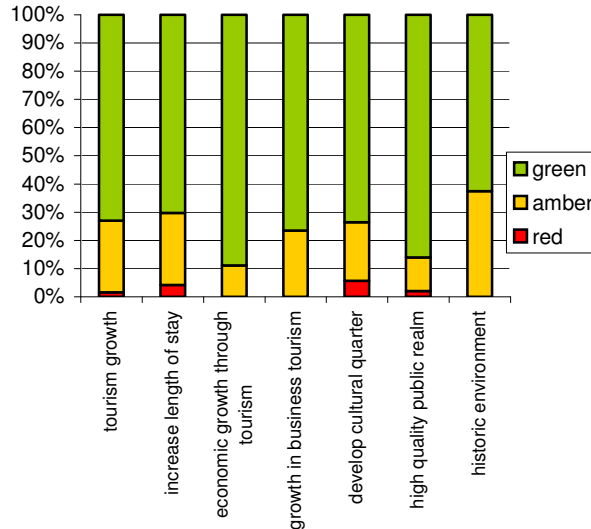
No feedback

**Quantative Feedback**

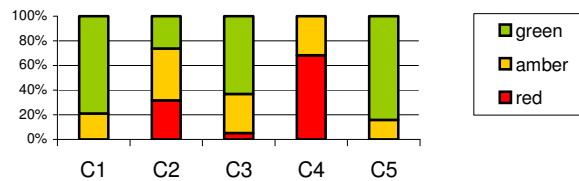
**Public Comment Form: Culture & Tourism Options**



**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.

<b>Theme: Transport and Accessibility</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Workshop (summary)</b>
		<p><b>Issues response</b></p> <p>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.</p> <p><b>Key points</b></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 &amp; 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.</p> <p>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 &amp; 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.</p>

**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.

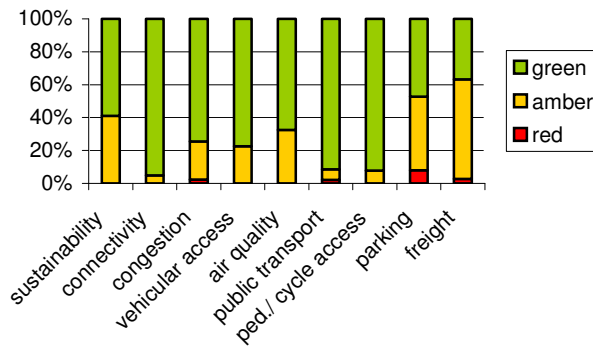


In terms of public transport, the main main proposals (T15) received a great deal of support. In addition, Options T18 & T20 were promoted.

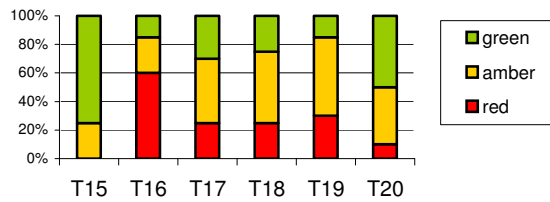
All pedestrian and cycle access Options were supported, with Options T31 & T21 receiving particular support, though attracting comments in terms of cost/ cost and flood risk respectively. Options T23, T26 & T30 also received particular support.

**Quantitative Feedback**

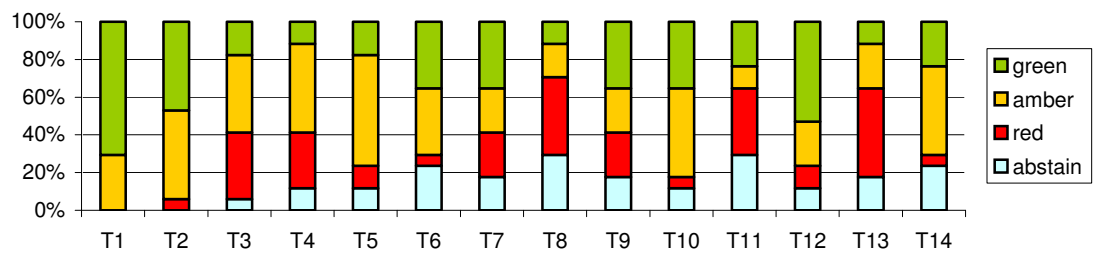
**Workshop Events: Transport & Accessibility Issues Response**



