An aerial architectural rendering of the York Central development. The image shows a dense cluster of buildings, including residential units and commercial structures, situated along a waterfront. A large river or canal flows through the site, and a major road or transit corridor runs alongside it. The rendering is presented in a monochromatic, light gray style, highlighting the building forms and urban layout.

YORK CENTRAL DESIGN GUIDE

YCL-ALM-ZZ-XX-RP-AX-0003

August 2018

THE VISION FOR YORK CENTRAL

York Central provides a transformational opportunity to realise the significant ambition for economic and housing growth in York. York Central's excellent location in the heart of the city and next to York Railway Station will deliver a well-connected and sustainable neighbourhood accessible to all. Drawing on its railway heritage, it will be a place full of life and vitality, delivering a vibrant new part of the city, providing homes and jobs for the people of York.

The buildings and spaces at York Central will be high quality and complement the historic setting and fantastic connections to the city centre and railway network. Homes will range from first homes to those for families and for older people, suitable for all stages of life and affordable to all.

Businesses will benefit from a range of innovative and flexible workspaces for growing local companies and start-ups, as well as providing the capacity and quality of space to make York a landmark business destination and attract national and international businesses around York's growing industry strengths, such as in rail, insurance and digital. York Central will enable business growth and attract inward investment to create good quality jobs for the people of York. It will be a hub and catalyst for creativity and innovation.

The National Railway Museum will be the cultural heart of York Central. It has an exciting and ambitious emerging masterplan to tell the epic stories of the impact of railways on the world. The Museum will contribute to York's tourist industry with significant growth in visitor numbers discovering its world-class collection with a new Central Gallery showcasing the latest innovations from the modern railway industry.

A lively public square will be at the heart of the new community and will create a bold sense of arrival for residents, visitors and workers alike. Extensive public spaces and a wonderful public park for formal and informal cultural events will be available for community interaction, play and recreation.

High-quality digital and physical infrastructure will be provided from the outset, encouraging low carbon living and providing the flexibility needed for sustainable energy solutions fit for the 21st century, building in low running costs through high efficiency standards.

York Central will prioritise pedestrians and cyclists with excellent public transport, creating convenient and safe pedestrian and cycle access through the site to the city centre, railway station and surrounding communities and linking into city-wide footpaths and cycle ways, to enjoy the wider York environment.

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1 INTRODUCTION

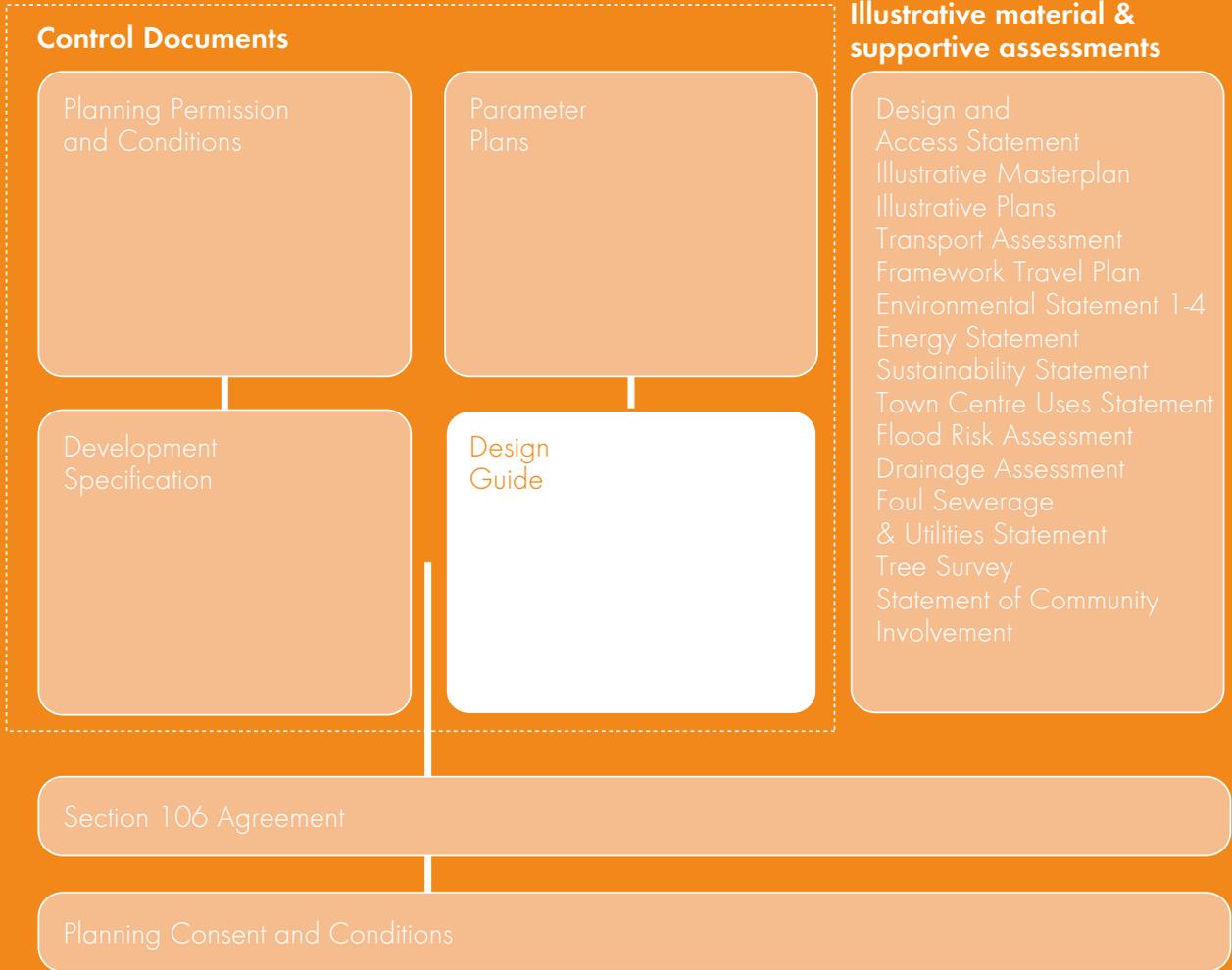
The redevelopment of York Central is being brought forward by the York Central Partnership, a collaboration between the City of York Council, Network Rail, the National Railway Museum and Homes England. The applicant is Network Rail and Homes England.

Located on one of the largest brownfield sites in the UK, York Central includes opportunities for a new office quarter, new residential communities, an expanded and enhanced Railway Museum, improved access to the railway station and a network of vibrant public spaces with routes linking York Central to surrounding neighbourhoods and the city centre.

The York Central Design Guide, in combination with the York Central Parameter Plans and Development Specification, form a set of control documents through which the Local Authority (City of York Council) will determine future Reserved Matters Applications for the site.

This document is supported by the Illustrative Scheme; Design and Access Statement; and Environmental Statement.

The Design Guide is supplementary and additional to all relevant statutory guidance, Building Standards and Approved Documents. Where any conflict arises the statutory guidance shall take precedence.



1.1 PURPOSE OF THE DESIGN GUIDE

The purpose of the Design Guide is to establish a robust framework for the Application Site that encourages quality of design which will be reflected in future Reserved Matters Applications (RMAs). The Design Guide is intended to provide guidance to developers, architects and other designers in developing detail schemes for York Central.

These guidelines have been developed following a comprehensive process of community engagement and consultation with the CYC, Historic England and other stake holders.

Included in the document are diagrams and reference images intended to help demonstrate the design intent discussed. All such references are provided for illustrative purposes only.

The document includes mandatory codes which are set out in bold and shall and must be adhered to for RMAs. It also includes advisory guidelines which are supporting and aspirational. These guidelines should be considered as part of the application process and should be adhered to where practicable.

These codes and guidelines relate to key aspects of the site and context; Townscape considerations; Character areas; Streets; Building typologies; and Principles of place making. Alongside other aspects of the planning and design process, these will help inform the overall quality and character of the future development of the York Central Site.

1.2 PARAMETER PLANS AND DEVELOPMENT SPECIFICATION

The Design Guide must be read in conjunction with the York Central Development Specification and Parameter Plans.

The Parameter Plans are as follows:

YC - PP- 001 Existing Site Plan

YC - PP 002 Demolition

YC - PP 003 Demolition - Enlarged Extract

YC - PP 004 New Railway Additions

YC - PP 005 Development Zones - Above Ground

YC - PP 006 Access and Circulation Routes

YC - PP 007 Development Zones Ground Level Uses

YC - PP 008 Development Zones Upper Floor Uses

YC - PP 009 Development Zones Below Ground

YC - PP 010 Development Zones and Maximum Heights

YC - PP 011 Proposed Site Levels

YC - PP 012 Open Space Areas

In addition to these drawings the following drawings have been generated for information purposes.

YC - IL 100 Illustrative Masterplan

YC - IP 001 Existing Structures

YC - IP 002 Retained Buildings

YC - IP 003 Existing Site Levels

YC - IP 004 Topographic Survey

YC - IP 005 Operational Rail Boundary

YC - IP 120 Illustrative Phase 01

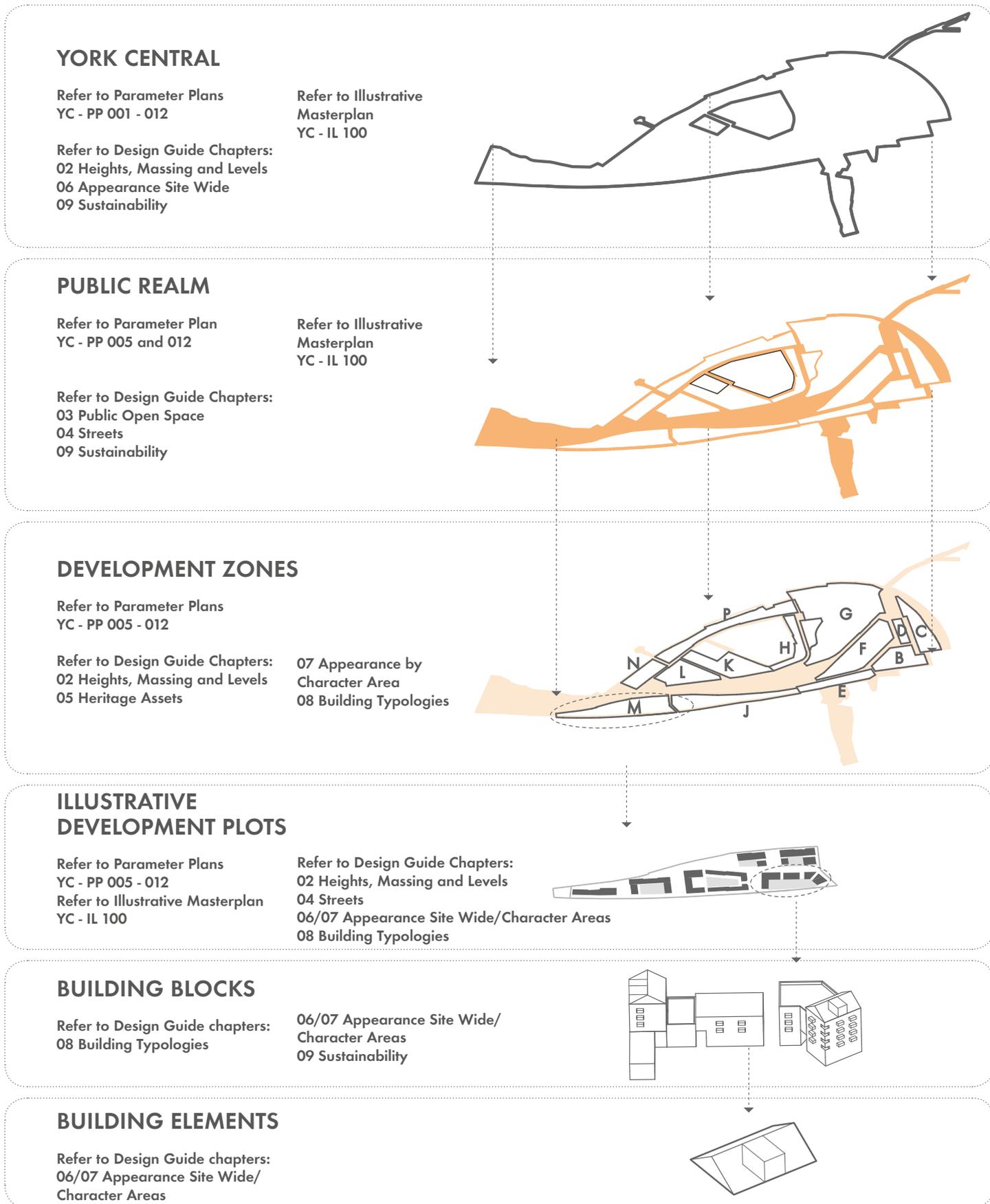
YC - IP 121 Illustrative Phase 02

YC - IP 122 Illustrative Phase 03

YC - IP 123 Illustrative Phase 04

1.3 SCOPE OF THE DESIGN GUIDE

The design guide provides information and guidance on the Illustrative Masterplan at all scales from site wide strategy and considerations; the masterplan framework - streets and public realm; building typologies and architectural language and appearance.



1.4 HOW TO USE THE DESIGN GUIDE

The Design Guide should be read in conjunction with the Parameter Plans, Development Specification, Planning Consent and Conditions and Drawings for Information. These documents relate, primarily, to quantitative, volumetric and spatial parameters, but the Design Guide aims to communicate the different qualities and character of the scheme in the 'spirit' and underlying 'design intent' of the Illustrative Masterplan.

Further detail on the design principles, space making proposals, heritage research and design methodology, including details explaining the process of community engagement can be found in the Design and Access Statement.

1.5 COMPLIANCE WITH THE DESIGN GUIDE

All subsequent Reserved Matters Applications on the York Central site must demonstrate compliance with the Design Guide.

This should be demonstrated through a Design Compliance Statement.

The Design Compliance Statement must refer to the relevant documents in the York Central Outline Planning Permission e.g. Parameter Plans, Development Specification and Design Guide.

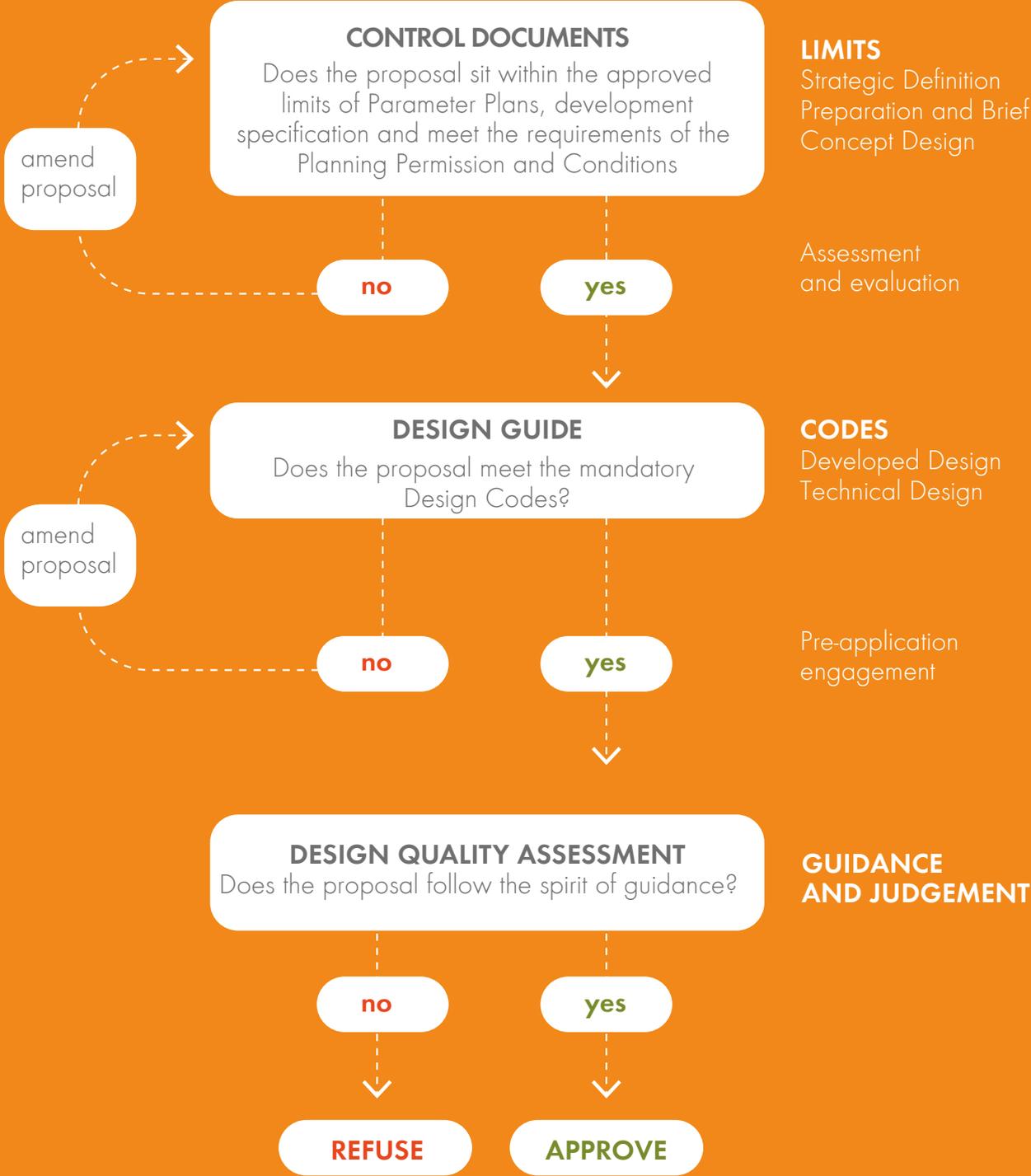
It must demonstrate and explain how the scheme fits within the Parameter Plans; the quantum of development the application represents in terms of use; how the development will impact on the developable quantum of any future phases of the Development zone(s); and demonstrate the impact on the cumulative development of the wider York Central Site. It must show how the proposal responds positively to the Vision for the site; how the scheme addresses the mandatory codes of the Design guide. It must provide a demonstration of the underlying design intent and aims captured in the Design Guide.

The Design Compliance Statement should reflect the breadth of topics covered by the Design Guide and should therefore address, as a minimum, the following:

- The vision for the site
- Site context
- Quantum of development
- Aspects of the development relating to the public realm
- Aspects of the development relating to the Character Areas
- Sustainability

Departures from the Design Guide will only be acceptable if there is a clear rationale for deviation which can clearly demonstrate the place making benefits, or respond appropriately to changing legislation, circumstances and technological advancement. In these instances, the justification for the deviation from the Design Guide shall be given reasonable consideration by the CYC. Any subsequent revisions to the approved Design Guide shall be subject to the written approval of the CYC.

POTENTIAL PROCESS OF APPROVAL: RESERVED MATTERS APPLICATION



1.6 MONITORING AND REVIEW

From time to time, there may be aspects of the Design Guide that require modification to reflect design issues that become apparent as circumstances change. In such circumstances, it may be appropriate or necessary for the land owner, developer, applicant and/or CYC to request a review of the Design Guide.

When such a request is made, the matters to be reviewed must be specified together with an explanation of the reasoning for the request and a timetable for this review. The review process is intended to focus on matters of detail and not matters of principle established within the Design Guide.

Any changes to the Design Guide must be agreed with the CYC.

1.7 CUMULATIVE DEVELOPMENT PLAN

The development of the York Central Site will take place over many years. In order to track its evolution in relation to the Parameter Plans and the Design Guide. A 'Cumulative Development Plan' will be maintained and be updated at regular intervals.

This process will enable the developer and CYC to assess any individual scheme, brought forward by RMA, against the Outline Permission.

This shall be supported by applicants of any RMAs who shall provide any material required in order to update and keep this Plan.

1.8 ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan is an informative part of the York Central Outline Planning Application. The Illustrative Masterplan has evolved from consideration of townscape, heritage and socio-economic considerations. It has been used to :

- Test and refine the Parameters Plans which form the basis of the Development Specifications and Design Guide.
- Explore the spaces, massing, mix and grain of the development emerging through the masterplan as it has evolved.
- Provided essential testing criteria for Townscape Views, massing and height constraints.
- Created a framework for the development of the site in terms of a mix and quantum of uses; building typologies; streets; and open spaces.

- Generated images for both the Design Guide and the Design and Access Statement
- Helped to inform an indicative phasing plan.

Alongside the Design Guide, Development Specification and Parameter Plans, the Illustrative Masterplan can help to consider and assess any RMAs (Reserved Matters Application).



Fig.01 Illustrative Masterplan for York Central

1.9 PRINCIPLES OF THE MASTERPLAN

Over the course of the project and continued public engagement, some key themes have emerged. These have helped to shape the Illustrative Masterplan, both in terms of townscape and character, building uses, housing and workplace requirements that will be key to delivering a thriving and vibrant addition to the city of York.

The principles of the Illustrative Masterplan reflect the broad interests and concerns that have emerged from discussions with the LPA, Statutory Consultees, and engagement process.

These principles should be the starting point of any RMA and should inform the design response to the site.



Fig.02 Initial masterplan sketches

REFLECT YORK'S
TOWNSCAPE, ENHANCING
OR BETTER REVEALING
THE SETTING OF HERITAGE
ASSETS, AND TELL THE
RAILWAY STORY.

ALLOW UNIQUE
CHARACTER AND
HISTORY TO CREATE
AN INTEGRATED AND
COHESIVE PART OF CITY.

