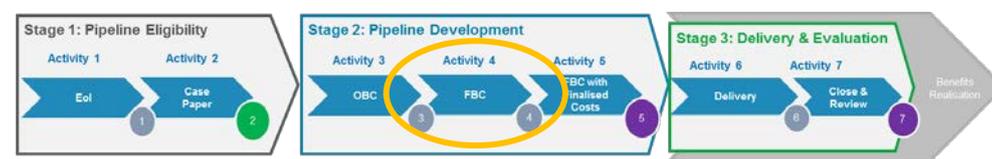


Scheme Summary

Name of scheme:	York Central Access Road and Station Access Improvements
PMO scheme code:	WYTF-PA4-043
Lead organisation:	City of York Council
Senior responsible officer:	James Gilchrist, York Council
Lead promoter contact:	Gary Frost, York Council
Case officer:	Ian McNichol, Combined Authority
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 - Infrastructure for Growth
Approvals to date:	Activity 3 Outline Business Case, approved 31.3.16 Change Request approved March 2018
Forecasted full approval date (decision point 5):	In two phases (York Central and York station) from October to November 2019.
Forecasted completion date (decision point 6):	York Station frontage March 2021 / York Central Access early 2023
Total scheme cost (£):	£187.46m
Combined Authority funding (£):	£37.32m West Yorkshire + Transport Fund
Total other public sector investment (£):	£3.11m York North Yorkshire & East Riding Local Enterprise Partnership Local Growth Fund £77.10m Housing Infrastructure Fund (Homes England) £18.87m Transforming Cities Fund (EOI submission June 2019) £35.00m Borrowing facility approved by CYC £4.66m City of York Council Capital Programme
Total other private sector investment (£):	£11.40m - Developer contributions linked to planning approvals (strategic infrastructure only – further investment in local plot infrastructure and development cost)
Is this a standalone project?	Yes

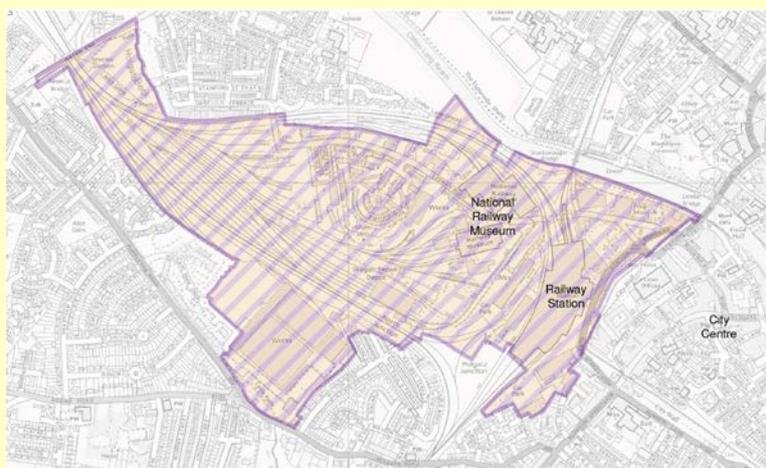
Is this a programme?	No
Is this project part of an agreed programme?	No

Current Assurance Process Activity:



Scheme Description:

The York Central project is a major mixed-use regeneration scheme located at York Railway station on the periphery of the city centre and incorporating the National Railway Museum and railway station. The draft Local Plan allocation boundary is provided below.



The site will accommodate a minimum of 46,000 sqm of B1a office-led commercial floorspace as well as up to 2,500 new homes (20% of which will be affordable). IT will lead to the creation of up to 6,500 jobs, the transformation of the railway museum and railway station and to high quality accessibility and public realm improvements. The project will have a transformative effect on the local and regional economy, establishing a sustainable new urban quarter.

As a constrained brownfield site, there are significant abnormal costs associated with the regeneration, which make public funding support essential for the development to proceed. It is proposed that a package of strategic infrastructure works be delivered at the site by the public sector partnership to allow the release of viable development plots to market. Principal among this package of infrastructure works, in terms of both cost and importance, is the formation of a new vehicular access into the site from Water End to the west. Without this access, development cannot proceed.

The scheme proposed to be funded through West Yorkshire-plus Transport Fund is a significant part of this package, and comprises:

- A new access road into York Central to 'unlock; housing and employment sites' for development by the private sector – including new road, pedestrian and cycle bridges over the East Coast Main Line.
- Pedestrian access improvements to the western station entrance in the York Central site, to establish a Disability Discrimination Act (DDA) compliant access route.
- Transformation of the front (eastern side) of the York station area, to reconfigure highways and provide public realm via a series of accessibility and public realm improvements, including the removal of Queen Street Bridge.