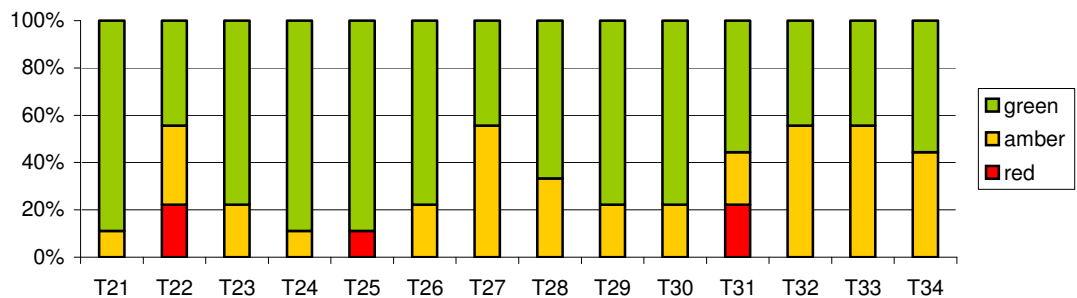
**Workshop Events: Public Transport Options Response**



**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.

<b>Theme: Open Space and Built Sporting Facilities</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Workshop (summary)</b>
		<b>Issues response</b> 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.
		<b>Key points</b> 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.
		<p>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.</p>
		<p>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.</p>
		<p>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.</p>
		<b>Options Response</b> 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.
		<b>Consultation Event: Focus Group</b>
		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.
		<b>Consultation Event: Inclusive York Forum</b>
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.		
<b>Consultation Event: Public Leaflet (Summary)</b>		
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.		

<b>Theme: Open Space and Built Sporting Facilities</b>	<b>Consultation Event: Representations (Summary)</b>
	<p><b>Key points</b></p> <p>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.</p> <p>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.</p> <p>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</p> <p><b>Option O1</b> 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</p> <p><b>Option O2</b> 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</p> <p><b>Option O3</b> 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.</p>
	<b>Consultation Event: Public Comment Form (Summary)</b>
	<p>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 &amp; 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.</p> <p>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.</p>

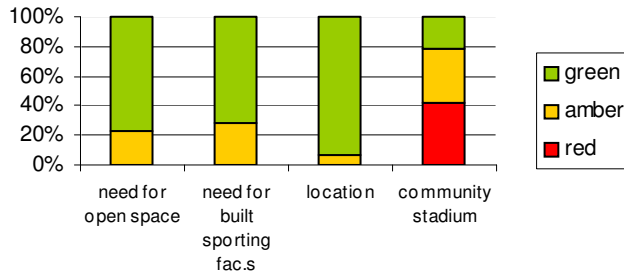
**Summary of key points on issues and options**

Quantitative Feedback

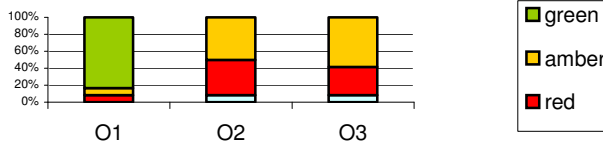
Theme: Open Space and Built Sporting Facilities

Summary of key points on issues and options

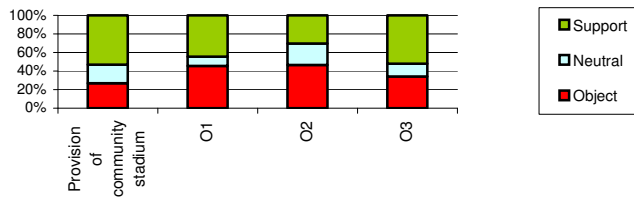
Workshop Events: Open Space & Built Sporting Facilities Issues Response