NEW AND EXISTING
CONNECTIONS THAT
PROVIDE RESILIENT,
CONVENIENT, INCLUSIVE
AND PERMEABLE ROUTES.

CREATE RICH AND
VARIED CHARACTER
AREAS. INCORPORATE
HOMES, WORK, RETAIL,
COMMUNITY, MUSEUM
AND LEISURE USES THAT
ACTIVATE FRONTAGES AND
ANIMATE PUBLIC SPACES.

ESTABLISH THE
MASTERPLAN AS AN
EXTENSION OF THE
EXISTING CITY FABRIC, AS
WELL AS A NEW PLACE.

PUBLIC REALM PROPOSALS
THAT CREATE HIGH
QUALITY STREETS AND
SAFE, ACCESSIBLE SPACES.

BUILDING HEIGHT, SCALE
AND MASS THAT ARE
RESPONSIVE TO THE
HERITAGE OF THE SITE AND
THE WIDER CITY SETTING
AND CHARACTER.

CREATE AN APPROACH
INCORPORATING
BIODIVERSITY MEASURES
AND SUSTAINABLE
STRATEGIES.

CREATE A FLEXIBLE
APPROACH TO
DEVELOPMENT PLOTS AND
BUILDINGS WHICH ARE
ROBUST AND RESILIENT.

CREATE A FLEXIBLE
PHASED APPROACH
WHERE THE PLACE FEELS
COMPLETE AT EVERY
STAGE.

1.10 NOMENCLATURE

A set of names have been assigned to identify the different areas of the development, and for ease of reference across the Outline Application documents. These are intended for illustrative purposes only.

1.10.1 Character Areas and Development Zones

The site has been divided broadly into five Character Areas. These contain one or more Development Zones as set out by the Parameters Plans. The boundaries of the Character Areas are roughly aligned with the Development Zones according to the below layout.



1.10.2 Streets

A diagrammatic street network (based on the Illustrative Masterplan) is used throughout, in order to demonstrate the principles of the streets framework.

1.10.3 Components of the Masterplan Character Areas

Character Areas are broken down into key areas of public realm and sub areas with distinct characteristics relating to adjacent context.

NATIONAL RAILWAY MUSEUM

- 13 Museum
- 13a Museum Gateway (northern half of New Square)

STATION QUARTER

- 14 George Square
- 15 Cinder Yards
- 16 Station District
- 17 Wilton Place (a), Cinder Street (b) and Hudson Place (c)
- 18 Station Gateway (southern half of New Square)

YORK YARD SOUTH

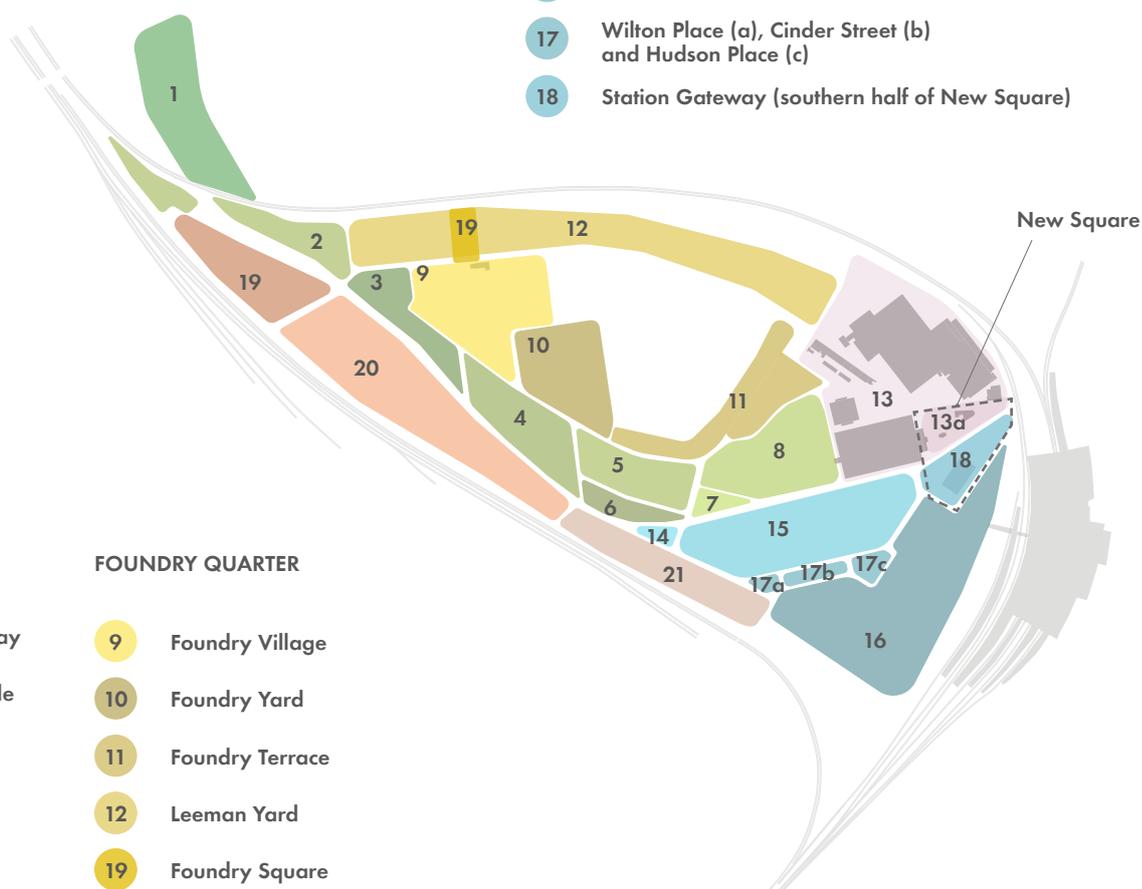
- 19 York Yard Gateway
- 20 York Yard Parkside
- 21 York Yard Rise

FOUNDRY QUARTER

- 9 Foundry Village
- 10 Foundry Yard
- 11 Foundry Terrace
- 12 Leeman Yard
- 19 Foundry Square

CENTRAL PARK

- 1 Millennium Green
- 2 Reeds Garden
- 3 Stream Garden
- 4 Central Lawn
- 5 Amphitheatre
- 6 Gravel Garden
- 7 Garden Plaza
- 8 Museum South Yard

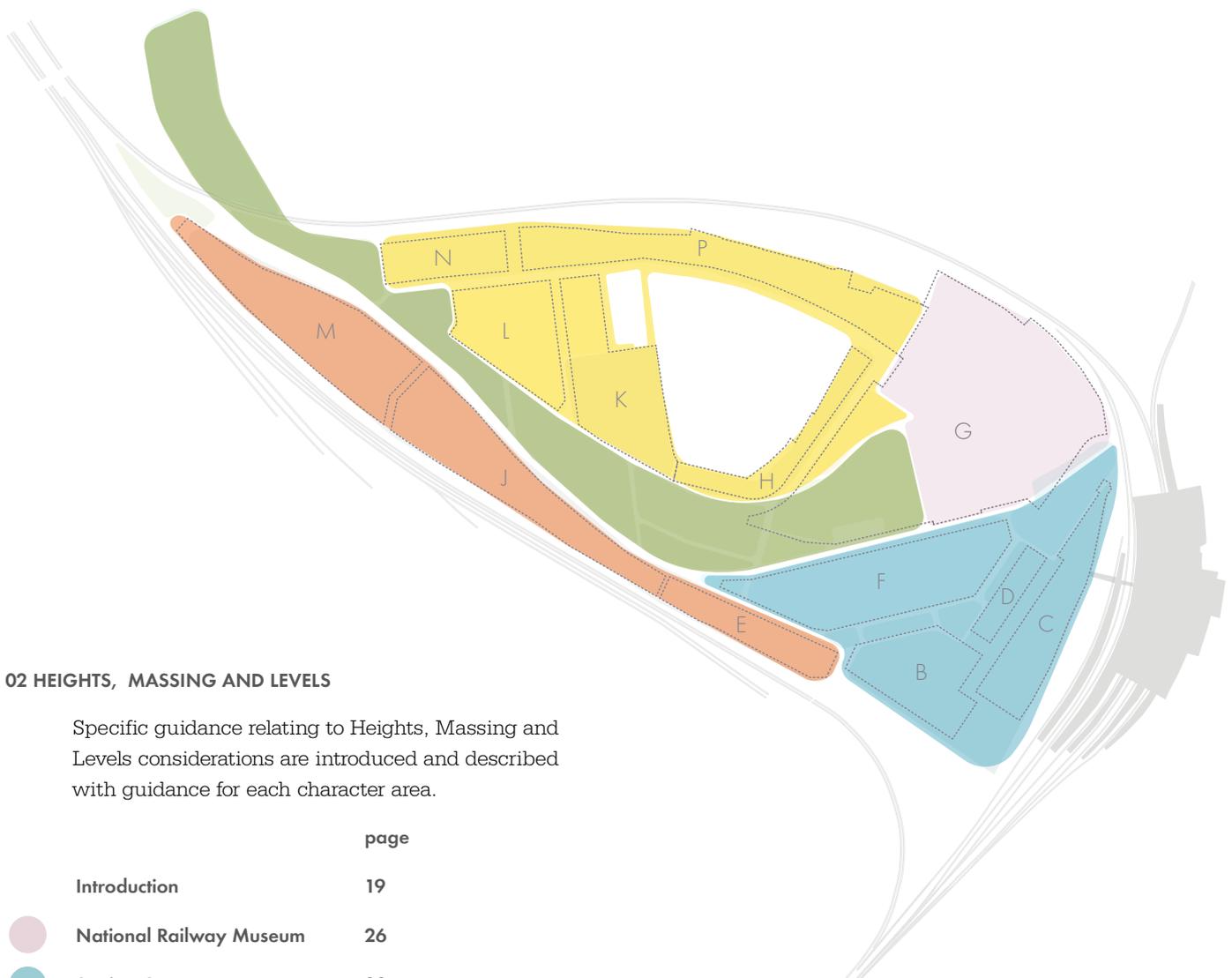


1.11 STRUCTURE OF THE DESIGN GUIDE

The Design Guide contains codes and guidance for all aspects of York Central, from site wide infrastructure, to the architecture and appearance of a building on a single plot. The document should be read according to the nature and scale of the RMA to come forward.

1.11.1 Navigating the Design Guide

The following diagrams can be used to locate specific guidance within the Design Guide. The diagrams illustrate where different chapters of guidance are located for the York Central site.



02 HEIGHTS, MASSING AND LEVELS

Specific guidance relating to Heights, Massing and Levels considerations are introduced and described with guidance for each character area.

	page
Introduction	19
 National Railway Museum	26
 Station Quarter	28
 York Yard South	34
 Foundry Quarter	38

03 PUBLIC OPEN SPACE

page

Key areas of Public Open Space are introduced and described with specific guidance for each space.

45

page

page

NEW SQUARE

64

STATION QUARTER

70

13a Museum Gateway (north half of New Square)

64

14 George Square 70

18 Station Gateway (south half of New Square)

66

15 Cinder Yards 71

17 Wilton Place (a), Cinder Street (b) and Hudson Place (c) 71



page

page

FOUNDRY QUARTER

72

CENTRAL PARK

58

19 Foundry Square 72

1 Millennium Green 58

5 Amphitheatre 60

10 Foundry Yard 73

2 Reeds Garden 59

6 Gravel Garden 61

3 Stream Garden 59

7 Garden Plaza 61

4 Central Lawn 60

8 National Railway Museum Yard 61

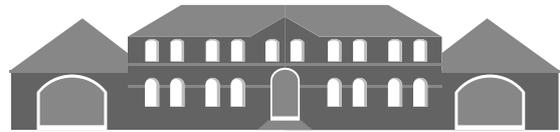
04 STREETS

The different possible street types and their relationship with public realm and building proposals are described with specific guidance in Chapter 04.

	page
Street hierarchy	78
Pedestrian connectivity	80
Cyclist connectivity	82
 Primary streets	86
 Secondary streets	102
 Tertiary streets	112

05 HERITAGE ASSETS

The approach to Heritage Assets is outlined in Chapter 05. This includes general principles and guidance by Character Area with reference to specific buildings existing on the site.



	page
Introduction	146
General guidance	148
 National Railway Museum	152
 Station Quarter	160
 Foundry Quarter	154



06 APPEARANCE SITE WIDE

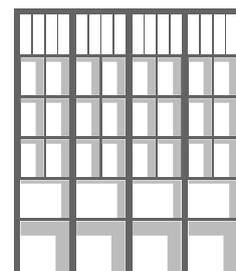
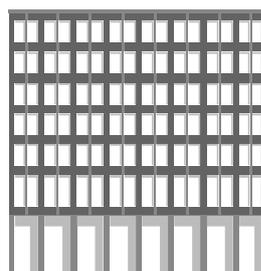
page

Site wide guidance for appearance including: grain, 'foreground' buildings, roofs, windows, materials, and public infrastructure and services can be found in chapter 06.

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07 APPEARANCE BY CHARACTER AREA

Additional guidance for each Character Area is provided in chapter 07.



page

 Station Quarter

201

 York Yard South

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 Foundry Quarter

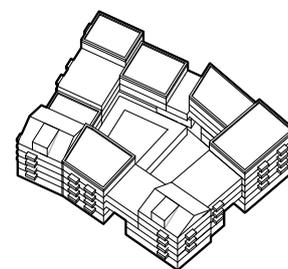
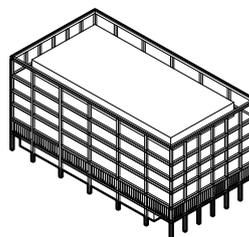
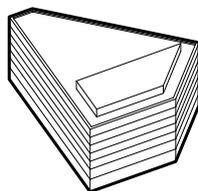
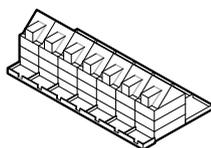
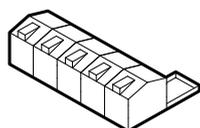
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08 BUILDING TYPOLOGIES

page

Specific guidance for different Building Typologies are described in chapter 08 this includes guidance around space standards, parking requirements and amenity space requirements.

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09 SUSTAINABILITY

page

Guidelines on sustainable principles that should be employed.

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08 GLOSSARY

Definitions of terms used within the Design Guide.

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2 HEIGHTS, MASSING AND LEVELS

This section outlines the principles of building heights, massing, site levels and the maximum developable extent of each Development Zone on the site. These principles and parameters have been developed with consideration of specific Townscape Views that must be achieved within the site and the appearance of the site from sensitive locations within the wider city.

Refer also to Environmental Statement Volume 01: Townscape and Vision Impact Assessment.

2.1 INTRODUCTION

This chapter discusses the maximum building heights, massing and site levels within the York Central site. The maximum developable extents are captured within the Parameters Plans. The following pages discuss a selection of the Parameters Plans most relevant to the heights and massing discussion and the various constraints that have informed them.

2.1.1 The Design Guide and Parameters Plans

The Design Guide and Parameters Plans work in combination to determine the maximum developable extents on the York Central site. These limits are intended to allow flexibility for any future RMAs and to preserve the considerations that have emerged in the course of the pre-application and engagement process with York's residents and businesses, CYC and Historic England.

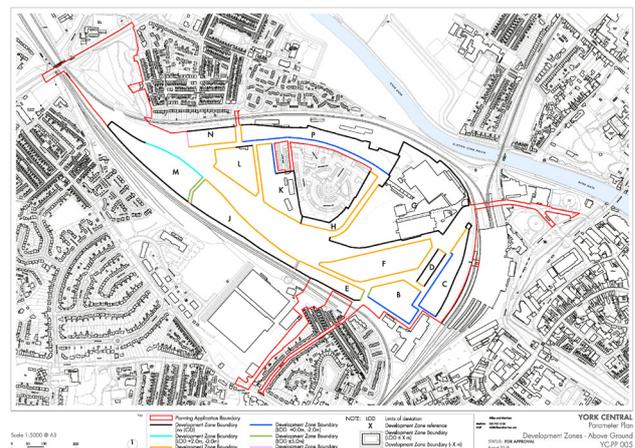


Fig.03 The York Central Parameters Plans are a suite of documents which make up part of the control documents for any Reserved Matters Application on the York Central site

2.1.2 PP 005 Development Zones Above Ground

PP 005 shows the different Development Zones and their maximum horizontal extents. The parameters for the Development Zones include limits of deviation between 0 and 5m according to specific site conditions which might relate to infrastructure, open space requirements, ground constraints (Holgate Beck), existing buildings and the railways. See "Fig.04 Parameter Plan 005 Development Zones - Above Ground"

No development shall be permitted beyond the limits set out within the Parameter Plan with the exception of the following items which shall be permitted to project a maximum of 2m beyond the Development Zone: porches, balconies, garden walls, landscaping elements (below 4m), temporary structures (below 4m), tree planting.

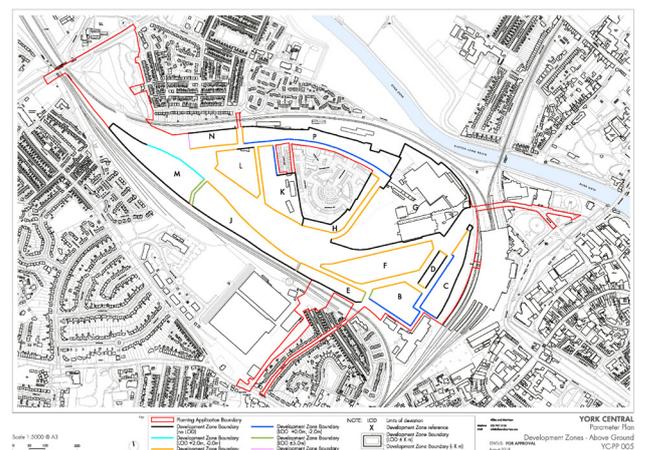


Fig.04 Parameter Plan 005 Development Zones - Above Ground

2.1.3 PP 010 Development Plots and Maximum Heights

YC PP 010 shows the maximum heights permissible within the scheme. These have been developed according to specific Townscape Views and massing heights and volumes deemed appropriate for this site within the wider context of the city of York.

Heights given are AOD levels (above ordnance datum) and are therefore independent of any proposed site levels.

No development shall be permitted beyond the vertical limits set out within the Parameter Plan.

No vertical exemptions shall be permissible.

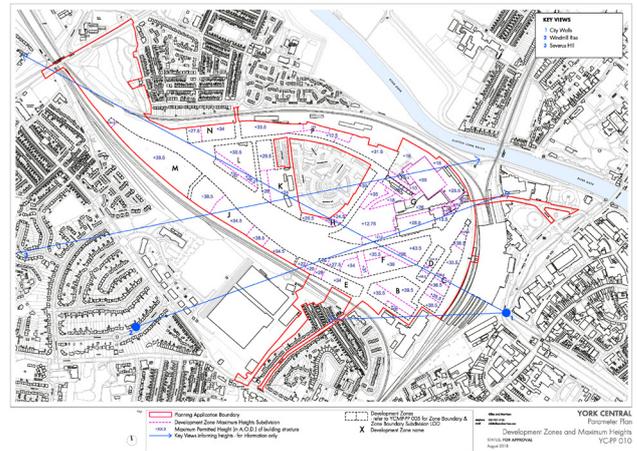


Fig.05 Parameter Plan 010 Development Zones and Maximum Heights

2.1.4 YC PP 011 Proposed Site Levels

PP 011 shows the limits of deviation permissible for new site levels. This has particular relevance where the Development Zones contain existing buildings and accesses.

Levels for public open space are constrained by proposed and existing infrastructure; existing buildings and developments, for example the National Railway Museum and St Peter’s Quarter. Flood defence and landscape setting determine the levels for Central Park and the Millennium Green.

No site levels shall be permitted beyond the range set out within the Parameter Plan.

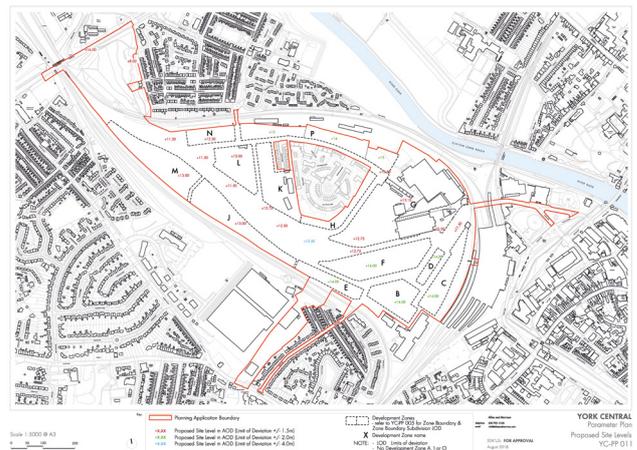


Fig.06 Parameter Plan 011 Proposed Site Levels

2.1.5 YC PP 006 Access and Circulation Routes

PP 006 shows the requirements for access and circulation within the masterplan application area.

The access routes shown form the primary and secondary street framework. Tertiary streets, Foot streets, Play streets and snickets, within Development Zones are not shown but must be provided. See chapter 04 Streets.

