

York Central Community Forum

Date: **Thursday 11 January 2017**
 Time: **17.00 – 19.00**
 Place: **Mallard Room, National Railway Museum**

In attendance

NAME	ORGANISATION
INDEPENDENT CHAIR	
The Very Revd Vivienne Faull	Dean of York Minster
HOLGATE	
Cllr Cannon	Holgate Ward Councillor (substitute for Cllr Derbyshire)
Chris Barrett	Friends of Holgate Community Garden (substitute for Paul Scott)
David Finch	Friends of Leeman Park
Andy Richardson	Wilton Rise
Peter Fisher	St Pauls Square Association
James Pitt	Friends of West Bank Park (cover for Laura Outhart)
Rob Askew	St Barnabas Church
Tim Kinslow	Carleton Street/ Carlisle Street
MICKLEGATE	
Janis Grant	Micklegate Ward Councillor (substitute for Cllr Crawshaw)
Cllr Kramm	Micklegate Ward Councillor
Marc Allinson	Micklegate Business Initiative
Sue Hogge	York Blind & Partially Sighted Society
Hussein Syed	Chair Micklegate Neighbourhood Plan Forum
WIDER CITY/ OTHER	
Phil Bixby	York Environment Forum
Dave Merrett	York Bus Forum (substitute for John Bibby)
Nick Bosanquet	Former Kings Cross Camden Cllr, Professor of Health & wellbeing
Bob Towner	York Older People's Assembly
Alison Sinclair	Conservation Area Advisory Panel
Andrew Scott	Civic Trust
Ian Williams	Chamber of Commerce/ York Property Forum
Sean Heslop	York RI
Chris Bailey	Chair York@large, Arts & Culture
YORK CENTRAL PARTNERSHIP (YCP)	
Tom Devine & Judith McNicol	National Railway Museum
Tamsin Hart-Jones & Dilys Jones	Homes and Communities Agency
Mike Stancliffe & Stephen Hind	Network Rail
David Warburton	CYC Commercial Project Manager
Katherine Atkinson	CYC Commercial Projects
Specialist advisors depending on agenda	Alistair Macdonald, Allies & Morrison Jenny Wilkinson, Aberfield Jayshree Patel, Homes and Communities Agency

NOTE OF MEETING

1. Opening business

1.1 Welcome & apologies

Vivienne Faull welcomed the group, new members and substitutes (Cllr Cannon, Chris Barrett, Janis Grant and Dave Merrett).

James Pitt will be attending the forum meetings on behalf of Friends of West Bank Park until the summer to cover Laura Outhart's maternity leave.

Cllr Crisp has resigned as Holgate Ward Councillor and so this seat will be reviewed after the by-election on 15 February.

Apologies were received from:

Cllr Derbyshire	Holgate Ward Councillor
Steve Roberts	Poppy Road Poppy Project
Rob Bennett	South Bank Multi Academy Trust
Andrew McBeath	Commercial Property
Andrew Lawson	York Business Improvement District
Tracey Carter	City of York Council
Jason Syrett	Allies & Morrison

1.2 Notes of last meeting 06/12/17

The notes of the last meeting were agreed as correct, and all matters arising are covered by the agenda.

2. Community Engagement Strategy

Tamsin Hart-Jones presented an overview of the draft engagement strategy.

2.1 Engagement principles

- Sensitivity in building relationships and providing consistency
- Clarity on the processes and stages of engagement, what is discussed when and how it informs the design
- Clear communications which are accessible and appropriate
- Transparency as default
- Interesting to encourage people to engage
- Trust