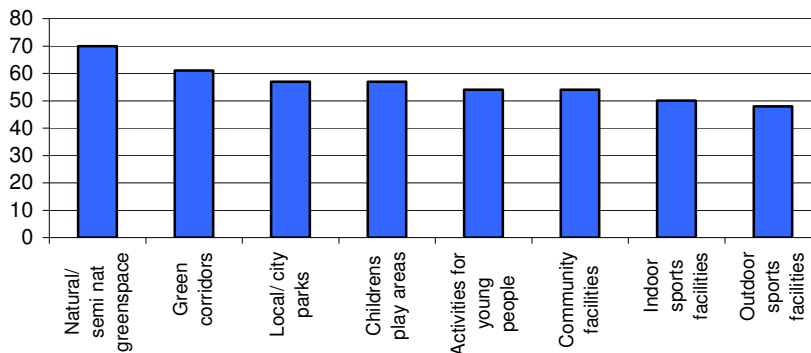
Workshop Events: Open Space & Built Sporting Facilities Options Response



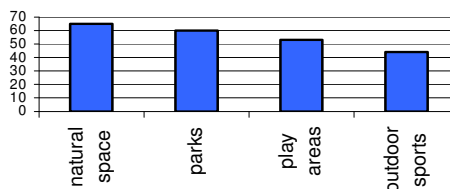
Public Comment Form: Community Stadium Feedback



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.



<b>Theme: Funding and Delivery</b>	<b>Summary of key points on issues and options</b>	<b>Consultation Event: Workshop (summary)</b>
		No comments
		<b>Consultation Event: Focus Group</b>
		No comments
		<b>Consultation Event: Inclusive York Forum</b>
		No comments
		<b>Consultation Event: Representations (Summary)</b>
		<b>Key Points</b> 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.
		<b>Consultation Event: Public Comment Form (Summary)</b>
		No comments
		<b>Consultation Event: Public Leaflet (Summary)</b>
		No comments
		<b>Quantitative Feedback</b>
		No quantitative feedback
<b>Overall summary of consultation events</b>		
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.		

This page is intentionally left blank

**APPENDIX 4**

**SUMMARY OF VISION AND OBJECTIVES**

**York Northwest Area Action Plan  
Issues and Options**

**Summary of Feedback on Vision and Objectives**

**VISION**

**Introduction**

A draft vision was prepared in respect of the York Northwest Area Action Plan and included for consultation in the Issues and Options report:

“To create an exemplar sustainable community, providing innovative, contemporary design of the highest quality – a development which is fully integrated with the city and the wider region, where people want to live and work and business will thrive”

Comments on the draft vision were solicited through various public and stakeholder consultation events, including workshops, leaflet drops, focus group meetings, and specific “open days” staged throughout the area.

This report summarises consultation responses to the draft vision and objectives. This vision/objectives will be developed and refined for further consultation in the forthcoming “Preferred Options” stage of the plans development.

**Vision Content**

Consultees were very positive about the draft vision, with between 64% and 79% of people supporting the statement, and only between 10 and 13% of people objecting. Particular support was registered for the themes of sustainability, integration, innovation, quality, vitality and quality of life.

Consultees identified several themes and issues that they considered underrepresented in the draft York Northwest vision. In terms of themes, Liveliness was highlighted by a significant number of consultees, using words such as busy, vibrant and thriving. Viability was also mentioned by many of those consulted through the stakeholder workshops, though was not mentioned by public consultees.

Many more specific issues were recommended for inclusion in the York Northwest vision, most frequently referred to were a more detailed description of sustainability to include green transport, and representation of leisure and retail activities. The importance of Yorks historic character and significance of flood risk were also highlighted, and provision of green infrastructure/ accessible community facilities and meeting of housing need were mentioned by consultees. The fact that the development offered the opportunity to create a distinct new quarter for York was raised.

**Vision structure**

Consultees requested that the vision be simplified, it was thought by some to be too all-encompassing, needing reference to the specific purpose of the site.

One consultee raised the possibility of having more than one vision for different parts of the development area.