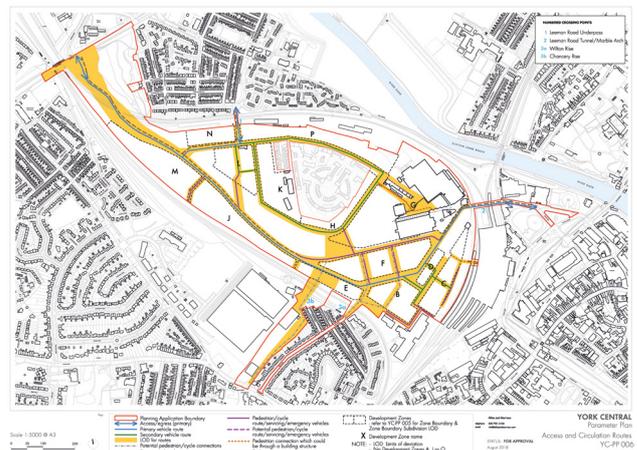


Fig.07 Parameter Plan 006 Access and Circulation Routes

2.2 MAXIMUM DEVELOPABLE EXTENTS

2.2.1 Maximum Developable Extents

Volumetric limits set by the Design Guide and Parameters Plans can be considered as the 'Maximum Developable Extents' (MDE) of the site.

The MDE will determine the limits of development at every scale.

The limits of the MDEs exist to allow for required open space; to create scope for pedestrian permeability and to protect key Townscape Views and visual permeability (refer to Environmental Statement Vol 01: Chapter 09 Townscape and Visual); and to generate an appropriate urban grain on the site.

In order to adhere to the Design Guide and Parameters Plans, any Reserved Matters Application for Development Plots must sit within the maximum developable extents of a specific Development Zone.

The MDEs are sized to allow for different massing arrangements and flexibility in design.

The MDEs are defined by both the Design Guide and the Parameters Plans.

The final relationship between the massing of any Reserved Matters Application and the maximum developable extents will be subject to the consideration of CYC planning department.

2.2.2 Exemptions

The following items shall be exempt from massing restrictions and may project beyond the Development Zone boundary and shall be permissible outside of the Development Zones by agreement with the LPA through the RMA process:

- porches, balconies, garden walls, landscaping elements (below 4m), temporary structures (below 4m).
- No permanent vertical exemptions shall be permissible.
- Parameters have not been set for bridges, trees, public art. These all fall outside the Development Zones and shall be permissible.

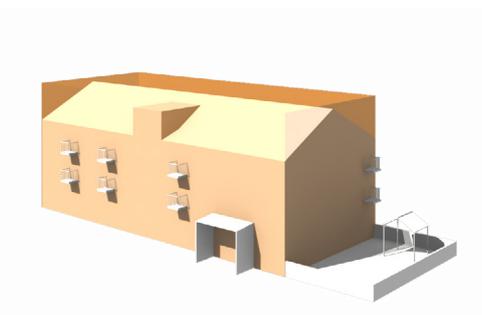


Fig.08 Compliant scheme with excepted elements shown

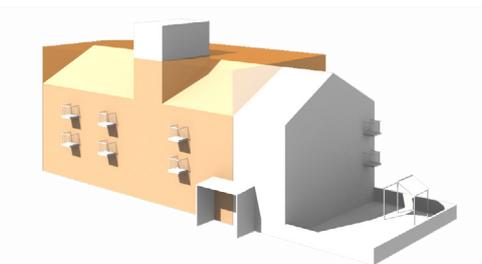


Fig.09 Non compliant scheme

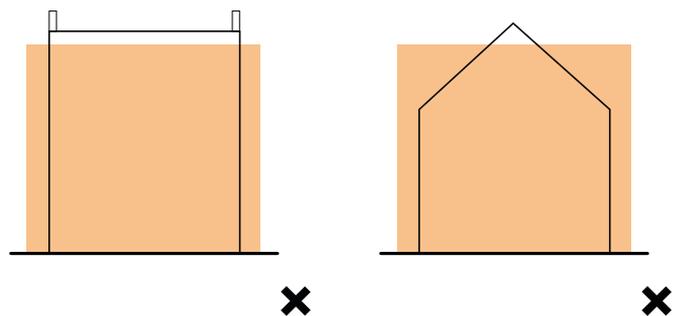
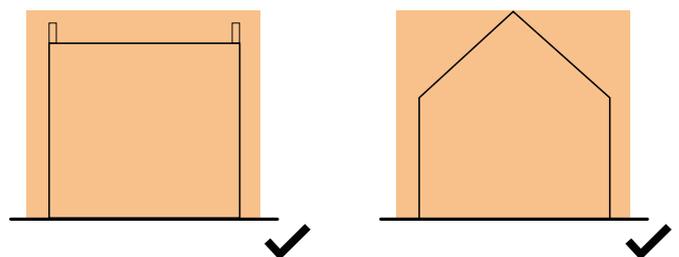


Fig.10 Height constraints within the maximum building envelope

 Maximum developable extents

2.3 VISUAL PERMEABILITY

2.3.1 Visual permeability

In addition to volumetric measures, there may be additional considerations which need to be addressed within any RMAs on the site.

Permeability is a key feature of the existing urban fabric in York. Details of movement and routes through the site are detailed in Chapter 04: Streets, but **consideration must also be given to visual permeability and views through the site to landscape or historic features of York.**

2.4 TOWNSCAPE CONSIDERATIONS

2.4.1 Townscape views

The visual impact of the scheme on different view points in the wider city of York has been discussed in detail as part of the pre-application engagement process for the outline application for York Central.

All RMAs should refer to Environmental Statement Volume 01 for a full and detailed assessment of Townscape Views.

The following pages relate to townscape considerations for three specific Townscape Views: Bouthwaite Drive, City Walls and Holgate Windmill, where the impact of the illustrative scheme has needed to be carefully managed.

These views have been identified to help understand and illustrate the impact of the proposals on the site's and city's heritage. There are numerous other view points and places from which people experience other connections.

The following pages provide guidance on the known constraints resulting from these views for each character area.

RMAs shall be required to test the scheme against specific Townscape Views subject to relevance and review by the Local Authority and Historic England.

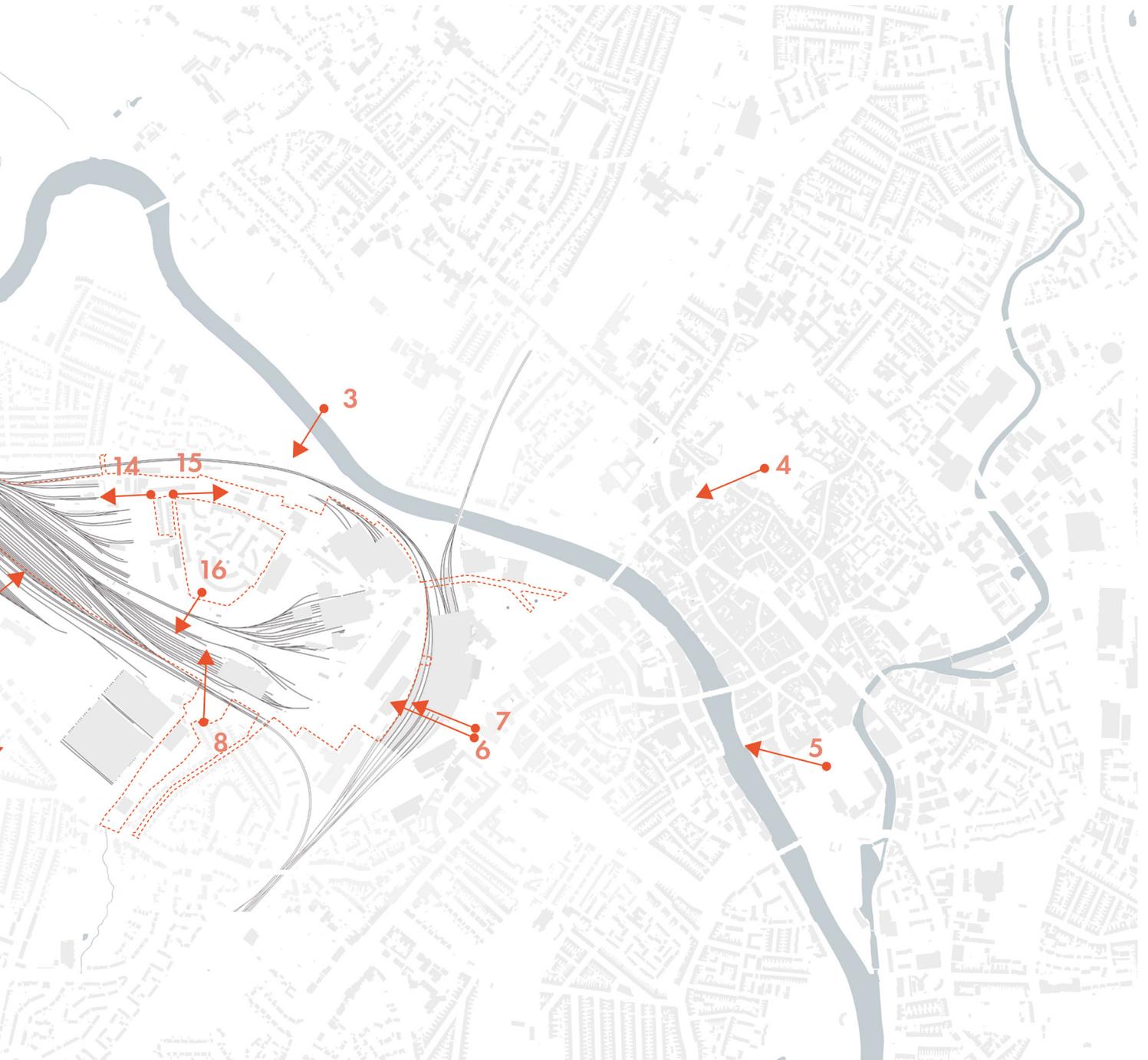
2.4.2 Roofscape

Roofscape proposals will have a significant impact on the perceived view of the development from different views in wider city.

For discussion of roofscape and appropriate grain please refer to Chapter 06 Appearance Site Wide.



Fig.11 Townscape Views city wide

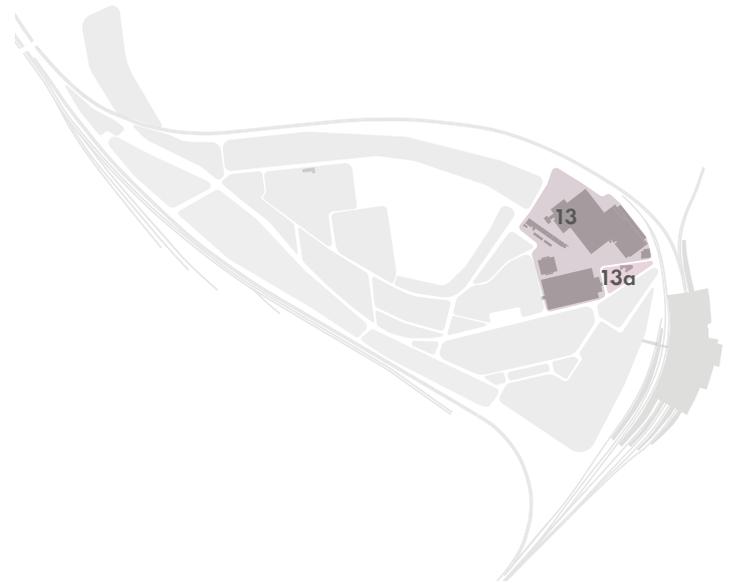


- | | | | |
|----------|---|-----------|--|
| 1 | Beckfield Lane/Almsford Road (Key View 8) | 9 | Holgate Windmill, Windmill Rise |
| 2 | York & Selby Path, NCR 65, Clifton Ings | 10 | Bouthwaite Drive, Severus Hill |
| 3 | York & Selby Path, NCR 65, Clifton Long Reach | 11 | Park on Poppleton Road |
| 4 | York Minster | 12 | Water End Bridge (Key View 10) |
| 5 | Clifford's Tower | 13 | Garnet Terrace/ Leeman Road Millennium Green |
| 6 | City Walls | 14 | Leeman Road looking west |
| 7 | Queen Street, York Station | 15 | Leeman Road looking east (Key View 11) |
| 8 | Cleveland Street/Upper St Paul's Terrace | 16 | Bishopfields Drive |

2.5 NATIONAL RAILWAY MUSEUM: DEVELOPMENT ZONE G

The National Railway Museum will be the cultural heart of the York Central Site. It is a museum of local, national and international significance. The parameters for Development Zone G have been developed to enable its future expansion.

The quality of the design and delivery of new space at the National Railway Museum is of paramount importance to the Museum and its parent Science Museum Group. In line with all recent major projects delivered by Science Museum Group, an extensive and consultative design process will be followed, working with world class architects, to create the optimum proposals for the functional requirement, setting and York context and planning policy. There will be on-going consultation with residents and stakeholders as design options are generated and assessed. The commitment to quality in design and delivery is absolute. The Museum will be cognisant of the quality of the existing City of York built environment and the quality of York Central.



NATIONAL RAILWAY MUSEUM

- 13 Museum
- 13a Museum Gateway

2.5.1 Maximum building heights

The maximum building heights in Development Zone G are driven in large part by the existing structures on the site - the National Railway Museum and heritage buildings in the vicinity.

Heights given are AOD levels (above ordnance datum) and are therefore independent of any proposed site levels.

No development shall be permitted beyond the vertical limits set out within the Parameters Plans.

No permanent vertical exemptions shall be permissible.

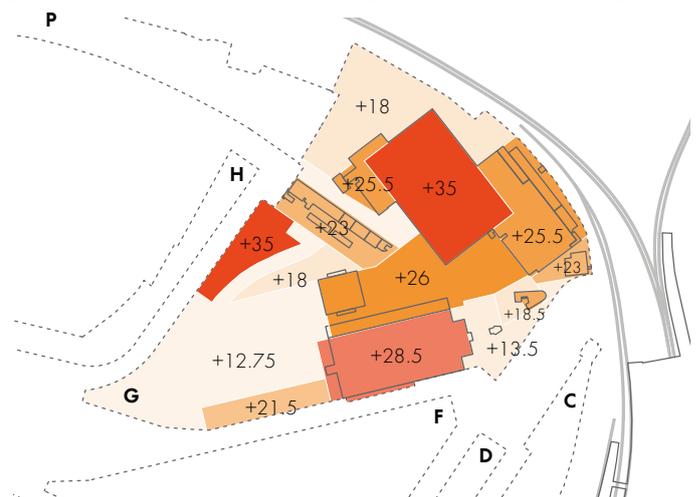


Fig.12 Development Zone G height plan showing maximum development height (AOD)



2.5.2 Limits of Deviation

The Limits of Deviation set out by Parameter Plan 005: Development Zones - Above Ground determines the enclosure of the public realm and streets.

In the Museum Quarter these limits have been driven mainly by the primary infrastructure network - streets and access to the public transport (Station access/bus stops/cycle routes).

Any proposals in proximity to existing retained buildings or the National Railway Museum buildings must be cognisant of existing maintenance and access requirements and allow flexibility for any future requirements. Entrances will be provided from the Museum Square and from the western side of the Museum.

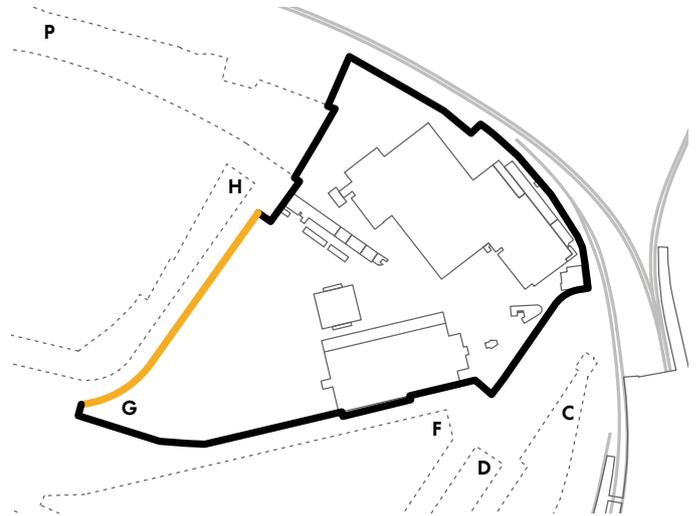


Fig.13 Limits of deviation on the Development Zones within the Museum Quarter

- Development Zone Boundary (LOD ± 2.0m)
- Development Zone Boundary (LOD ±0.0m)

2.5.3 Townscape and visual permeability

When evolving development proposals around the National Railway Museum the applicant must be cognisant of the particular sensitivities that relate to Townscape Views. Refer to (Environmental Statement Vol 1:Chapter 09)

In developing designs for any new buildings the National Railway Museum will give careful consideration to views to and from the Minster, City Walls and Railway Station.

The view from Holgate Windmill to York Minster has particular impact on the massing potential and buildings heights in the Museum Quarter

The view from Bouthwaite Drive to York Minster is also a significant consideration.



Fig.14 The view of York Minster from Holgate Windmill impacts heights and massing in York Yard South, Foundry Quarter and Station Quarter



Fig.15 View of York Minster from Bouthwaite Drive impacts heights on Foundry Village, York Yard South, Museum Quarter and the northern most plots of the Station Quarter

2.6 STATION QUARTER: DEVELOPMENT ZONES B, C, D & F

The Station Quarter will be a new destination for businesses, for tourists and for local residents alike. It will provide a new access to the mainline railway station and be defined by its high quality public space: New Square, Cinder Yards, Hudson and Wilton Place. The design parameters for this quarter are driven by townscape and place making considerations and transport infrastructure requirements.

STATION QUARTER

- 14 George Square
- 15 Cinder Yards
- 16 Station District
- 17 Wilton Place (a), Cinder Street (b) and Hudson Place (c)
- 18 Station Gateway (southern half of New Square)



2.6.1 Maximum building heights

The maximum building heights in the Station Quarter are driven mainly by place making considerations and Townscape Views from York's City Walls.

Heights given are AOD levels (above ordnance datum) and are therefore independent of any proposed site levels.

No development shall be permitted beyond the vertical limits set out within the Parameter Plan.

No vertical exemptions shall be permissible.

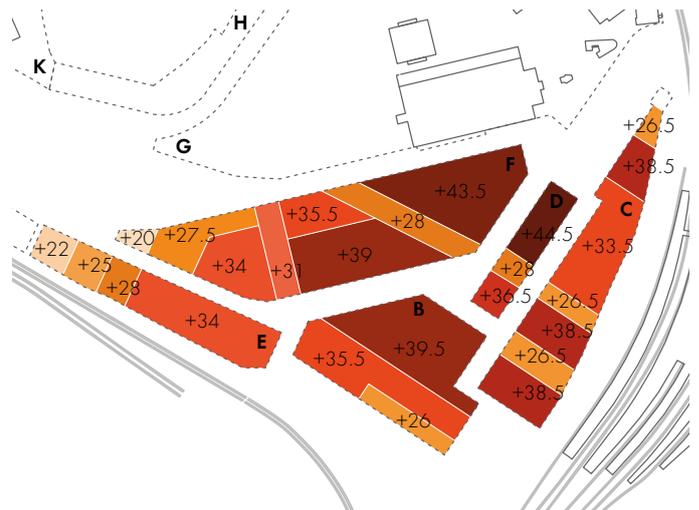


Fig.16 Station Quarter heights plan showing maximum development heights (AOD)



2.6.2 Limits of Deviation

The Limits of Deviation set out by Parameter Plan 005 Development Zones Above Ground determines the enclosure of the public realm and streets.

In the Station Quarter these limits have been driven mainly by the primary infrastructure network - streets and access to the public transport (Station access/bus stops/cycle routes).

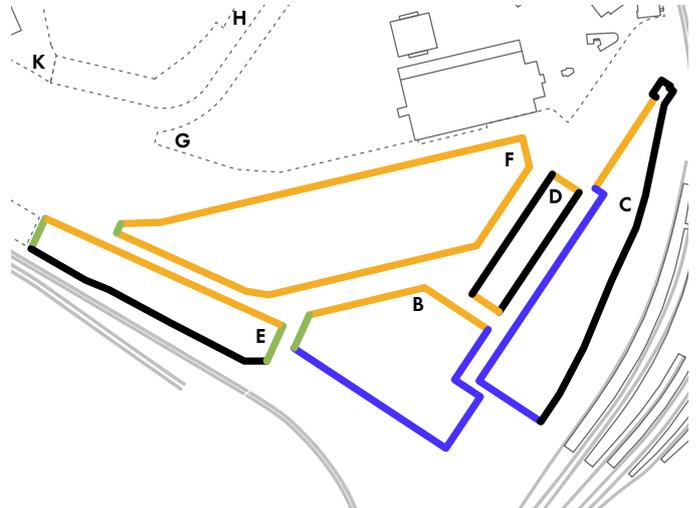


Fig.17 Limits of deviation on the Development Zones within the Station Quarter

- Development Zone Boundary (LOD ±2.0m)
- Development Zone Boundary (LOD ±0.0m)
- Development Zone Boundary (LOD ±5.0m)
- Development Zone Boundary (LOD + 0.0m, -2.0m)

2.6.3 Access and circulation

The station quarter incorporates the passage of the primary road network through the site. In addition to the requirements shown on Parameter Plan 006 pedestrian and cycle connectivity must be promoted with links through and between blocks.

See Chapter 04 Streets.