2.2 Strategic positioning

Positioning: from strategic to specific

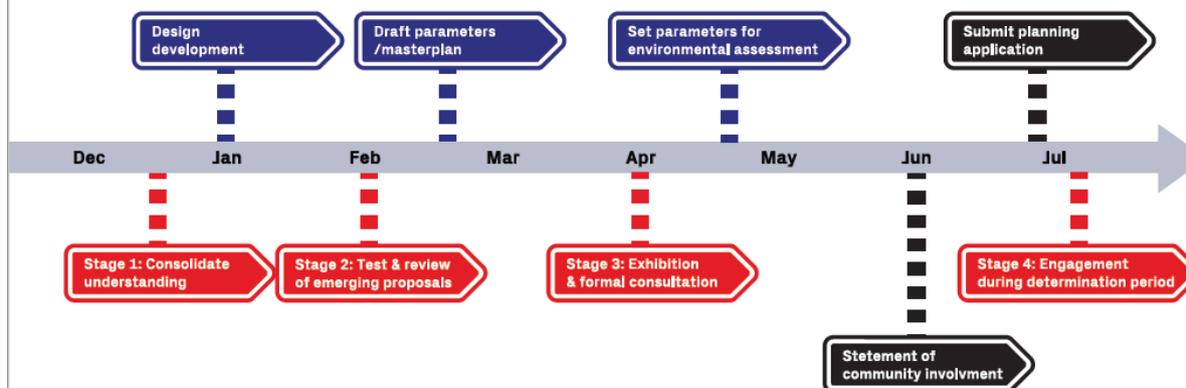


York Central: Stage 1 Engagement – January 2018

As a framework to start discussions, with recognition that conversations may emerge outside of these headings too.

2.3 Stages of engagement

Stages of engagement



York Central: Stage 1 Engagement – January 2018

2.4 Feedback from table exercise – Engagement strategy

Jayshree/ Alistair

- No one can disagree with the principles, so the group considered what was missing instead;
 - How to manage expectation/ ensure deliverability, whilst ensuring an ambitious future for the site.
 - Don't be dictated to by the constraints. Have a sense of what things might be like in 2025 (Yorkshire Regional Assembly, drone deliveries etc)
 - Be visionary, but mindful of the constraints at the same time (ambitious, high level aspirations, but with realism about how this is developed).
- The principles are listed with equal weighting. Could trust be at the top of the list to set the scene.
- Suggest more intensive engagement with Holgate ward.

Tom/ Stephen

- Some people will not be willing to engage, but will be impacted. Need to encourage these communities. My Castle Gateway was well received as a method of engagement.
- Stages diagram – the arrows suggest 'over the wall management'. Need to illustrate closer relationship, with stages at centre and showing input from communities and the professional team.
- How do we capture the views of stakeholders who are not local?
- Include the context/ how the site fits the wider plans for York.
- 'Stage 3, formal consultation' in April – hold a Spring party on the site.

Mike/ Jenny

- Trust, transparency and clarity are all very important.
- Accountability for upholding principle of engagement. Stakeholders accountable to forum members?
- Be clear on who is involved and what is being consulted upon at each stage.
- Clarity - onus on stakeholders to be clearer on their own plans.
- Need clearer factual basis for consultation, e.g. be more specific of what could go on site. Should there be more agreement from stakeholders on what is going on the site? This would enable provision of more detail when consulting.
- Need to provide adequate time for groups to absorb and feedback on the information provided.
- How are the ideas that are put forward considered and dealt with? Need to feedback to the people giving the ideas, e.g. "you said: we did" section on website?

- How do people want to use this site? Is this already fixed? Stakeholders need to be given confidence to state the 'givens', and define realistic options, which in turn will provide certainty/ clarity to all. Clarity on benefits as part of the vision, these act as a trade off to disruption. What else will there be other than green space, commercial and residential.
- Be clear at the outset regarding constraints/ what is already fixed/ what has already been decided.
- How will forum members be enabled to feedback to constituent groups – also need to be given time to do so. Need to provide information to help the reps to report back to their groups.
- Need to intensely consult the people most impacted, both now and in future new world. St Peters Quarter, Millennium Green Trust and Water End/ Clifton areas around the new access road that will be affected by construction traffic for many years.
- Use billboards around the site, with more direct messaging on these (give telephone number and website).

Tamsin/ Dilys

- Relationship with the different projects around York Central (e.g. National Railway Museum masterplan and Network Rail station/ front of station). Link the engagement strategies, where possible, to provide a complete picture for this area of York.
- People cannot see the site and do not know the scale. Need a way to view the site (e.g. viewing platform, tours or webcam/ time lapse camera). Identify key landmarks.
- Visualisation of the site's future uses would be useful.
- Regularity of information so that people can keep up to date. Post updates/ news on front page of www.yorkcentral.info, create a newsletter with links to where can find out more.
- Need to tell people about the consultation.

David/ Judith

- Trust the information provided.
- Trust that YCP will take account of the contributions made.
- Needs to be fun and interesting.
- Need a conversation focused on housing – clarity/ transparency/ trust – want to better understand affordable housing and how we can begin to address this on site.
- Need to recognise the previous concerns of local people.
- Public space/ connections.
- Need evidence of quick wins to tackle cynicism and consultation fatigue.
- Need clear information about financing of the work on the site, to see what the implications/ possibilities are.