These works will be match-funded by wider public funding streams, with the West Yorkshire-plus Transport Fund contribution comprising 20% of the total costs (subject to approvals).

Business Case Summary:

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Strategic Case</p>	<p>As a Spatial Priority Area within the Leeds City Region Strategic Economic Plan, the York Central development site is a longstanding regeneration opportunity with potential to deliver significant growth, on the doorstep of York Railway Station and city centre.</p> <p>The scheme offers a ‘game-changing’ opportunity to grow businesses in the region. Delivering quality office floorspace will drive high-skill, high-value job growth, building on local sectoral strengths and redressing York’s poor wage and GVA growth over recent years. The site’s unparalleled connectivity will optimise the regional impacts of this growth.</p> <p>Providing a high-quality, sustainable neighbourhood of up to 2,500 new homes (inc 20% affordable housing) will also help meet the wider region’s housing vision of 65,000 new homes over the next 5 years.</p> <p>As a result of its constrained and brownfield nature, York Central has high abnormal development costs associated with bringing it forward. These have, in the past, prevented the private sector from engaging with the project. In order to de-risk the project and render it viable, the public sector landowners have undertaken work to assemble and vacate land, prepare and submit a planning application, prepare site strategies, and develop a strategic approach of implementing key abnormal site infrastructure using public funding, to allow a phased release of individual development plots to market.</p> <p>West Yorkshire Combined Authority’s early engagement with the project, through both the approval of Transport Fund OBC, and provision of Local Growth Fund support for project development works, has proved instrumental in developing the project and lending confidence to wider funders. Infrastructure works are now (subject to approvals) almost fully funded, and procurement activity has commenced.</p> <p>The West Yorkshire-plus Transport Fund is intended to contribute to the provision of a vital new site access (including rail crossing), a principal spine road through the site and the overhaul of the area east and west of the railway station. This will provide a fully accessible, welcoming and more efficient gateway to the City and the development.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Commercial Case</p>	<p>York is an area with strong housing and leisure offers. The City’s office market is less well established though, with competing land-uses and the historic city centre constraining provision of new accommodation for a number of years. The project’s commercial advisors Savills, underpinned by positive informal soft market assessment, forecast strong interest on the overcoming of abnormal site costs. Provision of quality employment space and housing across a range of tenures will help redress the City’s 9:1 House Price: Earnings ratio.</p> <p>Procurement of contractors to undertake infrastructure works has commenced and strong interest registered against an initial Expression of Interest. The YorCivils2 framework is being used to appoint, with works broken into cogent packages, and performance incentivisation promoted through contract approach. The project risks are well understood, and a mature mitigation strategy is being implemented, informed by a technically-experienced project advisor team.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Economic Case</p>	<p>The York Central Access scheme has evolved over time through detailed involvement of technical experts, masterplan evolution, constraint mapping and public consultation. A major change from OBC is in the alternative approach to site access which was subject to a change request submission in January 2018. The alternative site access approach has resulted in increased cost and complexity, and scheme benefits have also been impacted. The sum of West Yorkshire-plus Transport Fund requested will however not increase above the indicative allocation of £37.32m.</p>

	<p>The economic analysis undertaken in respect of the FBC confirms that, as a major development project, York Central will generate transport impacts, though set against these are the significant impacts of regeneration, monetised through land value uplift, as well as wider un-monetised benefits.</p> <p>It is also important to note that if abnormal site costs cannot be overcome, and the scheme does not proceed, alternative employment and housing growth locations would need to be allocated in the emerging Local Plan. By virtue of York's geography, these would be in peripheral greenbelt locations, with far greater negative transport and environmental impacts.</p>
Financial Case	<p>The scheme is supported by a mature cost plan, which has been iterated over a considerable period. With funding approvals, a significant sum of match funding will support the West Yorkshire-plus Transport Fund investment. Financial risks are understood and actively managed and the scheme is considered to be state aid compliant.</p>
Management Case	<p>The project has a well-evolved governance structure and an experienced delivery team, who are already successfully implementing West Yorkshire-plus Transport Fund works at the York Outer Ring Road programme. The site delivery programme is informed by detailed implementation strategies and dependencies which, though complex, are being actively and effectively managed. Risks on a project of this complexity are numerous and interdependent, reflecting this, risk is monitored and actively managed from the Project Board down.</p>

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>