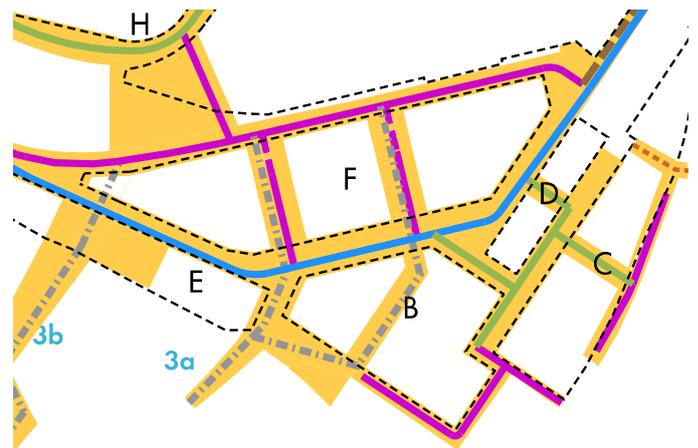


Fig.18 Movement and access requirements within the Station Quarter

- Limit of deviation
- Primary vehicular route
- Pedestrian/cycle route/servicing/emergency vehicles
- Secondary vehicle route
- Potential for pedestrian/cycle connections

2.6.4 Cinder Yards

It is intended that Development Zone F incorporate two to three 'Yard' spaces. These are intended to assist with daylighting and service access for the adjacent buildings, and to provide break out spaces for residents and people working. It is intended that where possible these are publicly accessible and form part of the pedestrian movement network for the site. See Chapter 04 'Streets'.

The distribution, size and proportion of these Yards shall be subject to the daylighting and access requirements for the adjacent buildings.

Spaces shall be well overlooked with active ground floor frontages and building entrances.

The design of delivery and service access on the Cinder Yards shall be integrated within the architectural composition of the facade.

Vehicle access will be for delivery/servicing/emergency vehicles only. Access and egress points must be considered as part of the elevation design of the courtyard spaces.

A minimum of two pedestrian access/egress points shall be provided. These should take the form of 'snickets' See Chapter 04 'Streets'

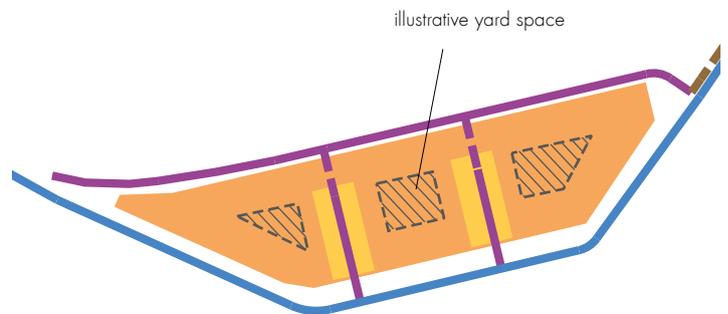


Fig.19 Development Zone F showing possible distribution of Cinder Yards with primary and pedestrian routes shown

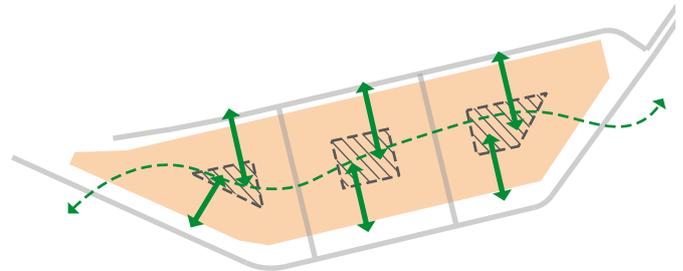


Fig.20 Pedestrian connections should be facilitated across the Yards between the two streets. East - west pedestrian connections are also desirable

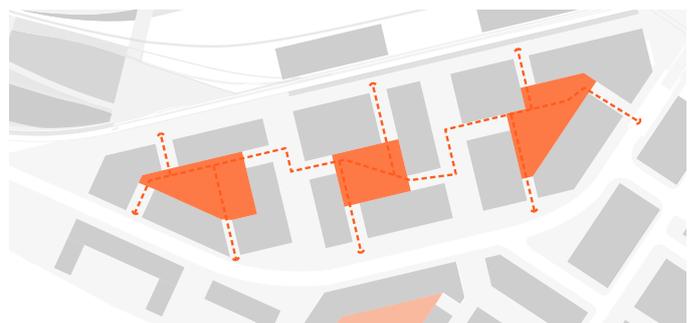


Fig.21 Cinder Yards and snickets shown with a possible massing arrangement

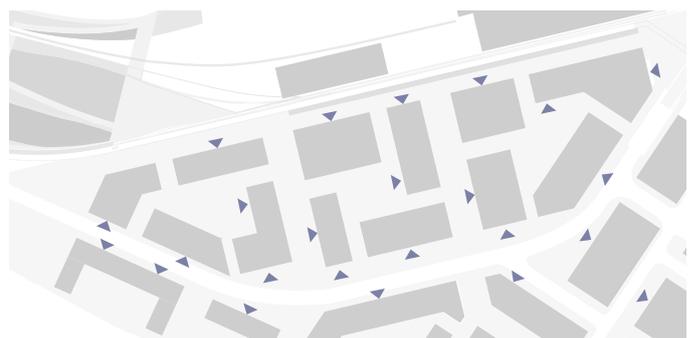


Fig.22 Cinder Yards shown with possible building entrances



2.6.5 Station Gateway (New Square - South)

Building lines along the south-east and south-west of Station Gateway must be perpendicular - Development Zones C & D.

A bull-nose or straight edged massing arrangement must complete the eastern most end of Development Zone F.

The frontage of Development Zone F must not interrupt the direct view from the station exit to the first arch in the side wall of the National Railway Museum.



Fig.23 View from station exit looking towards NRM with unobstructed view of existing archway

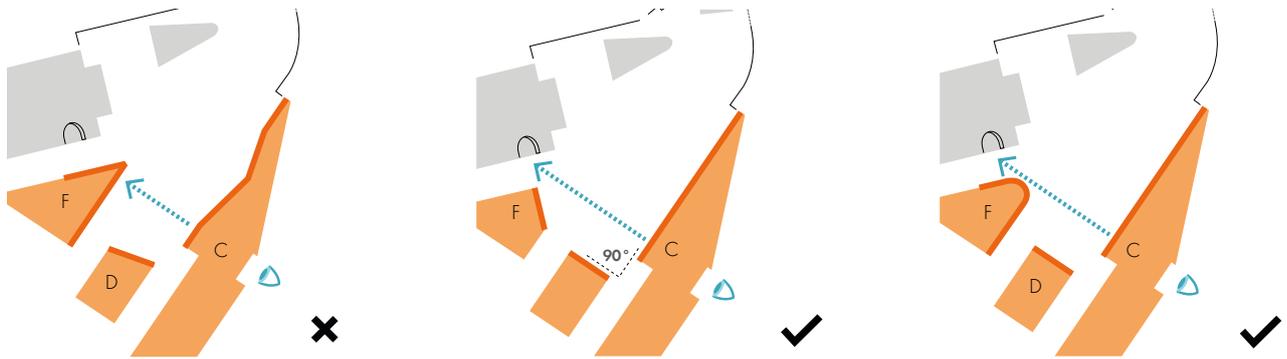


Fig.24 New Square view towards arch of Railway Museum

2.6.6 Cinder Street Hudson Place and Wilton Place

Cinder Street, Hudson Place and Wilton Place are envisaged as a connected sequence of public realm components within the Station Quarter. These spaces will be fronted by a mix of retail, commercial and residential frontages.

Building lines must be parallel with a regular alignment.

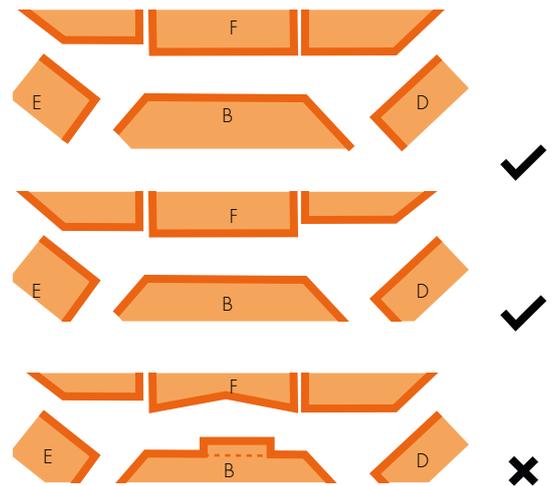


Fig.25 Cinder Street

2.6.7 George Square

Buildings facing onto George Square shall provide a strong edge with a linear, robust and unbroken building frontage.

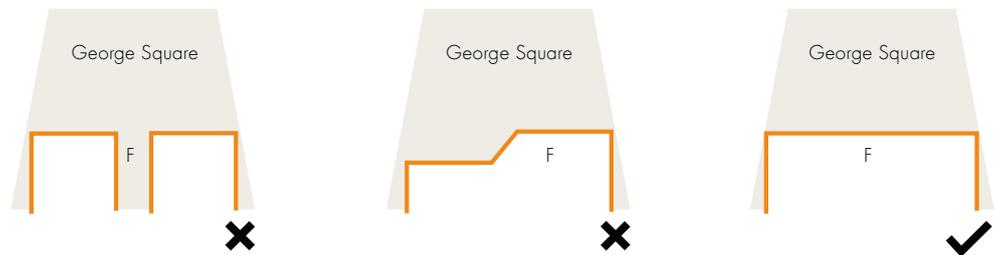


Fig.26 Diagrams showing acceptable and unacceptable George Square building arrangements in plan

2.6.8 Townscape and visual permeability: City Walls

The view from the City Walls has particular impact on the massing potential and buildings heights in the Station Quarter.

Building massing on the site must allow views of the near horizon of the moraine.

Building massing on the site must allow views of the distant horizon of the Yorkshire Dales.

Building massing that appears above the station roofline must be cognisant of the views from the City Walls. Building plant must be concealed or integrated within the built envelope. Exposed plant shall not be acceptable.



Fig.27 Implications of view from City Walls on illustrative scheme



Fig.28 Existing view from York City Walls



Fig.29 View from City Walls shown with Illustrative Masterplan

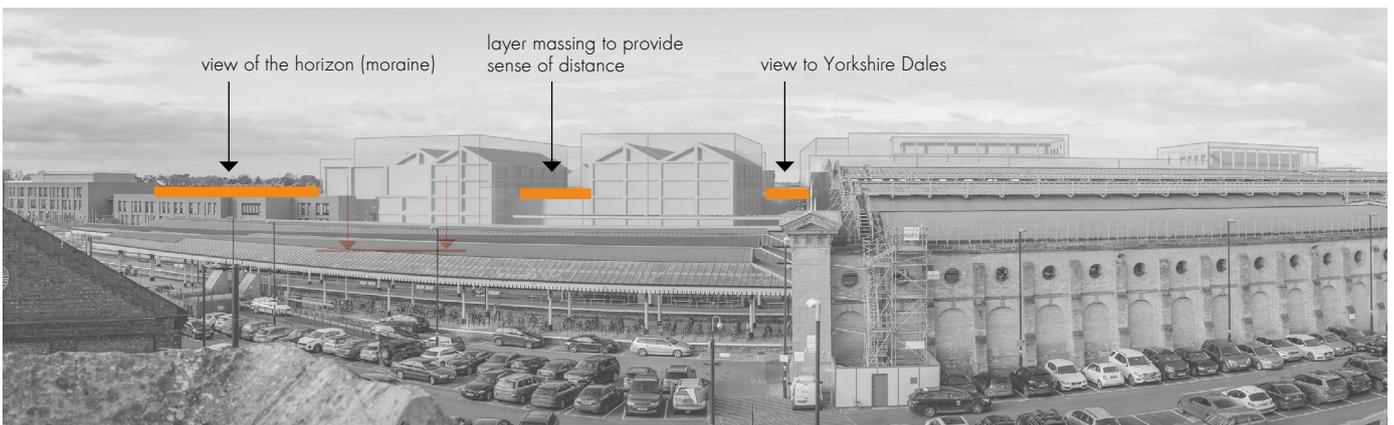
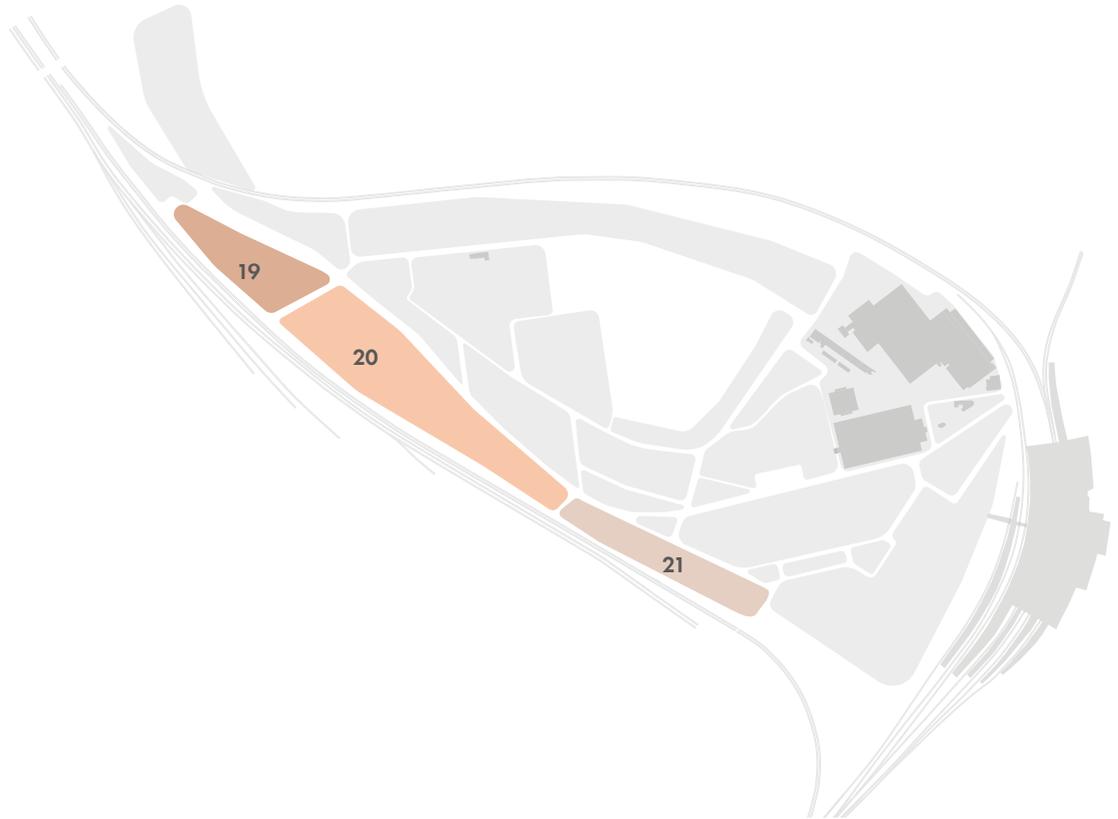


Fig.30 Massing constraints relating to view from City Wall

2.7 YORK YARD SOUTH: DEVELOPMENT ZONES M, J & E



YORK YARD SOUTH

- 19 York Yard Gateway
- 20 York Yard Parkside
- 21 York Yard Rise

2.7.1 Maximum building heights

The maximum building heights in York Yard South have been determined by consideration of key Townscape Views across the site to York Minster, the appearance of the site from adjacent local context and how the massing in these zones frames Central Park.

Development Zones M and J form the south western edge of the site. Layering of massing, visual permeability and pedestrian permeability will be key to delivering successful development.

Heights given are AOD levels (above ordnance datum) and are therefore independent of any proposed site levels.

No development shall be permitted beyond the vertical limits set out within the parameter plan.

No vertical exemptions shall be permissible.

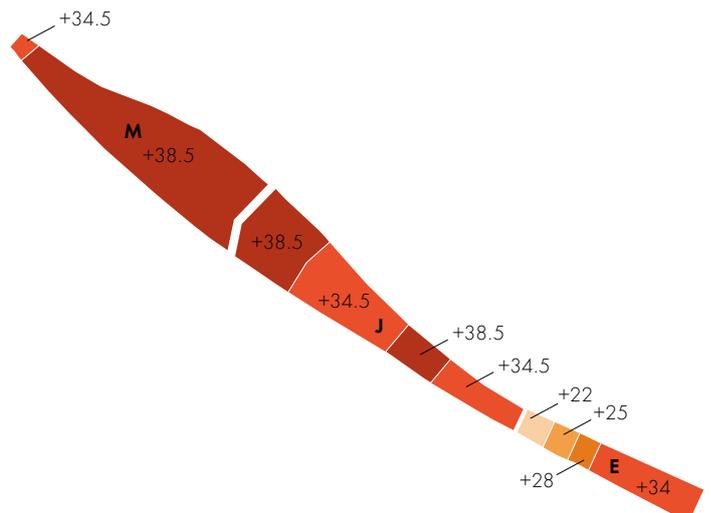
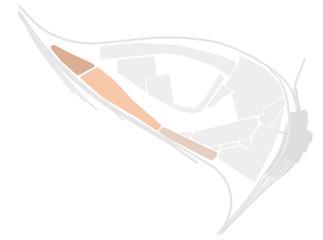


Fig.31 Principles of maximum developable envelope plan

- Maximum permitted Height +21,5 m (+ 34,50 m AOD)
0,5 m - gap between tallest building within the Development Zone
- Maximum permitted Height +25,5 m (+ 38,50 m AOD)
2,00 m - gap between tallest building within the Development Zone
- Allow for cut through the blocks



2.7.2 Layered building heights: York Yard Gateway

York Yard Gateway provides a key vista of the York Central site.

Building heights should step down towards the bridge approach from Millennium Green.

Massing shall be layered.

In Development Zone M this layered approach, is intended to integrate the heights with the wider context. The layering is also intended to mediate between the 'openness' of Millennium Green/ Central Park and the westernmost buildings of York Yard South.

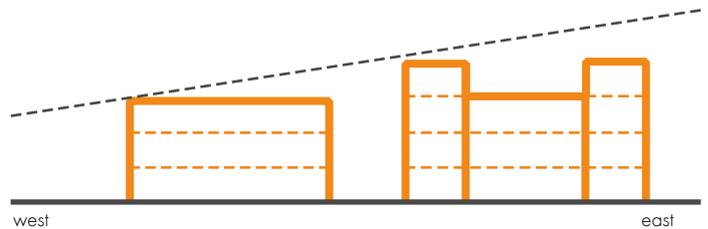


Fig.32 Illustrative section showing layering of building heights at York Yard Gateway

2.7.3 Limits of Deviation

The limits of deviation set out by Parameter Plan 005: Development Zones - Above Ground determines the enclosure of the public realm and streets.

In York Yard South these limits have been driven mainly by the primary infrastructure network and adjacent railways.

- Development Zone Boundary (LOD ±2.0m)
- Development Zone Boundary (LOD ±0.0m)
- Development Zone Boundary (LOD ±5.0m)
- Development Zone Boundary (LOD + 0.0m, -2.0m)
- Development Zone Boundary (LOD +2.0m, -0.0m)
- Development Zone Boundary (LOD +0.0m, -5.0m)



Fig.33 Limits of deviation on the Development Zones with York Yard South

2.7.4 Access and circulation

York Yard South incorporates the passage of the primary road network through the site. In addition to the requirements shown on Parameter Plan 006 Pedestrian Connectivity must be promoted with links through and between blocks and the incorporation of play streets. See Chapter 04 Streets.

Existing access to the adjoining rail infrastructure must be retained.

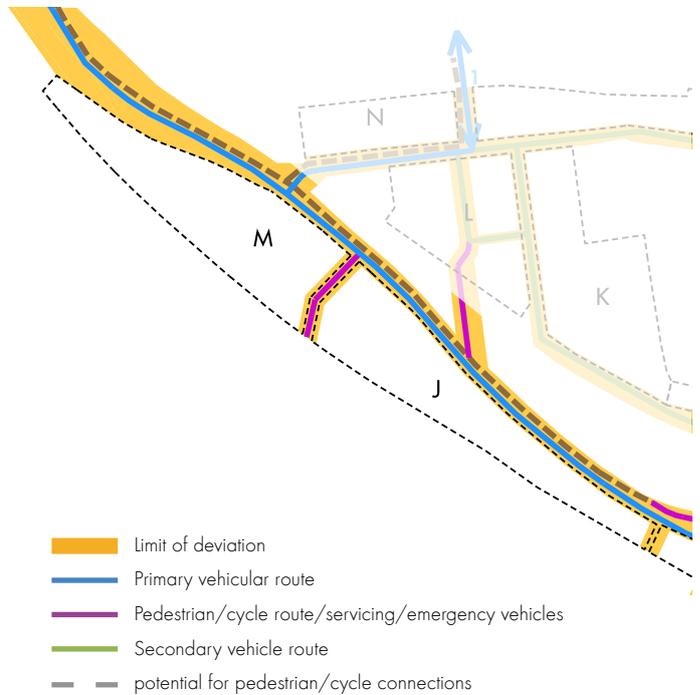


Fig.34 Movement and access requirements Yard South

2.7.5 Townscape and visual permeability: Bouthwaite Drive and Holgate Business Park

The massing seen from Bouthwaite Drive is predominately in the York Yard South Area. Development Zones M and J are most visible.

Height and massing constraints have been determined to ensure the following:

The silhouette of York Minster must be unobstructed within the view as shown (right).

The massing for each development parcel must allow glimpses between blocks which reveal the horizon line at regular intervals.

The view from Holgate Business Park must form a varied and layered elevation to the York Central site. Cut throughs and openings between blocks shall allow visual permeability.

Each Reserved Matters Application is responsible for ensuring that visual permeability is achieved through York Yard South. Early phase developments may not assume that later developments will provide the necessary visual permeability.