Action: Amalgamate all feedback from table exercises today and those previously submitted by forum members via email. AM will update the Planning Engagement Strategy in the light of today's input. THJ/KA to craft an overarching engagement framework/ charter, by the end of January, to set out YCP commitment to engagement for the duration of the project.

2.5 Discussion

- JPi: What is the 'Statement of Community Involvement'? THJ: A document submitted as part of the formal planning application setting out how the applicant has complied with the requirements for pre-application consultation set out in the local planning authority's adopted statement of community involvement:
https://www.york.gov.uk/downloads/file/1287/statement_of_community_involvement
- LK: Will there be any rebranding before the next consultation? 'York Central' has emotional connections and is misleading as it is not central. New name for new phase? THJ: No plans to rebrand at this point. YCP are encouraging open conversations about what people want here, how they would like to live and work here. SH: Evolving brand/ concept. Perceptions of the opportunity, and what the area could be, will change in time. No plans to rebrand immediately, but could do so in the future.
- HS: Are we in danger of 'paralysis by analysis'? We could spend all year listening to views, gain a mountain of words and so much information that we end up with no idea where we are going? THJ: It is important for YCP to get feedback from the community to inform and test the advice from the professional team. Our only paralysis is time, as we need to meet targets for funding and delivery. DF: Was impressed by YCP access consultation analysis and report. VF: There are always risks, but taking the time to consult and analyse well can make a real difference, and the access proposals did change last time as a result of the consultation.

3. Masterplan

Alistair Macdonald from Allies & Morrison presented the masterplan recap on behalf of Jason Syrett who had been held up in transport delays.

The presentation in December contained lots of background information and detailed slides on the principles, concepts and place making ideas.

The table exercise will look at:

1. The vision and outcomes, what role will York Central play? What benefits could the site bring for the city?
2. An aerial photo of the existing site and surrounding area to provide an opportunity to highlight any features, issues or opportunities.
3. A plan of the emerging masterplan proposals to collate thoughts, and anything that might currently be missing.

3.1 Discussion

The red dotted line is the notional planning boundary. The precise scope of the planning application will be defined in future stages.

3.2 Feedback from table exercise – Masterplan

The feedback is listed by theme. Specific table discussions can be identified by these group facilitator codes:

- A) David/ Judith
- B) Jayshree/ Alistair
- C) Stephen/ Tom
- D) Mike/ Jenny
- E) Tamsin/ Dilys

Governance

- A) Avoid empty homes, to ensure a vibrant place.
- B) Ongoing community engagement in Holgate ward, as the site is almost entirely in Holgate.
- B) Who is in control of the nature/ quality of what is built?
- E) To maintain an attractive place, spaces need long term ownership and management structures for the lifetime of the project and beyond.

Transport & Connectivity

- A) Need a strategy for station access and parking.
- A) Create links to existing green infrastructure both east (river) and west (Millennium Green, Clifton Ings). Enhancing green infrastructure is key to the site's success, and these spaces can become a destination in their own right.
- A) Create new cross site connections, over the railway to Leeman Road Park, into Leeman Road/ Salisbury Terrace communities, and a safe cycle route from one side to another (Holgate to Scarborough Bridge).
- B) Marble Arch does not form a good entrance, it will only ever be a barrier. Need some radical thinking to form a key entrance to the new destination. Make more of the river as a means of transport/ entry via river bank/ links through Leeman Park/ new bridges e.g. to Museum Gardens.
- B) Incentivise environmentally friendly modes of travel, e.g. electric cars park for free.
- B) Importance of 'physical transparency' of the site.
- C) Title should be 'Sustainable transport & connectivity'.
- C) End to end journey experience - link bus, train, park and ride ticketing and timetables to create attractive journey times.
- D) Pedestrian/cycle accesses to and within the site need to be wide/spacious, well-lit and appealing. Not narrow like existing Scarborough Bridge and a lot of York paths – a good example is York's Millennium Bridge over the River Ouse.