## **OBJECTIVES**

### **Introduction**

Responses were received requesting a balanced approach to be taken to the objectives given with focus on community, transport, social infrastructure and green spaces. Others were looking for more linkages with the Core Strategy and the vision in this. To ensure the plan takes forward a comprehensive approach more explanation as to how each site relates to each other was suggested.

### **Priorities for objectives**

The objectives were prioritised in public feedback and at the workshops, the full quantitative results of this are shown below. Two of the highest objectives from both consultation events were for 'integration with the city/surrounding area' and 'meeting housing needs'. The public response also gave provision of 'high quality health, education, retail and community facilities' high priority whilst the need to provide 'exemplar high quality development in terms of building design and spaces' was given priority by the workshop participants.

Support for objectives was also registered in representations, though relatively few respondents (6 in total) did so – quantitative results are also shown below, with the “carbon neutral community” and “carfree/ low car dependency” objectives proving most popular. The point was made that objectives were interrelated and interdependent in some cases. It was also felt by some that constraints and objectives embedded in planning policy at other strategic levels (eg nationally) do not need to be reflected in the development objectives for York Northwest. More specific site related objectives were also requested by some.

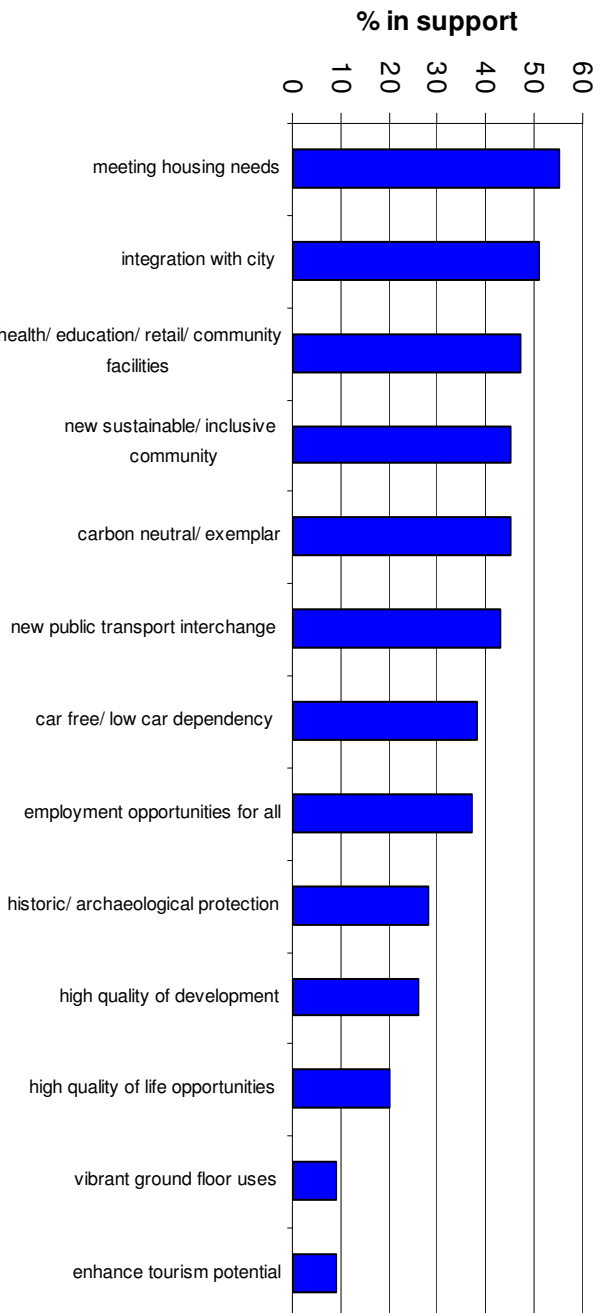
Several Additional Objectives were proposed in representations:

- Environmentally sustainable transport plan absolutely minimising private car use and reducing traffic
- Ensuring the integrity and improvement of wildlife corridors, incorporating the review of present and future flood plains. Conserving and enhancing the natural environment and biodiversity
- Avoiding flood risk and reducing its impact to people and property
- Maximise use of brownfield land
- Reduce waste and increase levels of recycling and reuse
- Maintaining and enhancing water quality
- Support the development of Science City York, positioning York as an international world class centre of excellence and strengthening Science City York clusters
- Bring forward strategic sites to create a competitive city centre and meet the specific needs of bioscience, IT & digital, creative technology and tourism industries
- Mixed use development offering good access to jobs and services

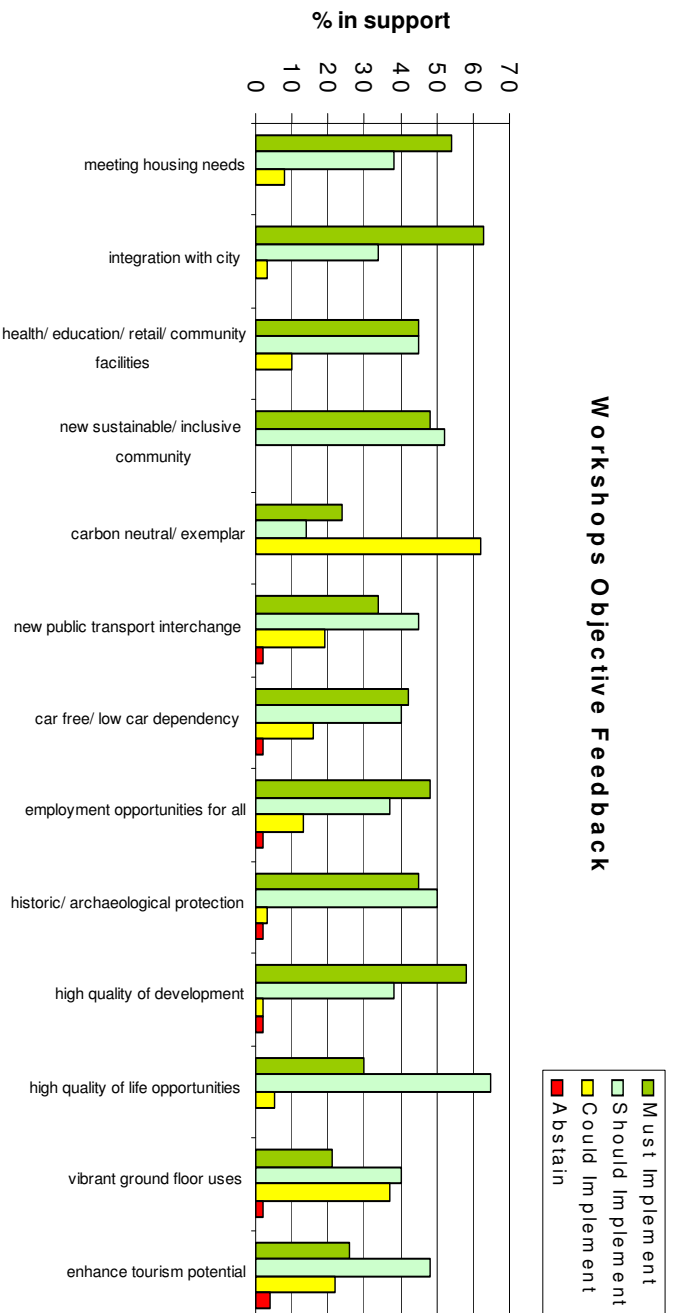
Representees also proposed amendments to objectives:

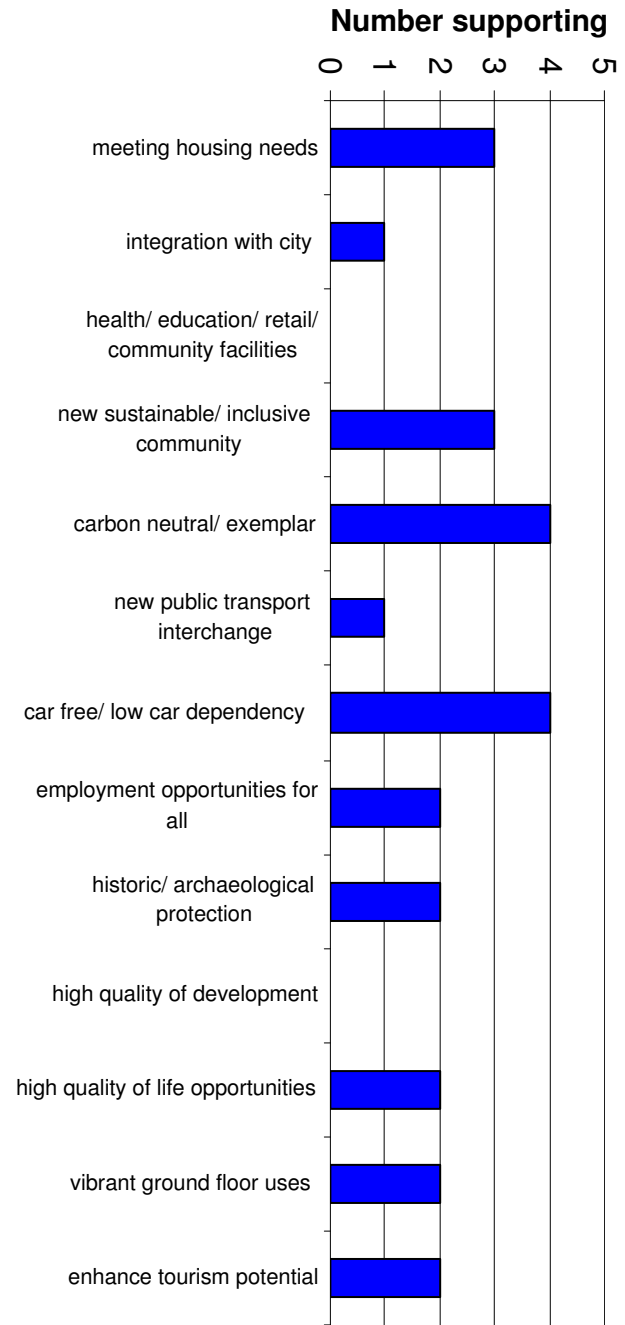
- Objective 11 – include “To promote accessibility by sustainable modes of transport through walking, cycling and the development of high quality public transport solutions”.
- Objective 3 – include “To provide a distinctive, high quality exemplar development , both in terms of building design and the treatment of spaces between them”
- Objective 12 – “... and that the development of the York Northwest area is wholly integrated into the historic city without prejudicing its character, setting, vibrancy and sustainability”

**Public Comment Form Feedback**



**Workshops Objective Feedback**





**Representations Feedback**

### Vision Feedback

Consultation Event	Themes Supported	Additional Themes	Aspects Objected to	Levels of support/ objection
Stakeholder workshops	<b>Innovation:</b> <i>Iconic, distinctive, contemporary</i> <b>Sustainability:</b> <i>Eco-friendly, low carbon</i> <b>Quality:</b> <i>High quality, well designed</i> <b>Quality of life:</b> <i>Happy, well being, people friendly, communities</i> <b>Integration:</b> <i>connective, permeable, linked to city centre</i>	<b>Viability:</b> <i>Practical, realistic, deliverable</i> <b>Lively:</b> <i>Thriving, busy, vibrant</i>	None	14% support 50% support with amendments 11% object 25% abstain
Public leaflet returns	No Comments	No Comments	No Comments	79% support 8% object 13% abstain
Public comment forms returns		<ul style="list-style-type: none"> <li>• Low car use, public transport/ cycle priority</li> <li>• Respectful of historic character</li> <li>• Leisure and tourism aspects promoted</li> </ul>	“Contemporary Design” - can this be promoted	
Inclusive York forum	No comments	No comments	No Comments	No Comments
Ward Committee comments	No comments	No comments	No Comments	No Comments
Focus group response	No comments	No comments	No Comments	No Comments
Letters of representation	<b>Integration:</b> <i>accessibility, permeability.</i> <b>Sustainability:</b> <i>Eco-friendly, low carbon</i> <b>Quality of life:</b> <i>safe</i>	<ul style="list-style-type: none"> <li>• Integration to city centre &amp; wider city</li> <li>• Meeting housing need</li> <li>• Green infrastructure provision/ protection</li> <li>• Flood risk</li> <li>• Compliance with Core Strategy vision</li> <li>• Need for rapid regeneration</li> <li>• Provision of accessible community facilities</li> <li>• Individual quarter with own identity</li> <li>• Relationship to historic city</li> <li>• Refer to shopping and leisure activities</li> <li>• Green transport provision</li> </ul>	Phrases “sustainable community”, “integrated with the city” are unnecessary, duplicating national planning policy.  Phrase exemplar is unnecessary, having no meaning in planning terms	Of those expressing an opinion: 70% support 10% object 2% neutral comments