Fig.35 Views of the York Minster from Bouthwaite Drive must be protected this has driven some of the height parameters in Development Zone M and J

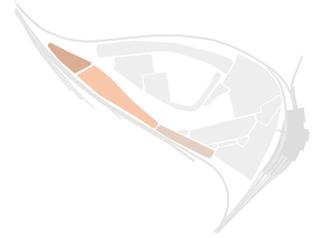
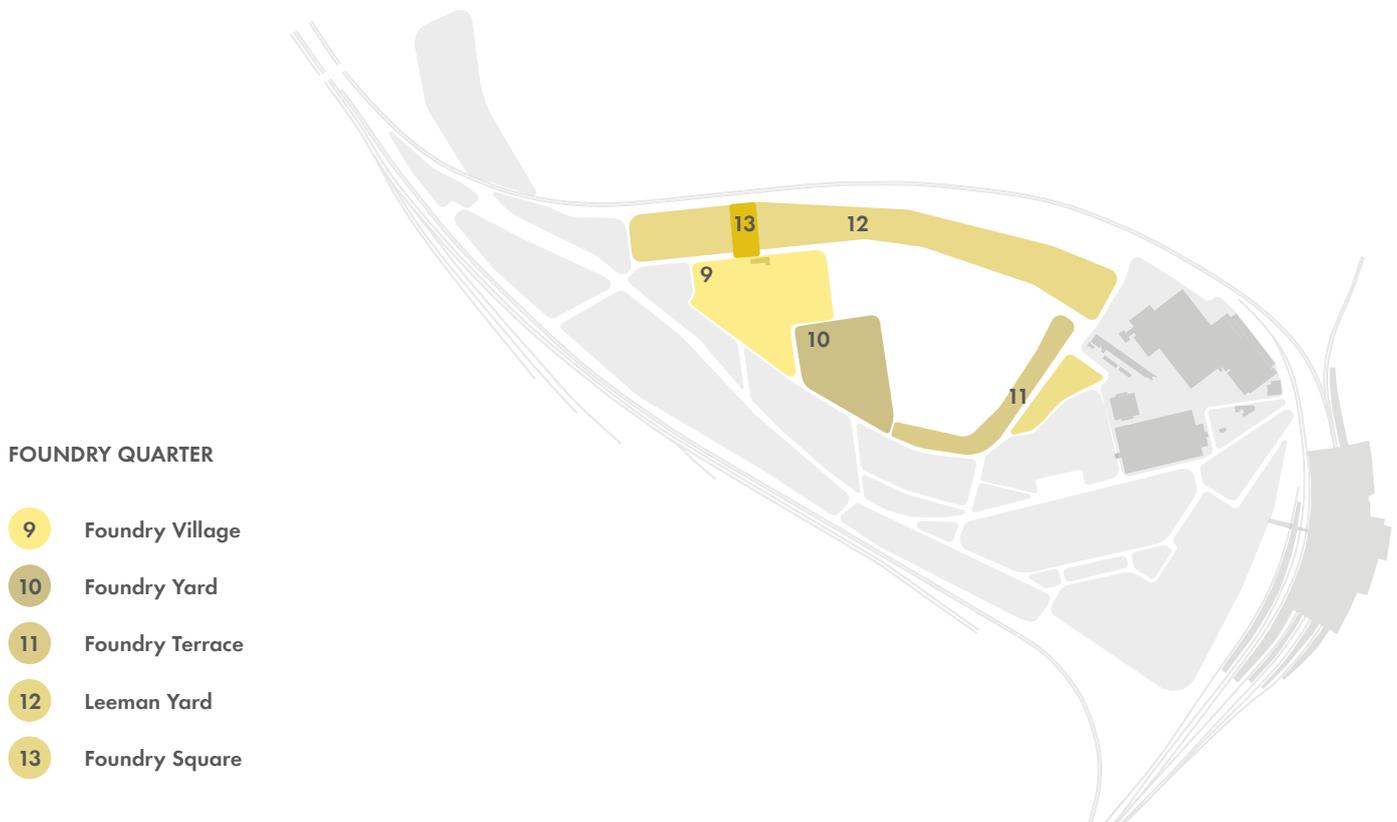


Fig.36 Existing view from Bouthwaite Drive



Fig.37 Illustrative Masterplan with maximum developable extents highlighted in orange

2.8 FOUNDRY QUARTER: DEVELOPMENT ZONES H, K, L, N, P



2.8.1 Maximum building heights

The maximum building heights in the Foundry Quarter have been determined by consideration of key townscape including views across the site to York Minster, and the relationship of the site with the existing neighbourhoods of St Peters Quarter and Salisbury Terrace.

Heights given are AOD levels (above ordnance datum) and are therefore independent of any proposed site levels.

No development shall be permitted beyond the vertical limits set out within the parameter plan.

No vertical exemptions shall be permissible.

2.8.2 Townscape and visual permeability

Multiple views from around the city have helped to determine the parameter heights and massing of the Foundry Quarter.

For a full discussion of Townscape considerations please refer to Environmental Statement Vol 1: Chapter 9.

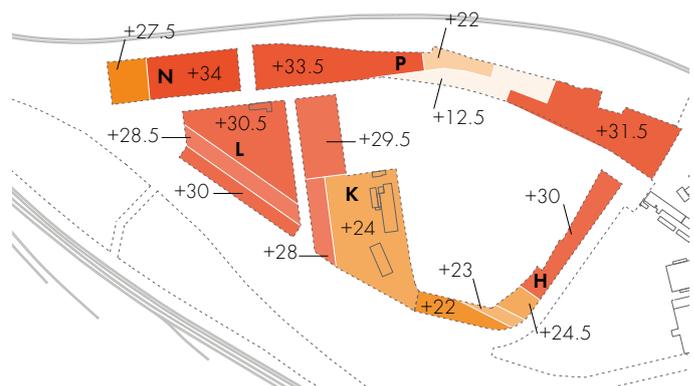
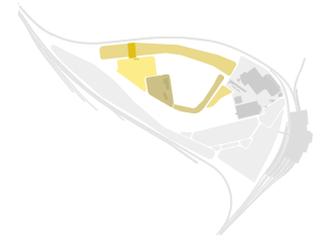


Fig.38 Foundry Quarter heights plan showing maximum development heights



2.8.3 Limits of Deviation

The limits of deviation set out by Parameter Plan 005 Development Zones Above Ground determines the enclosure of the public realm and streets.

In the Foundry Quarter these limits have been driven mainly by the primary infrastructure network, adjacent railway lines and the existing St. Peters Quarter.

- Development Zone Boundary (LOD ±2.0m)
- Development Zone Boundary (LOD ±0.0m)
- Development Zone Boundary (LOD ±5.0m)
- Development Zone Boundary (LOD + 0.0m, -2.0m)
- Development Zone Boundary (LOD +2.0m, -0.0m)
- Development Zone Boundary (LOD +0.0m, -5.0m)

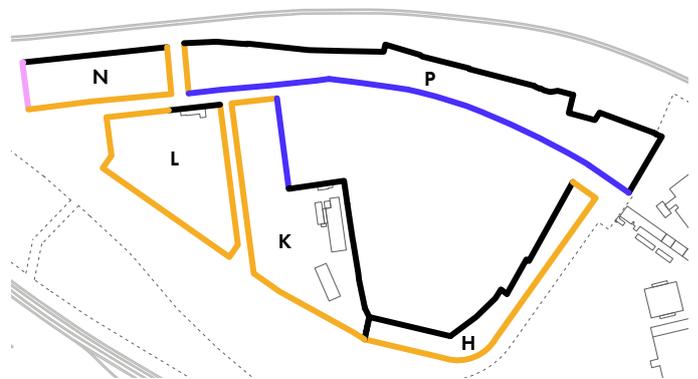


Fig.39 Limits of deviation on the Development Zones Foundry Quarter

2.8.4 Access and circulation

The Foundry Quarter is accessed by a network of secondary streets. In addition to the requirements shown on Parameter Plan 006 Pedestrian Connectivity must be promoted with links through and between blocks and the incorporation of play streets.

See Chapter 04 Streets.

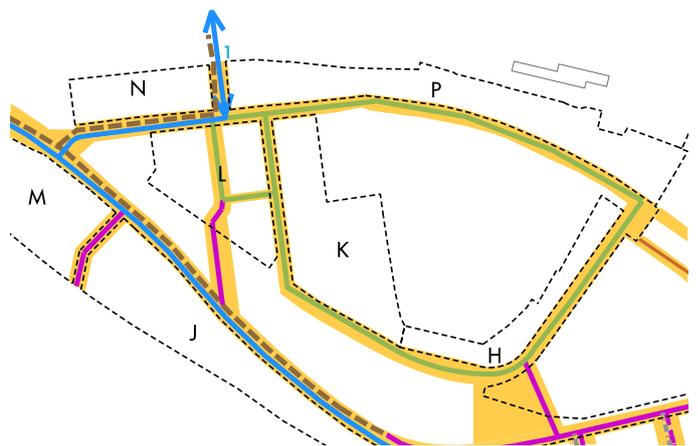


Fig.40 Movement and access requirements within the Foundry Quarter

- Limit of deviation
- Primary vehicular route
- Pedestrian/cycle route/servicing/emergency vehicles
- Secondary vehicle route

2.8.5 Stream Garden edge

Buildings facing onto the Stream Garden edge must form a consistent edge to the open space.

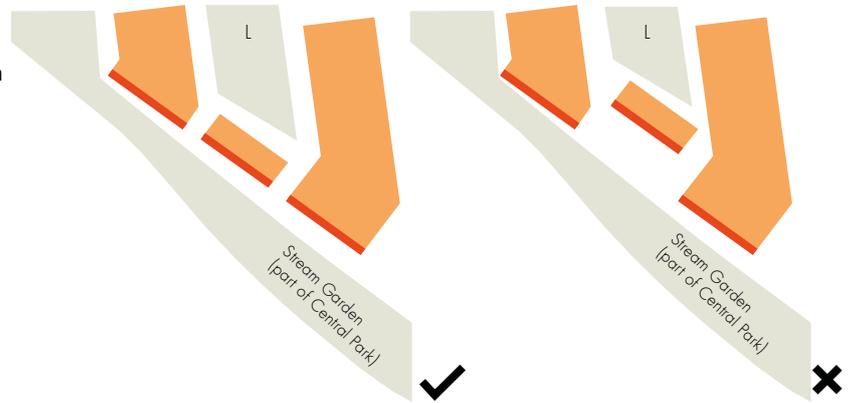


Fig.41 Stream Garden edge alignment

2.8.6 Development Zone P - interface with National Railway Museum boundary

Any building developments adjacent to the western boundary of the National Railway Museum shall be set back a minimum distance of 5m.

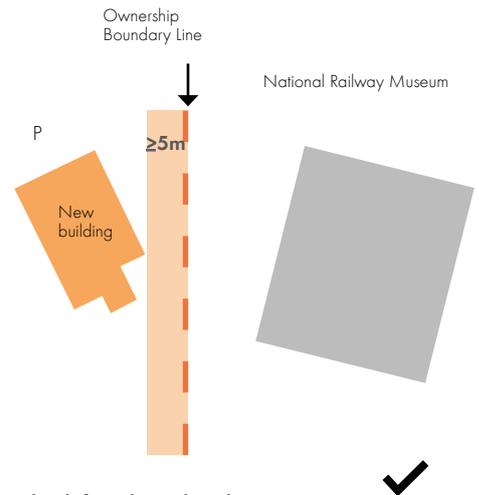


Fig.42 New building set back from boundary line

2.8.7 Foundry Square

The building lines to the east and west of the Kingsland Terrace site entrance must maintain a minimum face to face distance of 25m in addition to a view of a portion of the Foundry Village Pub elevation.

A minimum distance of 5m must be maintained between the building line of the Foundry Pub Village and carriageway.

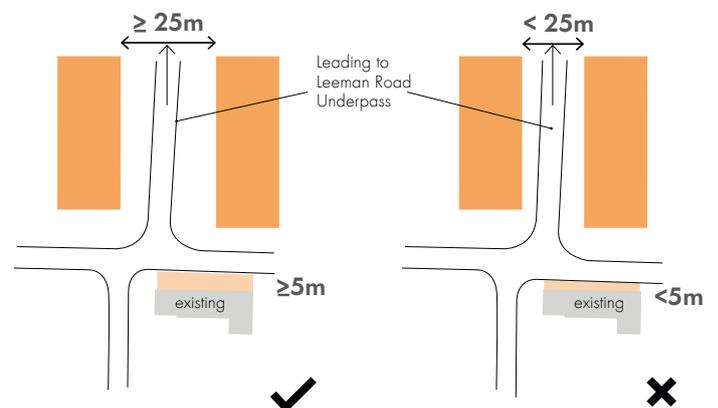
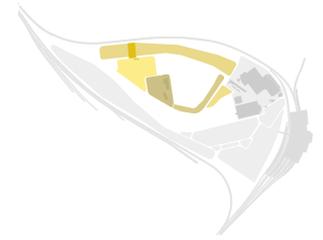


Fig.43 Foundry Square showing minimum extents



2.8.8 Foundry Yard

The design and placement of new buildings forming Foundry Yard shall be cognisant of the original arrangement of the Albion Foundry Yard, and the enclosure formed by the now demolished Phoenix Iron Foundry (A), the Smith's Shop and Office (B) and the Erecting and Fabrication Shop (D).

Together with retained buildings (the Albion Iron Foundry Shop (C) and the Albion Iron Foundry Warehouse (E)) new buildings shall form an open space of a similar scale and character to the original foundry yard. The new buildings and extensions should have a scale and robustness similar to the existing Foundry buildings.



Fig.44 The grouping of existing buildings in Foundry Yard

Building lines to the north and west of the site must be parallel to the existing Albion Iron Foundry shop.

The new yard should have yard proportion, not a street width.

The amount of original brick frontage visible around the new yard shall be maximised.

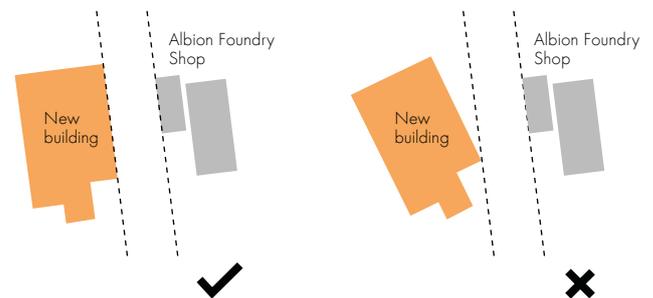
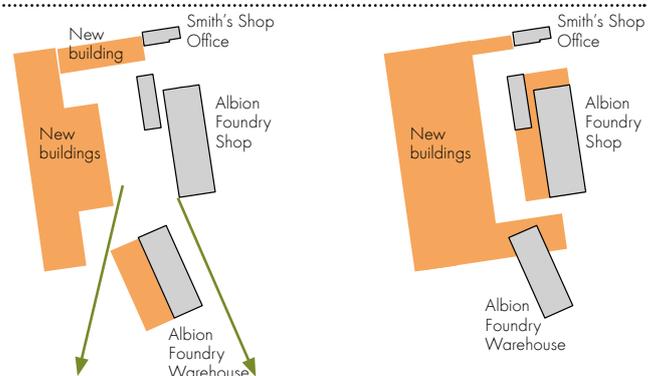


Fig.45 Alignment of new buildings in Foundry Yard

The Foundry Yard shall not be fully enclosed. There shall be views through to the park from the Yard between buildings.

A new building on the footprint of the former Smith's Shop should enclose a 'gateway' into the Foundry yard in a similar way to the former building.



Wide proportion yard
Views out to park
Plenty of original brick facade visible

Narrow proportion yard,
Totally enclosed
Little visible original brick facade

Fig.46 Example arrangements of Foundry Yard

2.8.9 Townscape and visual permeability

Multiple views from around the city have helped to determine the parameter heights and massing of the Foundry Quarter.

For a full discussion of Townscape considerations please refer to Environmental Statement Vol 1: Chapter 9.

The silhouette of York Minster must be unobstructed.

The massing for each development parcel must allow glimpses between blocks which reveal the horizon line at regular intervals.

The view from Holgate Business Park must form a varied and layered elevation to the York Central site. Cut throughs and openings between blocks shall allow visual permeability.

Each Reserved Matters Application is responsible for ensuring that visual permeability is achieved through the Foundry Quarter. Early phase developments may not assume that later developments will provide the necessary visual permeability.

Building massing on the site must allow views of the near horizon of the moraine.

Building massing on the site must allow views of the distant horizon of the Yorkshire Dales.

Building massing that appears above the station roofline must be cognisant of the views from the City Walls.

The view from Holgate Windmill to York Minster has particular impact on the massing potential and buildings heights on Foundry Terrace and the eastern extents of Leeman Yard.



Fig.47 View of York Minster from Bouthwaite Drive

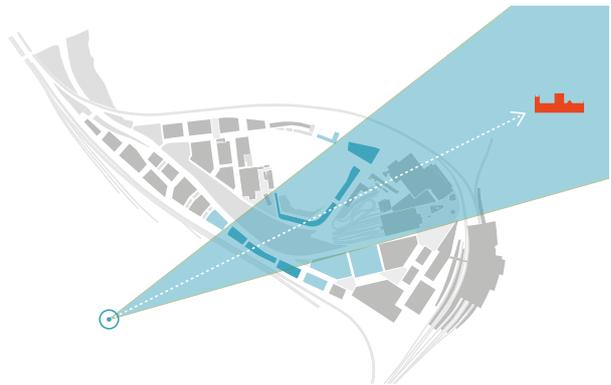


Fig.48 View of York Minster from Holgate Windmill

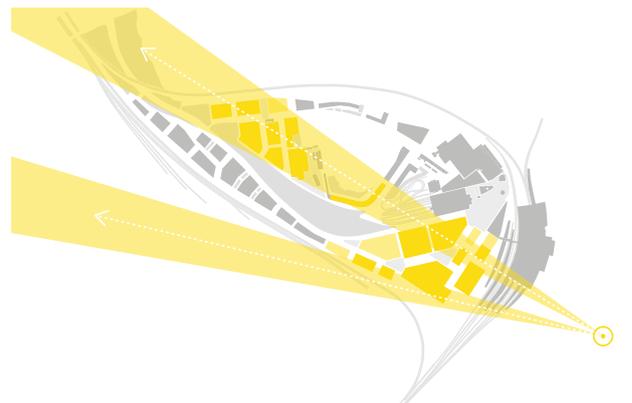
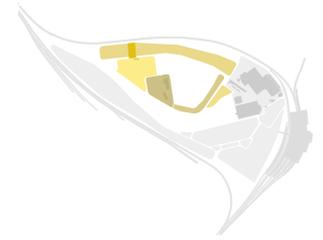


Fig.49 View from City Walls



2.8.10 Leeman Road West - kinetic view sequence

York Minster is currently visible from numerous locations along Leeman Road. The York Central Parameters Plans seek to maintain views of the west front of York Minster as you travel west to east along Leeman Road.

In the current streetscape, the West Front of the Minster starts to be revealed adjacent to the junction with Carlisle Street, reaching its fullest extent adjacent to Carleton Street (aligned with the Carleton Street frontage). Adjacent to the pedestrian crossing point at Martins Court (St Peter’s Quarter) the Minster is partly obscured by the Hertz sign, and the whole tableau then begins to be obscured by the Siemens building.

The following Townscape requirements must be incorporated into any RMA in the Foundry Quarter:

1-3. The view of York Minster will be partial and fleeting as you progress towards the hill.

4. As you crest the hill, opposite St Peter’s Quarter, the full West Front of York Minster shall be revealed, framed with the Chapter House to the left.

5-6. As you progress further, the tower of the St Wilfred’s catholic church shall be revealed.

Any Reserved Matters Application must be cognisant of the view of York Minster and allow partial and full western views of the Minster as described.