- D) Need to ensure that it is attractive for buses to service the site, in order to create a fast, frequent and reliable service. How can this fit with a route through the site which then links buses back onto congested areas?
- D) Get connectivity right. Don't undermine opportunities in the future (e.g. make passive provision for Option B road bridge).
- D) Don't relocate Leeman Road – cut and cover under the Museum gallery.
- D) Increase height available under Marble Arch carriageway to permit double decker bus use.
- D) Bus station west of railway station.
- D) One view - will be attractive if there are plenty of roads to get cars in, so ensure good car access. Alternative view – lots of opportunity for non car use for access because of public transport and railway station – particularly for employees in new businesses.
- D) Improve Marble Arch so tunnel is just pedestrian to make this more user friendly.
- D) Need to enhance pedestrian/cycle access to Holgate Road – new location for bridge suggested half way between existing and Option E route so off the Garden area with access from Cleveland Street.
- D) How will measures be enforced to reduce through traffic in Salisbury Terrace once the new access road is open? Make it a bus gated route so buses can go through the bridge under the ECML and also residents who would be issued with a fob to operate a bollard – see Victoria Bar off Nunnery lane in York where this already happens.
- D) New junction off Water End turning right into site would benefit from some bus and cycle priority, so that it is easier for cycles and buses to use. Journey time improvements for buses. Safer for cyclists/pedestrians.
- D) Low car ownership, high quality public transport. Traffic impact on wider city network.
- E) Title should be 'Sustainable Transport & Connectivity'.
- E) Opportunities for further pedestrian crossings into the site in the future from Holgate?
- E) Need a parking strategy.
- E) Long term strategy for park and ride or guided buses.
- E) Scarborough Bridge surroundings need improving (e.g. lit to make it usable).

Economy

- A) Need key anchor tenants (e.g. Channel 4 , Yorkshire Assembly, Universities)
- B) Deliver jobs with longevity, mid 21st century onwards. Who/ what type of jobs – where do innovative new businesses which are incubated at the University Science Park go to next? York has not got grade A offices, jobs move to Leeds and further afield. Need to create an environment with high level job prospects to keep jobs in York, and create a vibrant live-work environment on the site. Need grander aspirations than just housing and offices.

B) Avoid competing against bars, restaurants etc in Micklegate, city centre and surrounding communities.

C) The role of York Central is to increase jobs in the city. How can York Central support the city centre and the challenges that businesses face there to ensure both are vibrant places.

D) Need a variety of space in new commercial buildings. No obvious ground floor uses, but could small ground floor spaces be created for start-up businesses.

E) Mixed tenure employment, start up business space, co-working? Need technology as part of the utilities to ensure businesses are attracted. Spark-York.

Social & Cultural

C) Rail heritage quarter.

D) What facilities will make it an attractive place to live on site? Where will local community facilities be? New facilities need to integrate with and be a benefit for existing surrounding communities.

D) Suggested facilities included – school, sports area, doctor's branch surgery, covered play area like at Designer Outlet so play when raining. Internal sports area such as basketball hall. 5 a side pitch to use. High quality shopping – Waitrose/Tesco/Sainsburys/Aldi shop for local community (e.g. Aldi where the Hertz unit on Leeman Rd is). Cafes and sitting outside area.

D) Should small green spaces be open or locked (as per St Pauls Square garden to prevent anti-social use). If open, how will they be managed?

E) How can we avoid danger of use as holiday lets?

E) Can NRM engage further with local community.

Equity

E) Need the detail to assess the accessibility of the scheme (e.g. handrails which don't have interruptions).

Services

E) Digital.

Housing & Built Environment

A) Priority for high quality and affordable housing, creating a high quality environment. JRF? Passivhaus? Lifetime home standards? Quality with affordability. Learning for the future.

A) Early win housing off existing Leeman Road.

A) Development should be 'of our time' – sustainable, affordable, quality.

C) Need mixed housing, available to different spectrums (affordable/ students/ family/ elderly).

D) Build a really attractive community that people of all ages want to live in. Don't talk in terms of housing numbers, but in terms of attractive communities that people will want to live in both now and in 30/40/50 years time.

- D) Green area must be somewhere that isn't just somewhere to sit on benches.
- D) Break down blocks of buildings and create nooks and crannies and small green spaces/ spaces to explore.
- D) Contrast architecture with city centre, so modern.
- D) Why do we need the Minster View to be preserved? Counter view that this is enshrined in planning policy.
- D) Create a public viewing platform in a tall building.
- E) How does the relationship with St Peters Quarter work?
- E) Social housing is essential to the scheme.
- E) The quality and materials of the built environment is important.