Issues supported are noted in terms of (**Themes:** *example comments*)



**APPENDIX 5**

**SUMMARY OF COMMENTS ON BOUNDARY**

**York Northwest Area Action Plan  
Issues and Options**

**Summary of Comments on Boundary**

**Introduction**

The November 2007 Issues and Options Report on the York Northwest Area Action Plan identified a developable area of around 75ha comprised of land at York Central and British Sugar, and, to prompt discussion, illustrated an indicative site boundary around the two sites.

The document stated that the exact boundary of the AAP had yet to be defined, and that it was possible that parcels of land in the surrounding area may need to be included within it to secure the areas comprehensive development. Comments were invited from consultees in respect of the areas boundary, which would be defined at the preferred options stage of the plan making process. This report summarises those comments made.

**General Comments/ Methodology of delineating boundary**

Consultees highlighted the importance of delineating a boundary for the site at the earliest opportunity in the plan making process. Some felt that greater detail would be required as to the reasoning behind land being included in the boundary, with others feeling that the boundary should not just incorporate land to be developed, but also ancillary areas that would be linked to the everyday functioning of the site, such as natural amenity spaces.

**Site Specific Comments**

Various sites were promoted for inclusion in the Area Action Plan boundary for the reasons set out below. A plan of these proposed additional sites is appended to this report.

Royal Mail sorting office was promoted as a potential location for a bridge over the river Ouse, linking the sites to the City Centre. It was also promoted as an alternative site for the proposed transport interchange, providing links to the station through an existing subterranean walkway.

The Monkhill Confectionary site was promoted by its then owners, Cadbury Trebor Basset to be included in the AAP boundary in order to “retain maximum flexibility in the planning process” for the site. Since submitting the representation, Cadbury Trebor Basset sold the site to Tangerine Confectionary, whose aspirations for the site are not known.