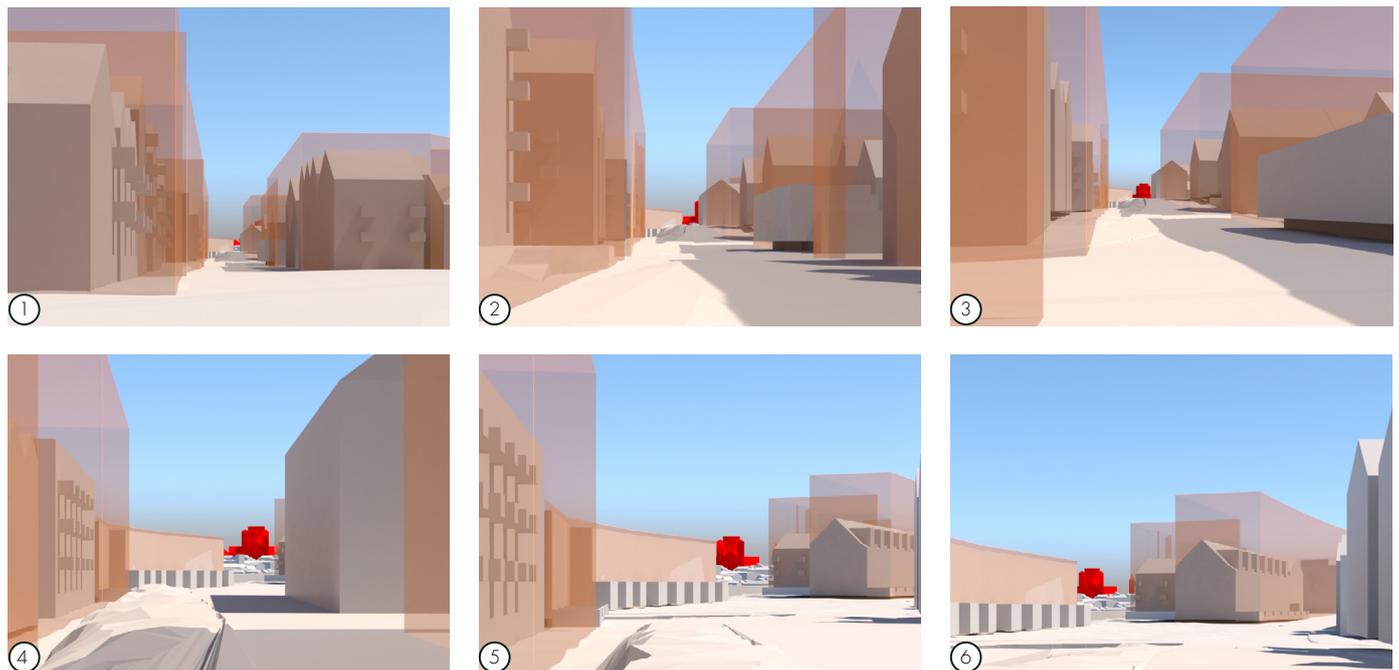


Fig.50 Leeman Road West view sequence of York Minster

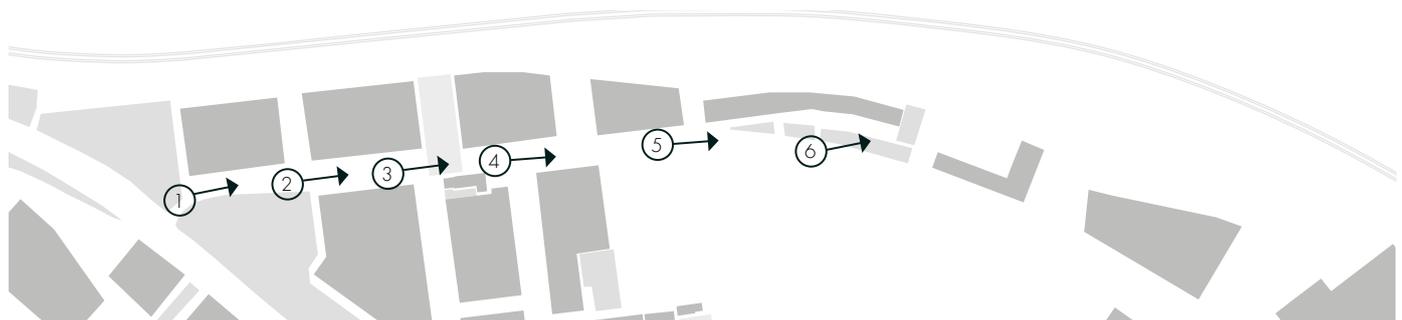


Fig.51 Diagram showing location of view sequence

3 PUBLIC OPEN SPACE

This section explains the principles, strategies and proposals for the landscape and public realm within the Masterplan; the character and qualities of the spaces that have been proposed; and how the landscape should mediate between the various development uses, architectural styles and scales, to create a sense of place.

3.1 LANDSCAPE STRATEGY

York Central will provide a high-quality public realm comprising a diverse series of open spaces, each with their own distinct character and opportunities. The envisaged landscape strategy and principles for the public open space will foster a special urban character whilst allowing for the flexibility required to respond to changing demands and adapt to the future development of York Central.

The landscape strategy creates a linear sequence of open spaces that transition between the dense urban contexts of the city centre in the east to the natural open landscapes of the River Ouse to the north-west. These spaces range from urban public squares to open parkland, and will create a compelling landscape which is at a scale appropriate to the historic city of York. Furthermore, the spaces will act as a public 'front door' to the National Railway Museum.

The open spaces within the Masterplan draw on York Central's unique history to create a rich tapestry of places giving a distinct and authentic sense of place. The most visible aspect of York Central's past is its railway heritage; from the presence of the National Railway Museum, its former goods yard, train sheds and railway sidings to the empty engineering sheds, foundries and depots that once supported its activities. The existing site remains as a testament to its former industrial past with a sinuous layout of tracks, rusting carriages, railway ballast and sleepers. The strategy is to utilise this language and these elements. By updating them, they will provide a contemporary setting for new events, amenity spaces for people, and habitats for wildlife.

The landscape strategy encourages the mitigation of human impact on climate change through the recycling of existing site materials and the use of innovative low-impact, yet high-quality, materials that are durable and sustainably sourced.

The following core principles shall be observed when designing open spaces within the York Central Masterplan:

Promote a pedestrian and cycle friendly public realm; ensuring high quality cycle and foot paths provide accessible, safe and convenient routes to and through the Masterplan area and enhance connectivity to the surrounding neighbourhoods and the city centre.

Provide flexible open spaces that can be used for a diverse range of uses: designed to maximise usability and accommodate a variety of community events, sport, play and informal gatherings.

Provide a safe, accessible and inclusive environment for all visitors and members of the community: promoting opportunities for passive surveillance of open spaces by maximising potential activity levels and ensuring pathways and bridges on the main circulation routes have a maximum gradient of 1:20.

Utilise a design language and material palette that reflects the site's railway heritage: retaining existing features and drawing on the unique character and history of the site to inform a design response.

Implement a sustainable and resilient approach to water management: utilising Sustainable Urban Drainage Systems (SUDS) to better manage surface water runoff and shaping the landforms of open spaces to create areas that can be used for the retention of water in extreme rainfall and flooding scenarios (refer to **3.3 "Sustainable urban drainage"**).

The Museum will ensure that proposed changes to its open spaces are complimentary to the York Central public realm.

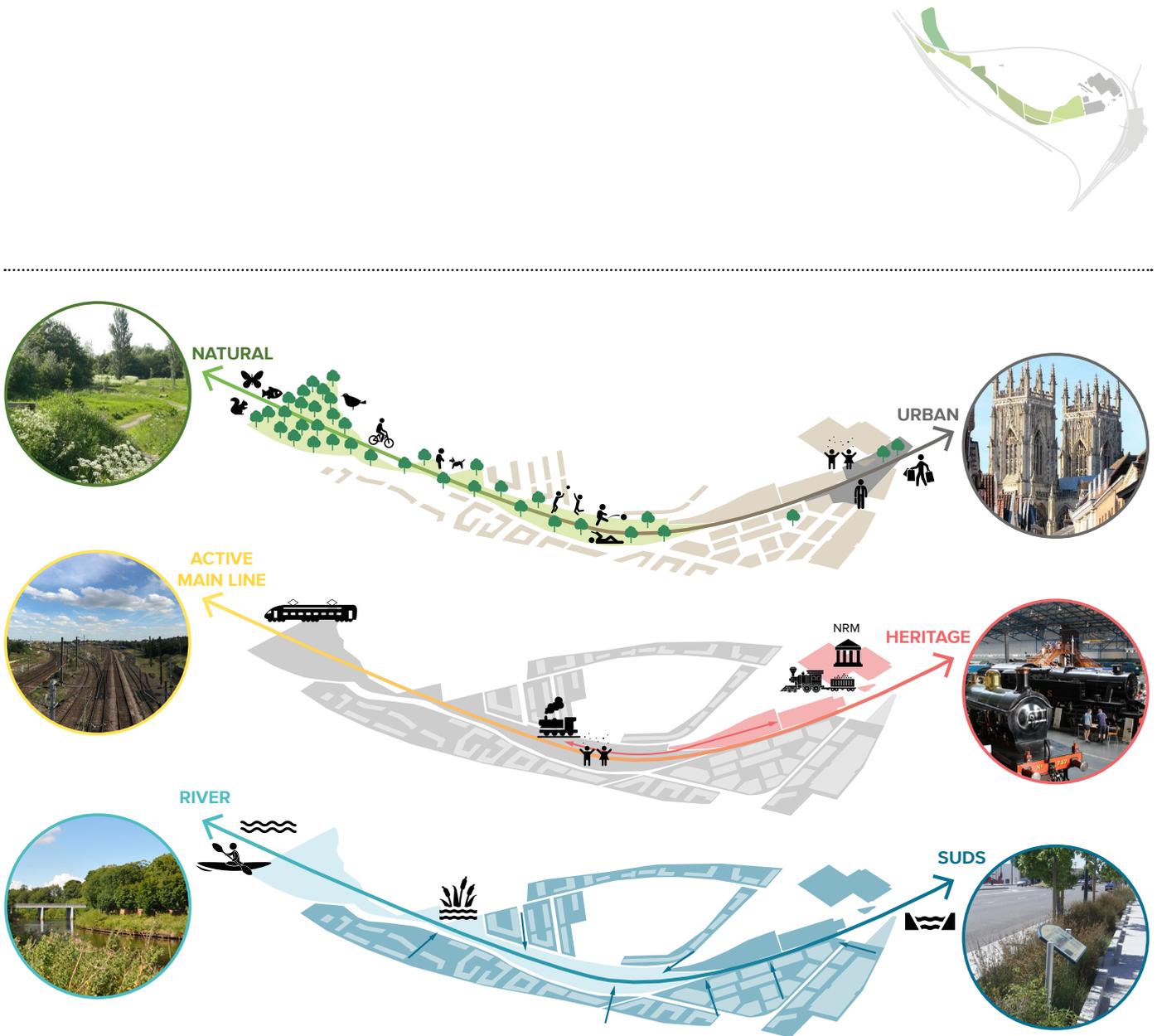


Fig.52 York Central landscape principles diagram

The above diagram describes the 3 main strands of the landscape strategy:

- Transition from natural to urban: York Central's landscape strategy creates a linear sequence of open spaces that transition between the urban contexts of the city centre to the natural open landscapes of the River Ouse.
- Railway heritage and identity: a green spine connects the National Railway Museum, a celebration the nation's railway history, to the active main line linked by a visitor train ride.
- Blue infrastructure: Sustainable Urban Drainage Systems (SUDS) integrated within the open space network increase the development's resilience to flooding; treating and managing surface water runoff in flood events before releasing it into the Holgate Beck.

3.2 ECOLOGY STRATEGY

The York Central site supports a diverse range of invertebrates, breeding birds and bats. In addition, the site contains the Millennium Green, part designated as a Site of Importance for Nature Conservation (SINC). The future development of the site should ensure key habitats are retained, or if lost, recreated. This is essential in maintaining site biodiversity and function of the wider green infrastructure resource in York. It is also recommended that site enhancement for biodiversity is embedded within the development.

Recommended actions to safeguard and enhance biodiversity include:

The dominant habitat type on site is brownfield, which supports County important assemblages of invertebrates. Mitigation for the loss of brownfield and the mosaic habitats associated with this is required. Other habitat types identified on site which support biodiversity include semi-improved grassland, trees and scrub.

In developing proposals for its site the Museum will take account of existing ecology and where possible enhance its site for biodiversity.

New areas shall include the creation of habitat mosaics e.g. scrub fringe/bare ground/grassland interface for invertebrates, woodland/scrub/grassland for bats and birds and a combination of all these features within wetland habitats.

Railway ballast that is currently on site shall be incorporated into habitat areas to replicate different types of bare ground habitats. Specifically, this can be utilised alongside the proposed and retained railway in the Central Park.

All planting must be undertaken at appropriate times of year to ensure successful establishment and growth.

A habitat management plan must be provided to ensure the success and efficacy of mitigation. This plan shall also include a monitoring period of at least three years.

The use of lighting in habitat areas shall be limited to areas where it is essential for safety, security or a requirement for movement of vehicles.



Fig.53 Biodiversity Strategy

Within the habitat areas lights should be designed to be directed at the ground or low level lighting considered as an alternative to traditional street light design. Trees, scrub and hedgerows must not be permanently lit for aesthetic purposes as this reduces the suitability for roosting, foraging or commuting bats and birds.

Lights should be designed to be directed at the ground or low level lighting considered as an alternative to traditional street light design. Trees, scrub and hedgerows must not be lit for aesthetic purposes as this reduces the suitability for roosting, foraging or commuting bats and birds.

It is strongly encouraged that all species selected for planting be native and of local provenance. Any non-native species utilised should when possible provide a nectar resource for invertebrates. Flowering plants should provide sequential foraging resources throughout the year.

Railway ballast that is currently on site is strongly encouraged to be incorporated into habitat areas to replicate different types of bare ground habitats. Specifically, this can be utilised alongside the proposed railway in the Central Park.

Bird nest boxes and bat boxes shall be considered on appropriate trees or buildings.

Consultation must be sought from an appropriately experienced ecologist to support the integration of ecological mitigation within the Site design.

3.2.1 Millennium Green

The SINC area of Millennium Green is currently managed for its species rich grassland by the Millennium Green Trust. Following development of York Central, it is important to try to ensure that this area is managed appropriately to maintain existing grassland habitats.

All habitats lost during development of the site access road will be replaced at a 1:1 ratio and all species selected will be native and of local provenance. Management of invasive species is a key objective for enhancing biodiversity within Millennium Green.

3.2.2 Wetland Garden

The creation of a Wetland Garden area (refer to Fig. 75) shall support both terrestrial and aquatic species.

Key considerations include: the source and permanence of water, drawdown zones, management of water quality and pollution and suitable planting within areas of the wetland. The Wetland Garden will require a 10 yr management strategy and consideration for public access.

3.2.3 Stream Garden

The Stream Garden (refer to Fig. 75) shall support both terrestrial and aquatic species. An appropriate management strategy will be necessary for management of vegetation.

3.3 SUSTAINABLE URBAN DRAINAGE STRATEGY

Implementing Sustainable Urban Drainage Systems (SUDS) will contribute significantly to the sustainability of the development and improve resilience to flooding risk by managing surface water runoff in ways that mimic natural processes. The Central Park provides a large surface area that can be used for the retention of water in extreme rainfall scenarios. In a high rainfall event, excess water can be held in SUDS channels and a pond before being released into the Holgate Beck.

3.3.1 SUDS - swales

The following principles must be observed when designing the SUDS:

The SUDS shall work alongside the below ground drainage system to accommodate storm events up to a 1-in-10 return period within the channels and pond.

The Reed Garden shall act as a tidal pond that responds to seasonal rainfall and provides a focus for wildlife within a water garden habitat.

The Reed Garden shall be planted with specially selected plant species used to filter water.

The SUDS may be divided in 3 parts; Boulevard Swale, Central Park Swale and Reed Gardens (pond). Water flows horizontally and is gradually treated before being discharged to Holgate Beck.

It is strongly encouraged that the SUDS system on the Boulevard have a continuous row of trees and its character be formal with built edges providing a separation between the spill-out areas, pedestrian and cycle routes.

It is strongly encouraged that the Central Park swale provide a natural barrier to the National Railway Museum's train track and its edges planted with marginal and aquatic plants.

The SUDS in the Central Park shall have permanent water. The water should be mechanically circulated to allow oxygenation and prevent proliferation of algae.

The design shall aspire to implement the best practice guidance set out in CIRIA C753 The SuDS Manual.

The National Railway Museum will investigate ways to improve resilience to flooding risk as it develops its proposals. Analysis will be undertaken to ensure any surface water runoff created does not increase flood risk.

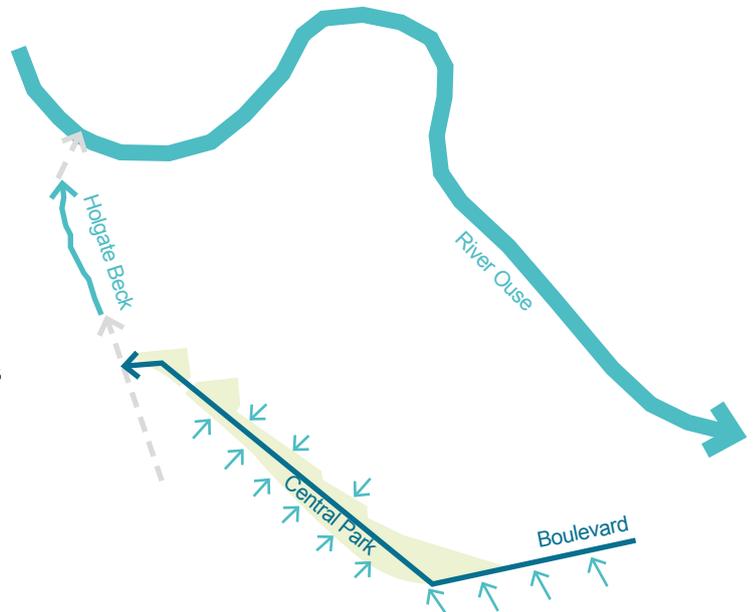


Fig.54 York Central SUDS strategy

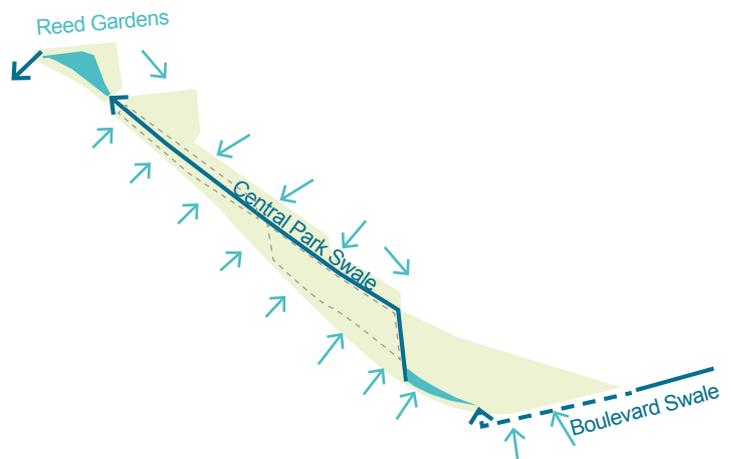


Fig.55 SUDS strategy: 1-in-10 years flood event

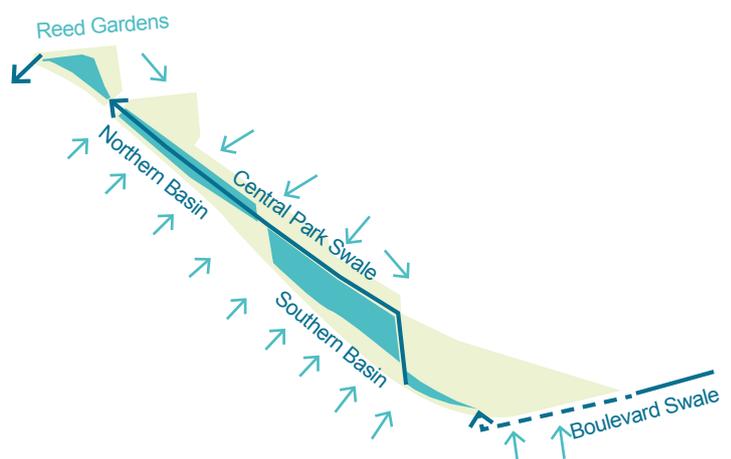


Fig.56 SUDS strategy: 1-in-30 and 1-in-100 years flood event

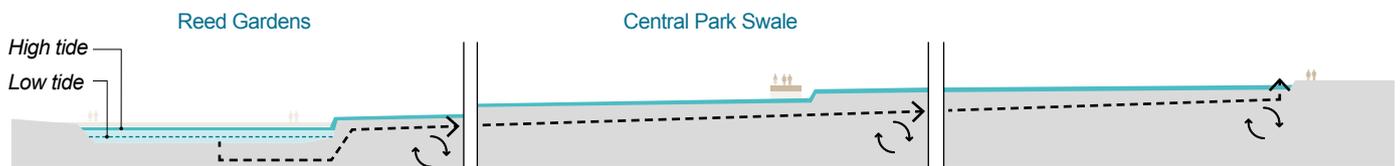


Fig.57 SUDS strategy - Surface water run-off flows through a system of linear swales into the Reed Gardens pond and is mechanically re-circulated to allow oxygenation and prevent proliferation of algae. In a high rainfall event, excess water can be held in the SUDS before being released into the Holgate Beck.



Fig.58 Central Park Swale character precedent

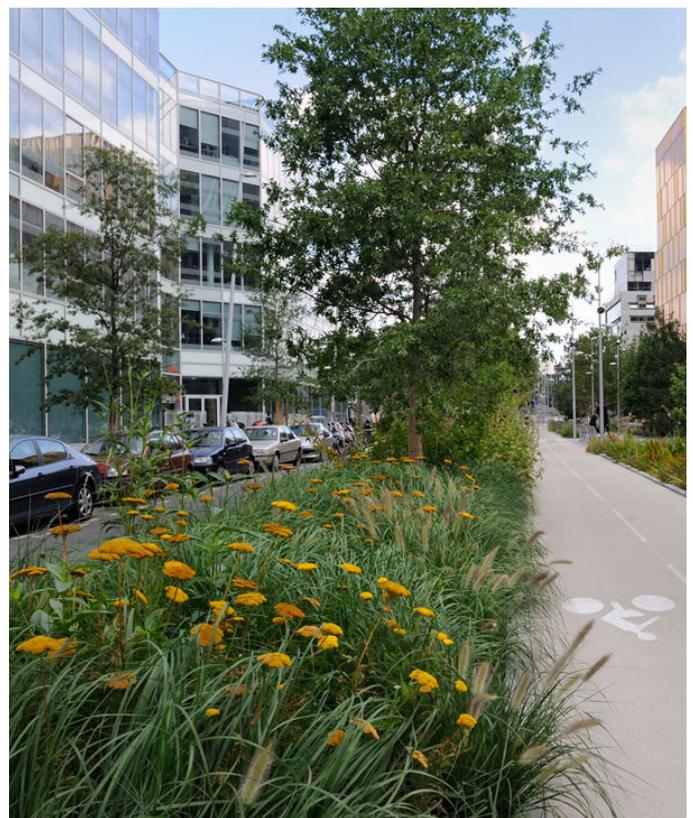


Fig.59 Boulevard Swale character precedent

3.3.2 North and South basins (dry SUDS)

The following principles must be observed when designing the north and south basins:

The dry SUDS shall be designed to accommodate excess surface water from storm events between a 1-in-10 and 1-in-100 year return period, with allowance made for the impacts of potential climate change.