Environmental

- B) Is geo-thermal heating a possibility?
- E) Neighbourhood bio-digester.

Emerging masterplan

- A) What happens on land reserved for previous southern access option?
- A) Careful with 'easy wins' in terms of a coherent overall plan.
- B) 75ha site area, 45ha developable area.
- C) Need clarity on red line site boundary. Explain why areas are in or out.

General comments

- A) Include accurate visualisations e.g. width of linear park.
- B) Need to add 'values' to these thematic titles - boldness, enhance role as a world city, high level aspirations for quality place making and high value jobs.
- E) When engaging in the future, show the site and the relationship with surrounding projects to give the context (e.g. front of station, Queen Street Bridge, Holgate sidings).
- E) The plan needs to reflect that Holgate Business Park/ carriage works will soon be developed and as such should not be shown as a large 'green' area. Plans for within the site need to take into account what's happening outside the site too in terms of further development.
- E) Hearts and minds – tell the stories.

4. Any other business

None.

5. Close of meeting

Vivienne thanked everyone for their attendance and input. Alistair welcomed the range of views put forward and looks forward to reporting back on progress.

Next meeting

Tuesday 6 February, 5-7pm @ City of York Council, West Offices
 – Masterplan and Engagement

Annex - Summary of email feedback following presentations to YCCF 06/12/17

Log of invited feedback from YCCF by e-mail:

Ian Williams (Chamber of Commerce): Uncertainty about how much commercial space will be developed (different figures mentioned – 60/80/100,000 sq m) and how/ when it might be delivered.

Andrew McBeath (Commercial property): The themes and principles for engagement are correct. I can advise in relation to the market trends for commercial property in York, the types of businesses that require premises and thereon the types of building mix that should be developed at York Central. I would be willing to work alongside CYC and any other relevant organisations to approach and consult businesses in York and elsewhere in the UK to determine the premises they would require if they were to be tempted to relocate within, or to York respectively.

Sean Heslop (York RI): The RI was surprised to find that the Queen St site had been removed from the York Central Plan. Post the news Network Rail has indicated the need for a meeting later this month regarding scheme options to drop Queen St bridge which we welcome. The concern here is this is a further example of poor communications regarding planning issues. Poor communications have been accepted as an issue by the Partnership and I suggest that lessons being learnt are applied to other initiatives across the city.

Given the large response in the Central Consultation for the support of the activities on our Queen St site how will this be taken forward within the Central proposals and any other relevant schemes in the city? The level of response and support for RI simply confirms that RI can make a significant and valuable contribution to York Central as it provides the sports/health/cultural opportunities missing in the brief – and consequently releases more space for residential/business development. It must surely be acknowledged that York Central site has dependencies and impacts on adjoining areas which should be quantified in the wider scheme.

Given the current traffic issues at the front and rear of the Station surely it should be treated as one scheme – albeit can be in different phases.

Presentation has no real details and I look forward to greater detail being shared at our meeting on 11th.

(Specific comments relating to York RI title and sporting/cultural use have been amended in the updated version of the masterplan presentation.)

Rob Bennett (South Bank MAT/ families of South Bank): Single MAT pretty much covers YC area. Discussed strategy with councillors to engage with the parents of those children, then have follow up drops in etc.

- Where are the jobs? this is a once in a lifetime opportunity to be transformative for the city - increase the density of the housing and increase the amount of commercial space and job creation.
- York needs more central, modern office space. It needs a central business district to capitalise on only being 1h50 from London (York Central's greatest asset). Arriving in York, you don't then want to get in taxi for 30-45 min to get to Science Park/ Clifton Moor. Need to provide option for growing businesses to stay in York. Un-let office space in the city centre is old, ugly, poorly designed.
- Risk that this asset that will be under-exploited due to differing drivers of YCP partners.
- Housing - education is needed. This is a city-centre location. Population is going to increase and increase - think to the future. Amazing examples in London and Europe of mixed-use residential and commercial buildings where families can live (e.g. retail on the ground floor, residential above, roof of the retail is landscaped forming a fantastic enclosed, family-friendly space).
- Cars - TfL has recognised that it cannot build anymore roads and so diverts all its efforts to bicycles and public transport. York seems to forget that as a medieval city it is limited in terms of what it can do with roads and continues to favour cars over all over forms of transport. Are cars necessary when people will be living next to one of the most connected stations in the country? Lendal Bridge was brave if ill-conceived and poorly communicated. It is no reason why the council shouldn't continue to be brave.
- Parking - if every flat/ house has a parking space, I predict (as in Leeds and Manchester) young professionals will move in (went to university here, like the city, no jobs for them in York, commute to Leeds, want to be near the station). They will sub-let their allocated parking to someone who lives outside the city but also commutes and wants to drive in and park. 90% of parking at West Central in Leeds is sub-let in this way. CYC has limited car parking and encourages the use of car club cars for business mileage. Encourage a 'shared economy' approach to cars or even simply limit the parking no's.