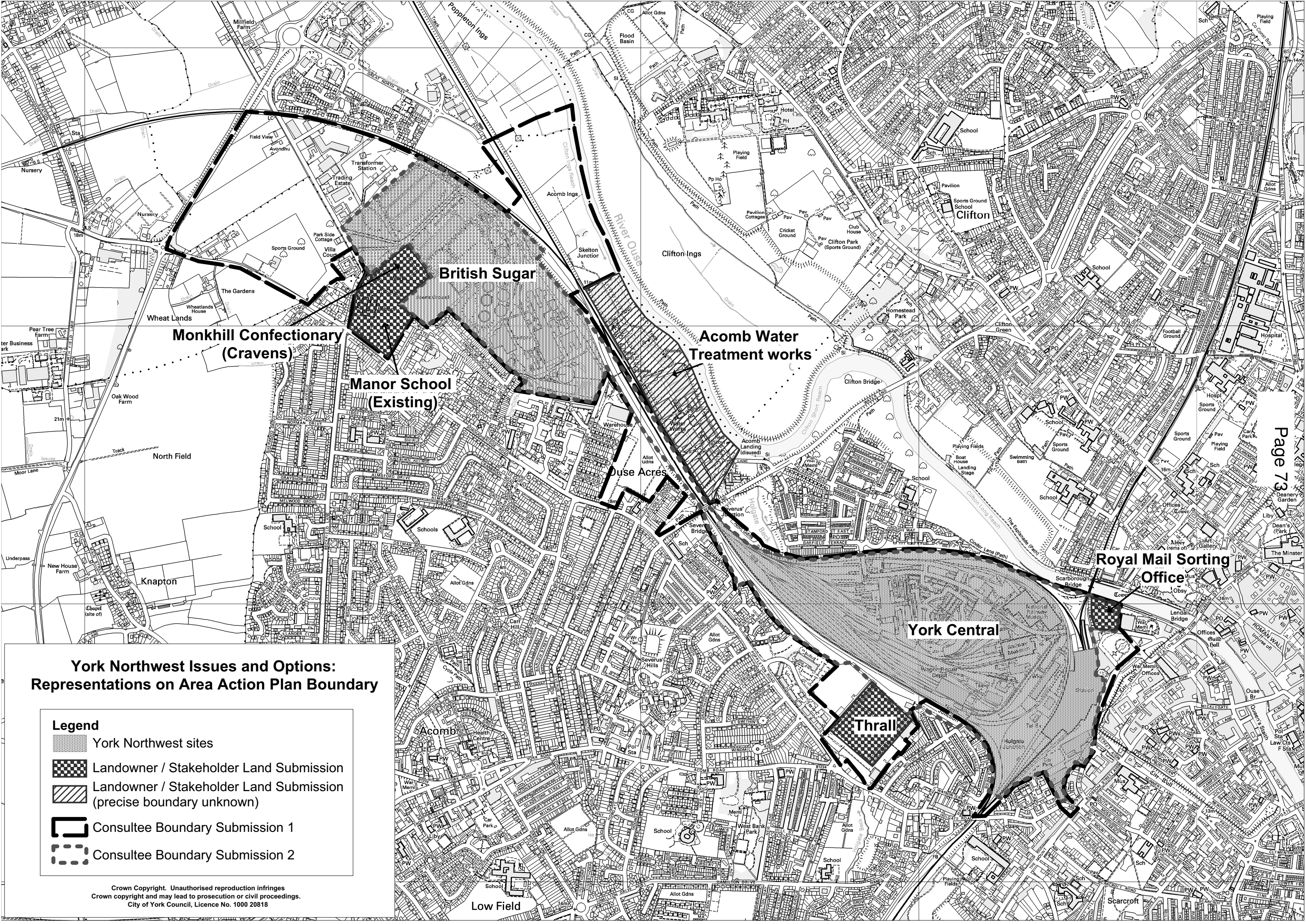
The Acomb Water Treatment Works will soon be improved by Yorkshire Water, resulting in an area of land becoming surplus. Though the exact extent of this surplus land is currently unknown, Yorkshire Water were supportive of its re-use as part of the York Northwest Area Action Plan.

Land Between South West of Freight Avoidance Line and British Sugar Site was promoted for inclusion in the AAP boundary to improve connectivity between through accommodating road and rail infrastructure.

Land between the East Coast Mainline and Scarborough Branch Access was promoted for development through providing access under the rail lines.

Part of Clifton Ings and various other open spaces around British Sugar, including Poppleton Lane Allotments, the Civil Service Sportsground and the current Manor Field Sports Ground, were promoted for inclusion in the AAP boundary to permit a range of amenity functions, including open space provision, landscaped buffers, and expansion of the York Woodland Strategy.

This page is intentionally left blank



**British Sugar**  
**Monkhill Confectionary (Cravens)**  
**Manor School (Existing)**

**Acomb Water Treatment works**






**Duse Acres**

**York Central**

**Royal Mail Sorting Office**

**Thrall**

**York Northwest Issues and Options:  
Representations on Area Action Plan Boundary**

- Legend**
-  York Northwest sites
  -  Landowner / Stakeholder Land Submission
  -  Landowner / Stakeholder Land Submission (precise boundary unknown)
  -  Consultee Boundary Submission 1
  -  Consultee Boundary Submission 2

Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council, Licence No. 1000 20818

This page is intentionally left blank