The North basin shall be planted with a woodland with suitable species providing a functional and ecological benefit. Planting in the proximity of the railway link from the National Railway Museum to the National Rail Network shall be in accordance with the principles agreed with the National Railway Museum.

The South basin shall be an open lawn to allow for its use as an informal recreation area when not flooded.

The design shall aspire to implement the best practice guidance set out in CIRIA C753 The SuDS Manual.



Fig.60 Pedestrian circulation routes through the retention basins in a non-flood event



Fig.61 Retention basin levels are to be designed so as to ensure primary pedestrian circulation routes are not compromised in a flood event

3.4 PUBLIC ART STRATEGY

York Central's new public realm presents a range of opportunities for public art in all its forms; from physically integrated artworks to ephemeral digital projections and temporary installations. Works of public art that are strategically sited and create a sense of place will encourage a sense of ownership and respect from residents and visitors.

3.4.1 Public art strategy

Public art shall be site specific and culturally relevant to York and those that live in, work in or visit York Central; adding to the understanding of the place, its past, and cultural fabric.

Artworks should be inspired by the site's pre-rail and railway heritage; and the skill, craft and mechanical production associated with this, are to be encouraged.

Opportunities for artwork that has a minimal impact on the environment and helps to express the site's environmental narrative and function are to be identified.

Art themes that are subtly integrated within the design of a place and its materiality and provide an interpretive role in telling the site's history are encouraged.

A wide range of public art media is to be explored to identify the most appropriate and responsive designs for each site.

These spaces should also facilitate community events and performances.

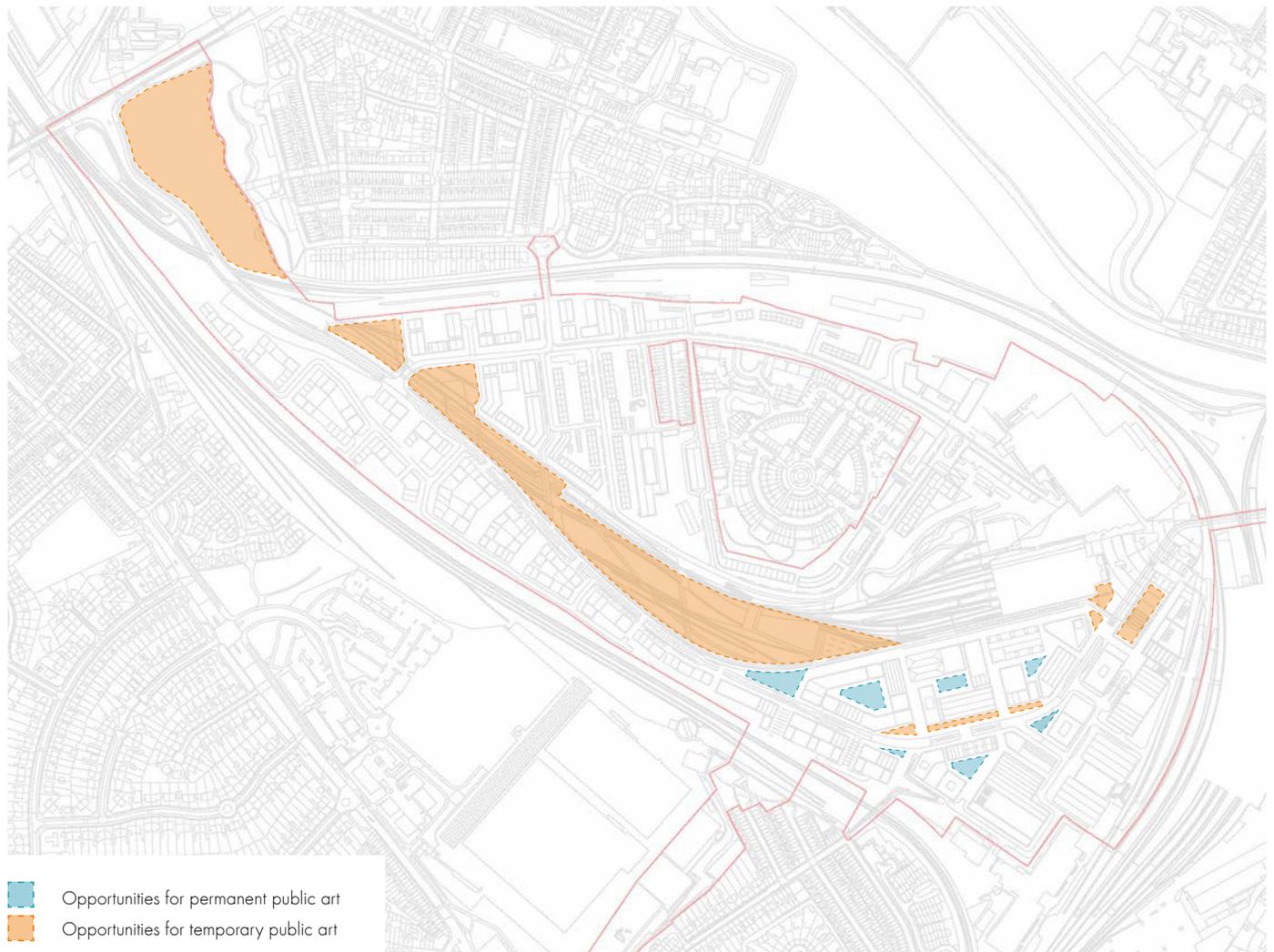


Fig.62 Map showing possible locations for public art based on the illustrative scheme (indicative only)



Fig.63 Public sculpture (Calligraphie Ferroviaire, Sten and François)



Fig.64 'Yarn bombing' (Crocheted Locomotive, Olek)



Fig.65 Public sculpture using re-purposed rails (Intersection, M. Passmore)



Fig.66 Temporary light installation (Waterlicht, Daan Roosegaarde)

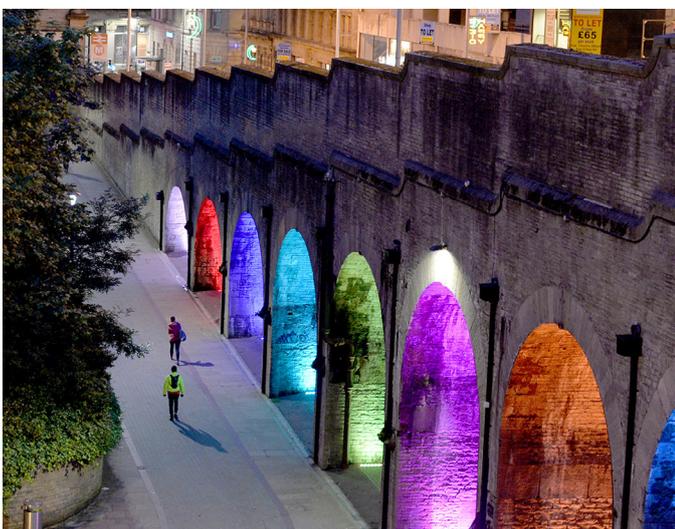


Fig.67 Illuminated arches (Saint Blaise Square, Bradford Council)

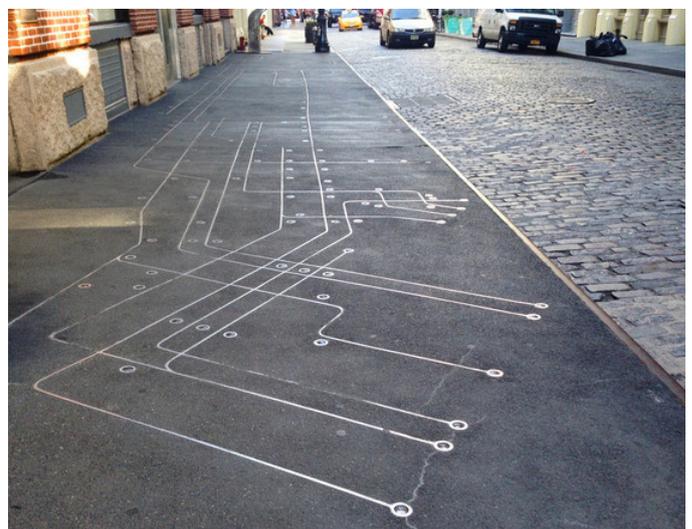


Fig.68 Artwork integrated within paving design (Subway Map, Françoise Schein)

3.5 RECREATION AND PLAY STRATEGY

Recreation and play will be essential to the social, cultural and economic well-being of the York Central community. The site’s railway heritage offers a source of inspiration for innovative play spaces that contribute to York Central’s unique sense of place as well as encouraging healthy lifestyles. Play and recreation are integral to the urban fabric of the York Central development with leisure opportunities to be provided for all age groups.

3.5.1 Hierarchy of play provision

The following hierarchy of provision of play and sports areas is recommended:

- LAP - Local Areas for Play or ‘door-step’ spaces - for play and informal recreation; close to home, engaging play features for young children under 5; catchment 100m.
- LEAP - Local Equipped, or local landscaped, Areas for Play - for play and informal recreation; landscaped space with play equipment so that children aged 0 to 11 can play and be physically active; catchment 400m.
- NEAP - Neighbourhood Equipped Areas for Play - for play and informal recreation; varied natural space with secluded and open areas, landscaping and equipment so that children aged 0 to 18 can play and be physically active; catchment 800m. (See fig. Recreation and Play Strategy)

The indicative location and catchment areas of the above typologies of play (LAP, LEAP, NEAP) are identified on the diagram below.



Fig.69 Play space character precedent

- LAP - Local areas for play or “door-step” spaces - for play and informal recreation; 0-5 years
- LEAP - Local equipped, or local landscaped, areas for play and informal recreation; 0-11 years
- NEAP - Neighbourhood equipped areas for play and informal recreation; 0-18 years
- Informal sport area

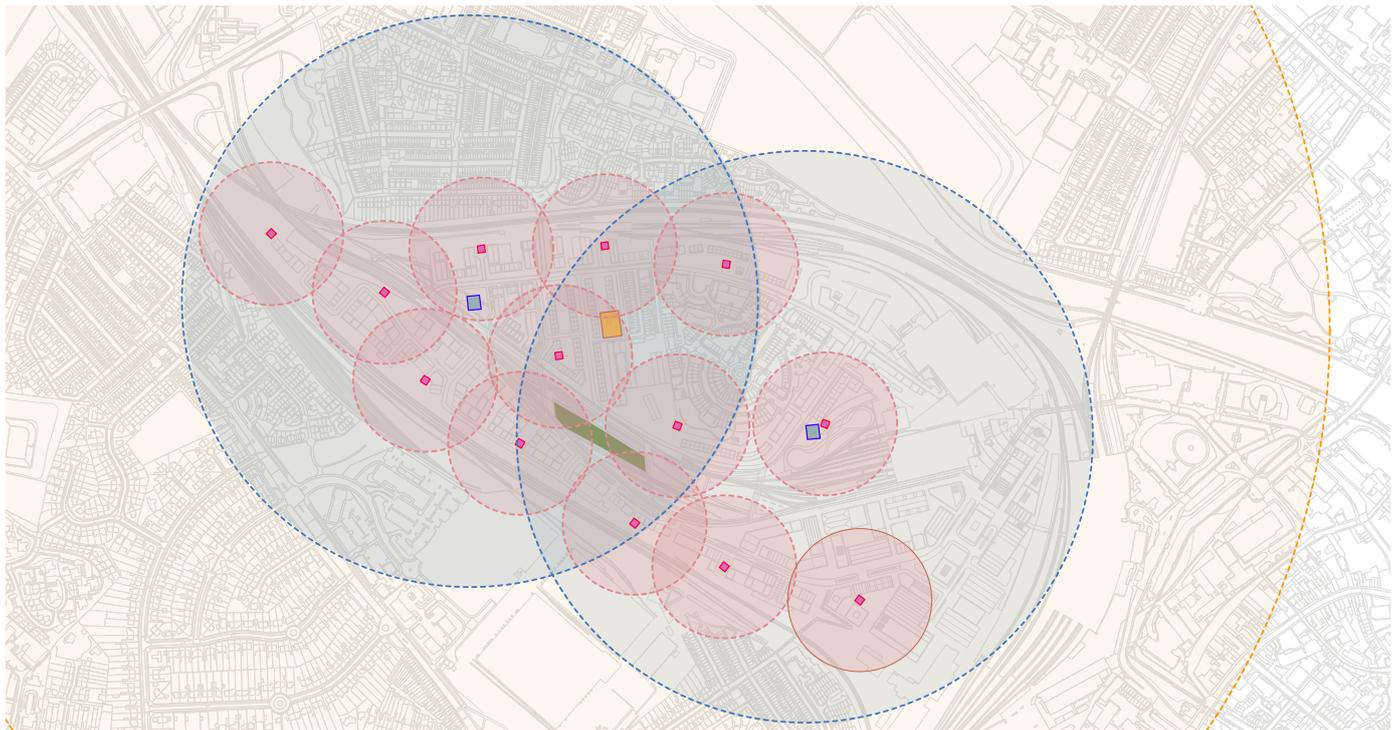


Fig.70 Recreation and Play Strategy (indicative only)

An open lawn area shall be provided within the Central Park for informal sport or recreation activities for all ages.

Fitness trail - the main routes of the Central Park should include outdoor gym facilities and circular routes created for running, walking and cycling.

Innovative play elements which evoke the railway heritage of the site to create stimulating environments for play are encouraged.

Where possible, play areas should be integrated within the topography of the landscape.

Contributions towards sports and play facilities is likely to be required as on-site provision is often not possible due to area constraints.

The design shall aspire to implement the best practice guidance set out in Play England's "Design for Play: A Guide for Creating Successful Play Spaces (2008) and "Planning and Design for Outdoor Sport and Play" published by NPFA.

Proposals for the National Railway Museum site are intended to increase the number of visitors and residents using and enjoying the site. Increasing visitors dwell time is a core aspiration. Plans will consider the role of play for recreation and for leaning.4

The diagram below describes the indicative location of the fitness circuit and associated fitness stations which are to offer a range of different sporting challenges for different levels of ability.



Fig.71 Play space character precedent



Fig.72 Fitness trail character precedent

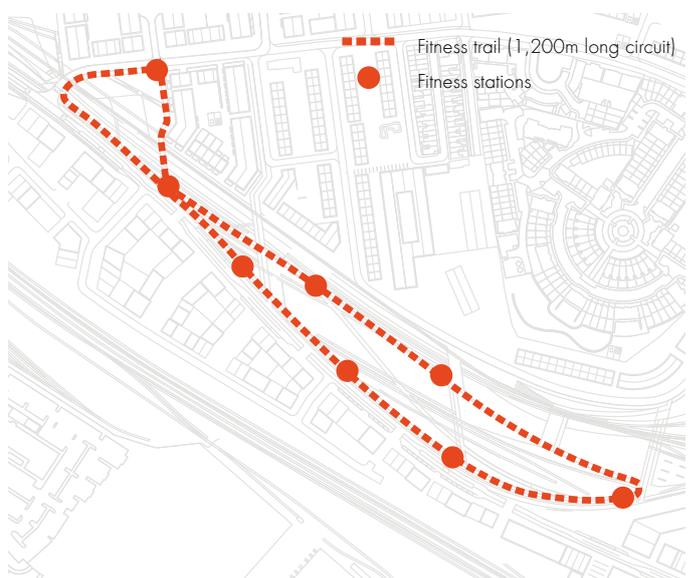


Fig.73 Central Park Fitness Trail (indicative only)

3.6 CENTRAL PARK

The Central Park will be a major asset to York and will encourage use from the local community, visitors, and those that live and work in the surrounding area. The park's character develops along its length and is key to connecting Millennium Green and the River Ouse Corridor with the city centre to the east, as well as enabling water management and opportunities for biodiversity and leisure use.

3.6.1 Millennium Green

The following principles shall be observed when considering the landscape treatment of Millennium Green:

Protect and enhance the existing wetland habitat through riparian regeneration and additional tree planting, enhancing the area's existing natural beauty and enriching its ecological value.

Retain the existing memorial oak and mosaic.

Where possible, slopes are to comprise grades of less than 1:3. Paths are to comprise grades of less than 1:20.



Fig.74 Millennium Green character precedent



Fig.75 Central Park Key Plan

3.6.2 Reed Garden

The following principles shall be observed when designing the Reed Garden:

To be planted with species of a wet woodland character appropriate to a wetland environment.

Contribute to the ecology and habitat zones identified in 3.2 “Ecology strategy”.

Function as part of a site wide natural water management system as per section in “3.3 Sustainable Urban Drainage Strategy” on page 50.

Retain former railway tracks where possible and convert them to accessible footpaths. Provision shall be made for the relocation of tracks if required.

Encourage opportunities for interactivity and interpretive elements that help to express the site’s environmental narrative and function.

3.6.3 Stream Garden

The following principles shall be observed when designing the Stream Garden:

To be planted with species of a riparian woodland character appropriate to a river valley environment.

Embankments to have a maximum grade of 1:3 and paths of less than 1:20.

Contribute to the ecology and habitat zones identified in “3.2 Ecology” on page 46.

Retain former railway tracks where possible.

Function as part of a sitewide natural water management system as per section “3.3 Sustainable Urban Drainage Strategy” on page 50.

Incorporate a community playspace.

Integrate bridges, accessible to all visitors, that cross the Stream Garden to link the development areas north and south of the Park. The heights of bridges are to be designed to ensure circulation routes are not compromised during flood events.



Fig.76 Reed Garden character precedent



Fig.77 Stream Garden character precedent



Fig.78 Central Lawn character precedent

3.6.4 Central Lawn

The following principles shall be observed when designing the Central Lawn: Provide spaces for both active informal play and quieter picnic areas; Embankments to have a maximum gradient of 1:4; Retain former railway tracks where possible; Function as part of a site wide natural water management system as per section "3.3 Sustainable Urban Drainage Strategy" on page 50. The interface between the Central Lawn open space and steam train tracks is to comprise a swale and be designed so as to create a natural barrier protecting people from the steam train activity. Incorporate the National Railway Museum visitor train arrival platform and cafe.

3.6.5 Amphitheatre

The following principles shall be observed when designing the Amphitheatre: Provide spaces for both active informal play and quieter picnic areas. Provide a generous pedestrian and cycle connection under the National Railway Museum visitor train ride bridge. The passageway under the steam train ride shall be well lit with a clear line of sight from access to egress. There must be an 'open mouth' splay to the entranceways. Provide sloped lawns, offering views of the park and steam train ride, with a maximum gradient of 1:20. Embankments shall be planted with species of a wildflower meadow character adhering to the ecology and habitat zones identified in section 3.2 "Ecology strategy".



Fig.80 Embankments planting character



Fig.81 Amphitheatre character precedent



Fig.79 Areas of railway tracks to be retained and where applicable, filled with ballast and planted

3.6.6 Gravel Garden

The following principles should be observed when designing the Gravel Garden: Retain former railway tracks where possible, to be filled with ballast and planted with native species adhering to the ecology and habitat zones identified in section 3.2 "Ecology strategy". Protect brownfield habitat zones where possible as identified in section 3.2 "Ecology strategy".

The Gravel Garden shall incorporate a SUDS water feature of a formal character at its east entrance.

3.6.7 Garden Plaza

The following principles should be observed when designing the Garden Plaza: Provide a predominantly hardscaped civic space that serves as a main eastern entry point to the Central Park. Tree planting shall be provided in a formal arrangement. Provide seating and rest spaces.

3.6.8 National Railway Museum Yard

The Museum's ambitions are to significantly enhance this area by removing older temporary buildings, creating more open space and increasing permeability and accessibility. Improving the setting and the views of the western elevation of the listed Station Hall is an intrinsic component of the emerging Masterplan vision.

It is strongly encouraged that the following principles be observed when designing the National Railway Museum Yard: Provide a predominantly softscaped open space that offers flexibility of use and can host events such as concerts and open air cinema. Utilise trees and ornamental planting to provide shelter, shade and seasonal interest. Retain and enhance the miniature railway train experience. Retain existing railway tracks where possible, to be filled with ballast and planted with species adhering to the ecology and habitat zones identified in 3.2 "Ecology strategy".

Incorporate a playspace.

Incorporate the visitor train ride departure platform.



Fig.82 Garden Plaza character precedent



Fig.83 Museum South Yard character precedent



Fig.84 National Railway Museum South Yard gate precedent

3.6.9 National Railway Museum Visitor Train Railway Link

The following principles shall be observed when designing the National Railway Museum visitor train route interface and rail link through the Central Park:

All interfaces between the public highway (including pedestrian/cycle routes) and the rail link, must be in accordance with the appropriate legislation and design standards.

Crossing points shall be designed so as to always ensure the safety of crossing pedestrians, cyclists and vehicles, with appropriate fencing and barriers to be provided.

The visitor train ride shall be fenced for the safety and security of the public and the line.

Crossings points are to comprise level transitions with a good quality accessible crossing or an underpass providing connection through to a potential amphitheatre.

Fencing shall be high quality, integrated within the landscape design. The visual impact of fencing to be minimised through the design of land form and planting.