YCP attended York Environment Forum 09/01/18 – specific email comments from YEF members below:

Chris Bailey (York@Large): The RI falling outside the development area, but inside the boundary of York Central, presents itself as an anomaly. It seems to mean that no consideration is given to it in terms of the application of YC master-planning principles. However good we make these, neither they nor CYC consultation processes seem to be able to influence decision making about the RI. As buildings of great historical interest sensitive reuse will be harder to devise than if they were of none. The RI is of great potential interest for cultural events and activities. There are no spaces of similar volume in central York. Regardless of whether the existing tenants and uses remain there (Sports/leisure/voluntary sector) or not the potential future use of the RI for enhanced cultural programming must be taken account of. In Leeds City Region and elsewhere the framework within which cultural investment decisions (such as Northern Cultural Regeneration Fund proposals in 2017) are being planned above the 'sub-region', and often at Greater North level. This is an appropriate level of ambition for the RI.

The Creative Industries as an economic sector has to do even better in future if York is to achieve its objectives. The realities of identifying, working in, and moving on from, workspaces of many kinds is a subject that York's creative community is well-versed in. The Engagement process could include a workshop with a range of representatives in the sector, from recent graduates, to start-ups, to high-value, export-led companies currently occupying offices in the city centre and outlying areas. The draft Creative Industries strategy identifies this issue as one of its four priorities.

The NRM is rightly seen as a key element of York Central. Though it is a cultural organisation it alone cannot represent the full potential of the cultural sector to engage in the visioning process for York Central as a new part of York. The Cultural Leaders Group brings together a much wider range, and their shared perspective is of enormous potential value in understanding how York Central will contribute to cultural wellbeing.

My Castle Gateway has demonstrated very effectively how a coherent picture of responses and reactions to development can be built up from a very thorough and broad consultative process. Even in MCG however, the 200k, who happen to live in York now, would find their views are better represented than the 7m visitors who arrive each year. (The wants and needs of those not yet born, and those who know of and maybe love but will never visit York ought also to figure in the calculation if we could just work out how!).

We can offer the support of the following to assist in the data gathering and engagement process.
York@Large, Guild of Media Arts, Cultural Leaders Group.

Barry Otley (Tremendous York and York Environment Forum Green Infrastructure subgroup):

- Vision- measure against One Planet York: a Sustainable City www.york.gov.uk/OnePlanetYork and Local Plan draft
- To communicate to the public and get the best from a consultation use Castle Gateway methodology – Local people matter, they pay taxes to CoYC. Research best consultation delivery case studies.
- To design with the following in mind –
 - Green Infrastructure – design within existing trees and also flood defence, trees to slow the flow and the park
 - Understand new City of York Council tree maintenance and management policy. <http://democracy.york.gov.uk/documents/s106686/Tree%20Policy%20for%20York%20-%20Annex%201.pdf> City owned trees have an estimated replacement value of £ million based on the Capital Asset Value for Amenity Trees (CAVAT). 25,000 council trees have been identified, surveyed and mapped see council website.
 - Heritage – protect mature trees are York's heritage, trees take a minimum of 25 years before they have true values, see the value of trees: [\[cid:image001.jpg@01D38B98.2F198D90\]](cid:image001.jpg@01D38B98.2F198D90) https://www.york.gov.uk/downloads/file/878/the_value_of_trees
 - Design with the cost of maintenance in mind
 - Design out existing congestion points, case study BBC2 Fighting for Air - less cars and more cycling and walking and many other benefits including better health less obesity <http://www.birminghammail.co.uk/whats-on/whats-on-news/bbc2-documentary-highlight-pollution-kings-14131117>
 - Plan people and vehicle movement with Train, Bus and Park and Ride services in mind
 - Research best European case studies on sustainable cities and plan for the future
 - Commercial Transshipment, reduce vehicle movement into site