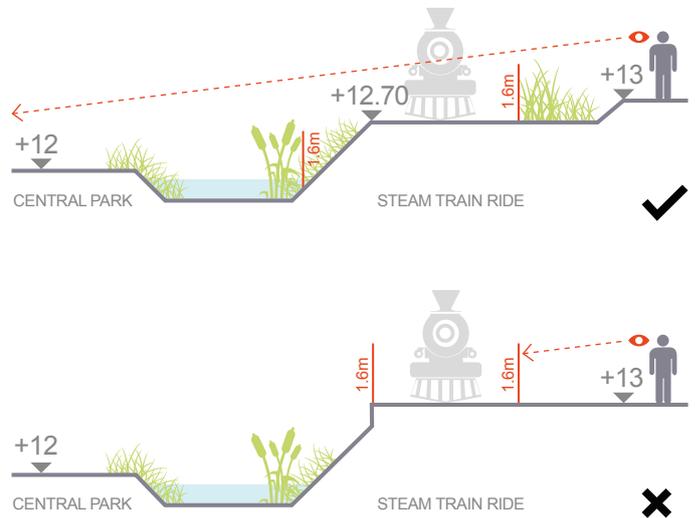
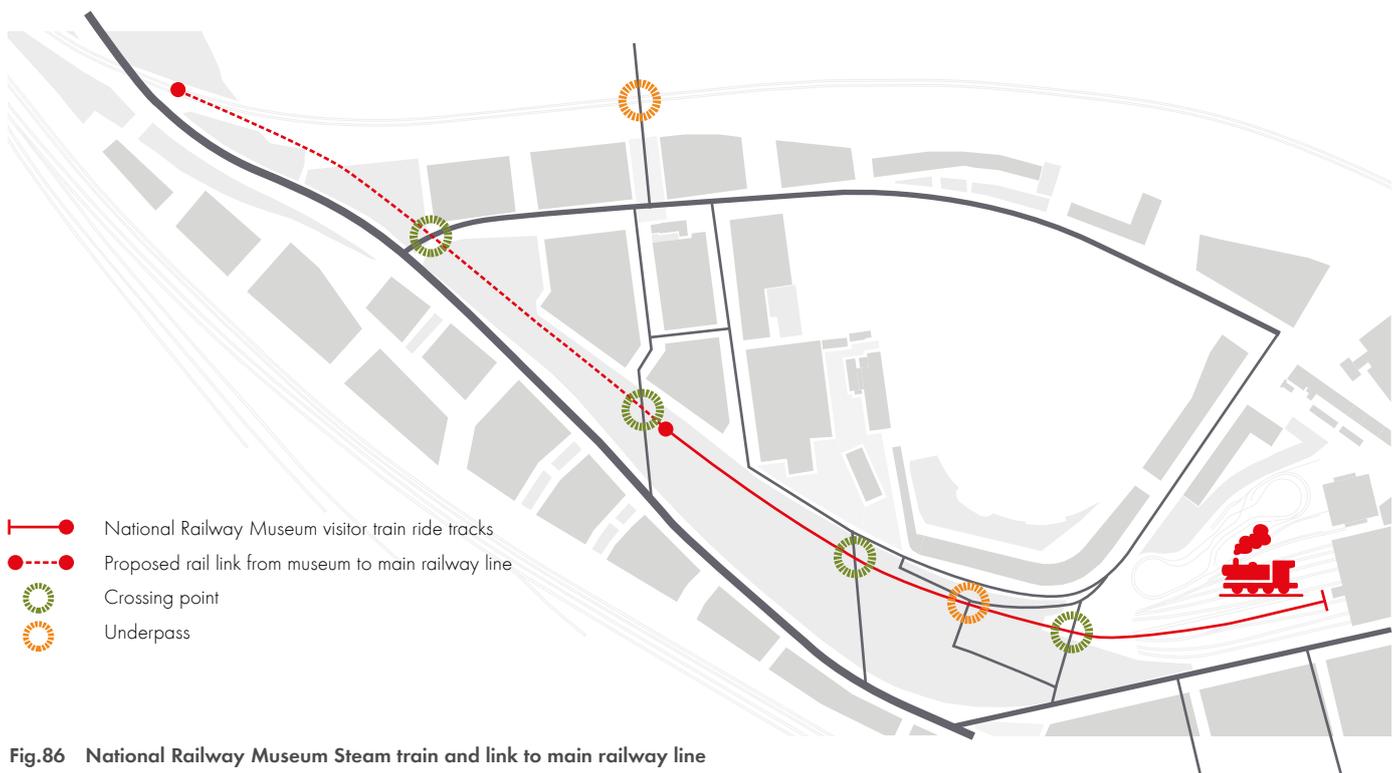


Fig.85 Landform and planting are to be designed so as to minimise the visual impact of safety barriers (all levels are indicative only)



- National Railway Museum visitor train ride tracks
- - -●- - - Proposed rail link from museum to main railway line
- Crossing point
- Underpass

Fig.86 National Railway Museum Steam train and link to main railway line

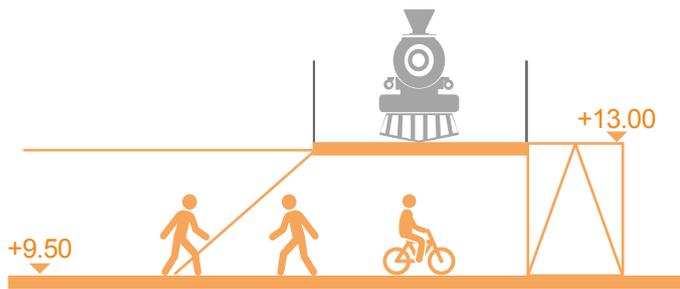


Fig.87 Preferred: pedestrian-friendly railway underpass (all levels are indicative only)



Fig.90 Olympic Park, Stratford, London

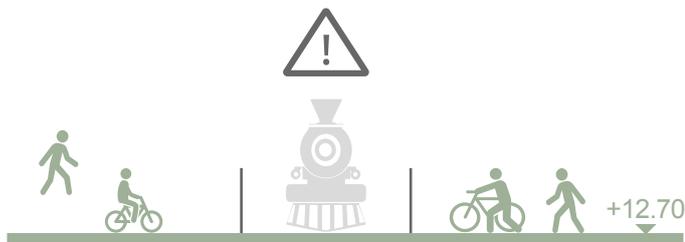


Fig.88 Acceptable: At grade railway crossing (all levels are indicative only)



Fig.91 Rail crossing Der Zollverein Park, Germany

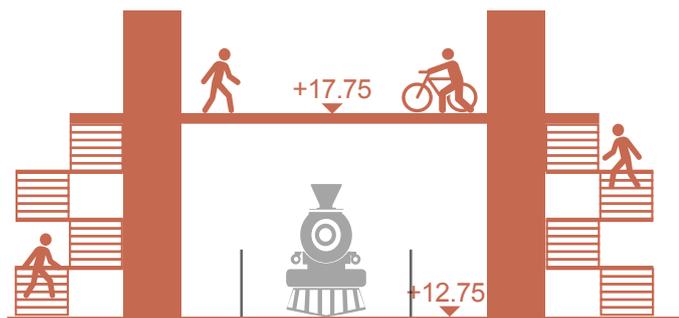


Fig.89 Bridge crossing over tracks. Not preferred



Fig.92 Example of inappropriate pedestrian crossing

3.7 NEW SQUARE

The New Square will provide a city-scale space at the threshold between the core city centre and York Central. The square should be understood as one integrated urban space, but composed of two halves – Station Gateway to the south, and Museum Gateway to the north. These will have different identities and characteristics, reflecting the square's multiple roles as a space for arrival, gathering and activity for the city.

3.7.1 Museum Gateway

The Museum's proposals for new buildings adjacent to Museum Gateway will be evolved to give high quality enclosure to the public realm and maximise the synergies between outdoor space use and the use of gallery spaces.

The following principles shall be observed when designing the Museum Gateway:

Provide a compelling city-scale open space which is not just the 'front door' to the National Railway Museum but also a key public space within York Central.

Highlight the history and railway heritage of the site in the design of the square.

Resolve the level changes between Marble Arch, the Museum and Station entrances to provide useful, flexible surfaces for events and social interaction.

Provide opportunities for cafe seating spill-out spaces.

Provide access to national, regional and local rail services from the Museum Gateway.

Retain the existing entrance to the Goods Station.

Utilise tree planting alongside the road with a reference to the former Goods Station enclosure.

Terrorism defences shall be considered when designing the Museum Gateway and incorporated where possible.

Provide disabled parking bays for National Railway Museum access.

Allow views of the Station gable ends and York Minster beyond, see Chapter 02: Heights, Levels and Massing.

Provide lighting and security measures to ensure the safety of all users.



Fig.93 Museum Gateway character precedent

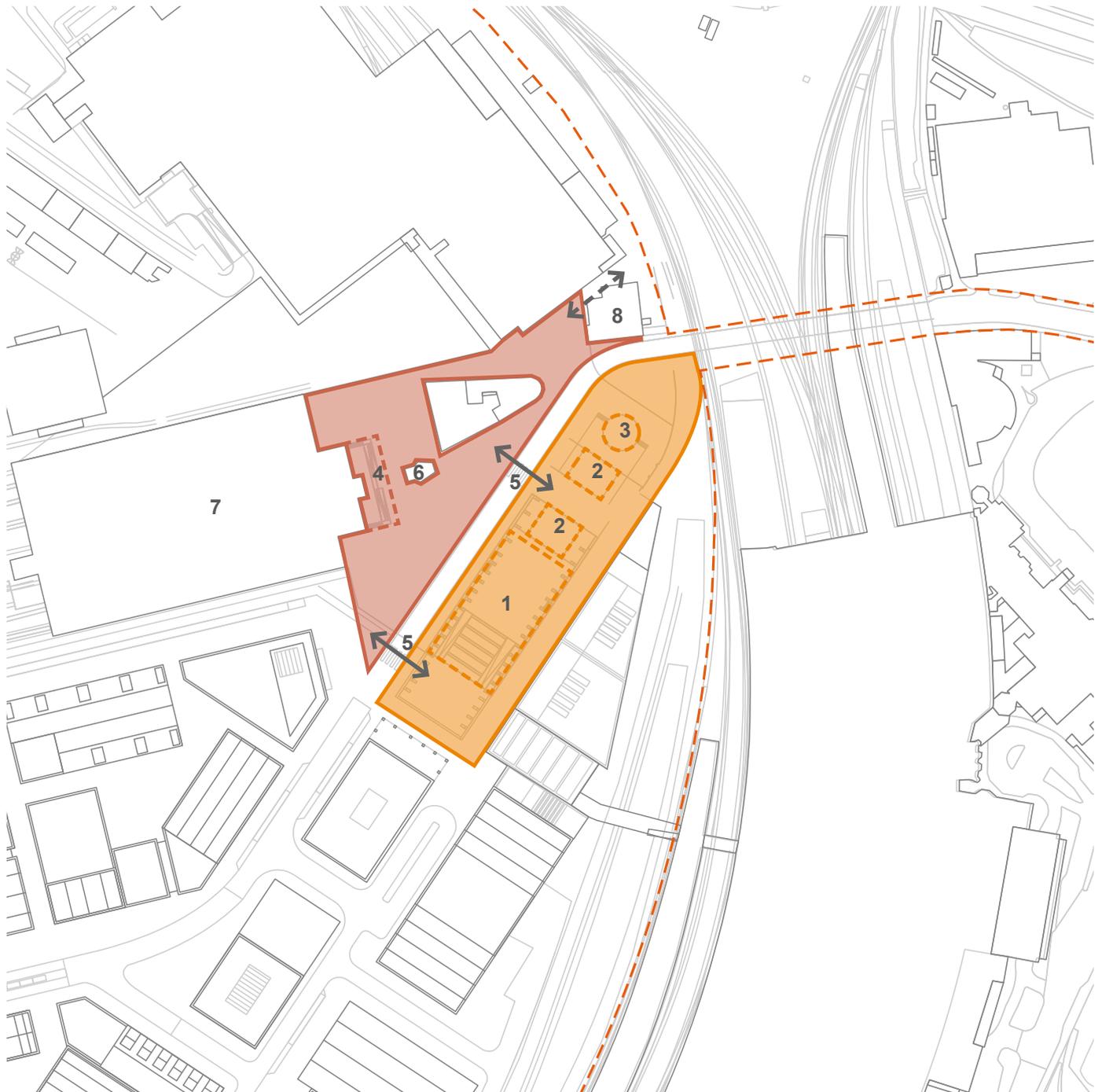


Fig.94 Potential features for New Square

- 1. Coal Drops Event Space
- 2. Water Feature
- 3. Cafe Pavilion
- 4. Cafe Spill-Out Space
- 5. Pedestrian Crossing
- 6. Retained Weigh Station
- 7. Goods Station
- 8. Vehicle access

- Museum Gateway
- Station Gateway

3.7.2 Station Gateway

The following principles shall be observed when designing the Station Gateway:

Create a 'front door' to York Central by designing a western station entrance well-integrated into the emerging new district.

Ensure that the western station access has a legible and visible presence on Museum Square.

In addition to a 'front door' on Museum Gateway, orient the station entrance to acknowledge the new mixed-use commercial district to the south.

Provide the required functional amenities (car/cycle parking, bus, passenger drop-offs and taxi drop-offs etc.) which prioritise pedestrian comfort and quality and provide full accessibility for cyclists.

Utilise the level change of the Coal Drops to provide a flat, flexible and sheltered public space that expresses the site's railway heritage, while ensuring accessible routes to and through the Coal Drops for all.

Design for flexibility of use to provide a Station Gateway that can accommodate markets, concerts and other events.

Water features are encouraged. These could be designed to be filled with water to create reflective water pools or drained so that the space can be utilised for other activities and events.

Areas of soft landscaping may be used. Trees and ornamental planting should be utilised to provide shelter, shade and seasonal interest to the Station Gateway and provide a sense of enclosure to the Coal Drops.

Terrorism defences should be considered when designing the Station gateway and incorporated where possible.

Provide lighting and security measures to ensure the safety of all users.

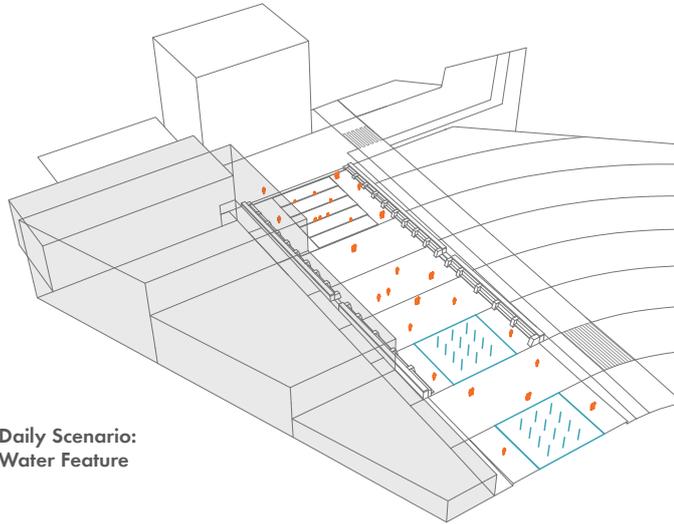


Fig.95 Station Gateway character precedent

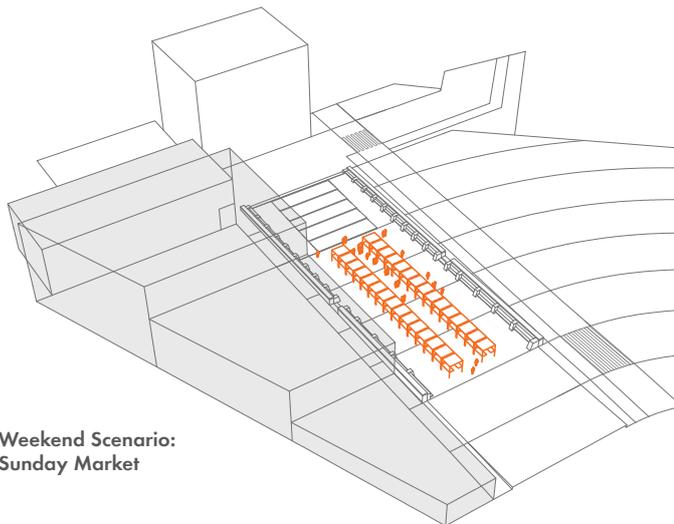


Fig.96 Access to Coal Drops

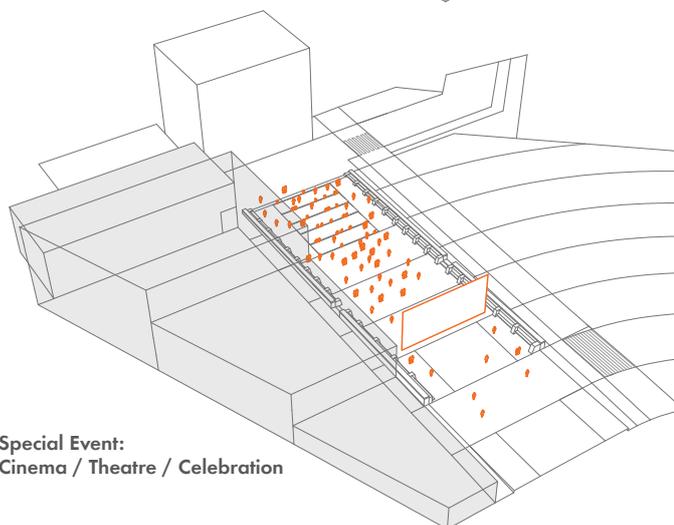
- ↔ Level access
- ↔ 1:20 ramp access
- ↔ Stepped access
- ⋯ Main circulation routes



Daily Scenario:
Water Feature



Weekend Scenario:
Sunday Market



Special Event:
Cinema / Theatre / Celebration

Fig.97 The Coal Drops are to provide a flat space offering flexibility of use and accommodating a variety of activities and events, such as water features, markets, and concerts.



Fig.98 Granary Square, London

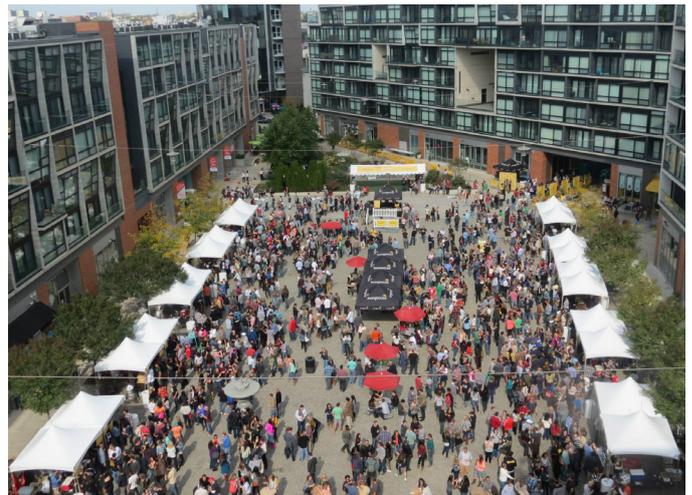
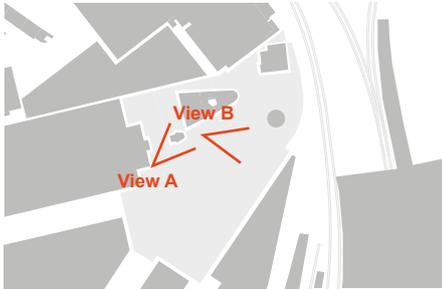


Fig.99 Market events



Fig.100 Festival events in public space



The Museum Gateway provides a public 'front door' to the National Railway Museum. The arrival space, framed by the Museum's Goods Station Building, Great Hall Building and new Entrance Gallery, faces south and offers views towards the arches of the Railway Station, the movement of trains and the York Minster beyond.

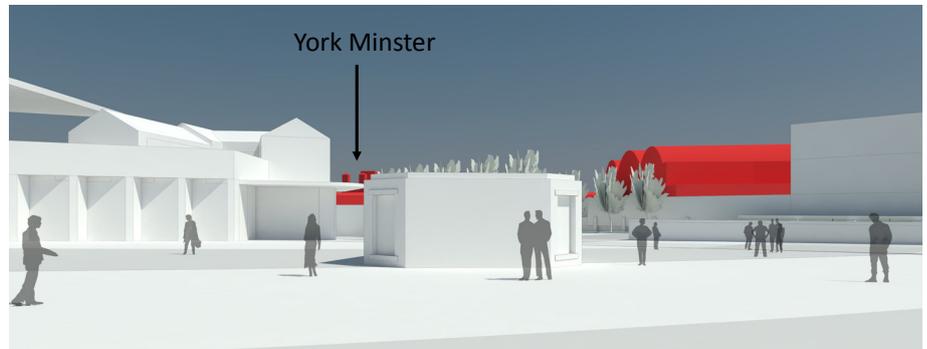
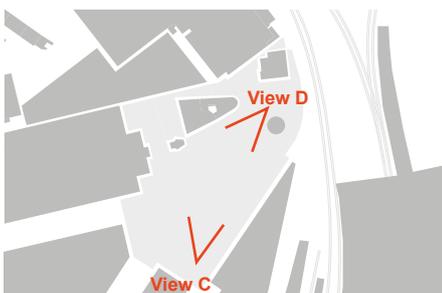


Fig.101 View A - The New Square design is to allow views of the station gable ends and York Minster beyond



Fig.102 View B: The New Square design is to allow views of the station gable ends and York Minster beyond



Shallow ramps provide disabled access to both the north and south ends of the Coal Drops with a ramp and shallow terraces providing an amphitheatre for events. A cafe/kiosk at the northern end frames the space adjacent to Marble Arch before arrival into the Station Gateway. In front of the Cafe two water features, drained when the space is utilised for events, create reflective pools and pull light into the space.



Fig.103 View C: Entry to the Coal Drops from the south is to be provided with steps and 1:20 grade ramps



Fig.104 View D: Accessible routes to and through the Coal Drops are to be provided