

NOTES OF MEETING

DATE: 18th June 2009
VENUE: Box 1, York Racecourse
TIME: 4:30pm
ATTENDEES: See attached list

1. Apologies

- a. Apologies received from
 - i. Richard Flanagan

2. Notes from last meeting

- a. The notes were accepted as an accurate record

3. Updates

- a. Eamonn Keogh summarised the outcome of the Public Exhibition of the Masterplan held at St Chads Church Hall on Friday afternoon and Saturday morning 12th/ 13th June. The exhibition was attended by about 85 people over the two days. The feedback on the masterplan was very positive. The main issue raised by those who attended was traffic and transportation issues.
- b. It was said that the masterplan was a vast improvement over the previous scheme.
- c. Andy chase agreed with the comments made and emphasised the need for as much publicity as possible for future events. Linda Hall offered to distribute posters to local shops for future events.

4. Transport Presentation

- a. Peter Callaghan introduced Ken Hay from AECOM, Grantside's transportation consultants and explained the methodology use in the Transportation Assessment (See attached sheet with a brief outline of Peter's presentation). He explained that the initial output of the SATURN model had only just been analysed and needed further checking and refinement before being issued.
- b. A copy of the Non Technical Summary of the Transportation Assessment Scope was circulated to all.
- c. Ken Hay explained some of the more technical aspects of the SATURN model and the assessment work. He highlighted that one of the findings from the initial output from the model was that it showed a greater attraction of commuters from the north east and north west of the City contrary to the general perception that most traffic would come from the south west via the A64 and Tadcaster Road. At this stage the output from the model does not include any allowance for sustainable transport measures and is therefore



CHOCOLATE WORKS

very much “worst case”. The introduction of sustainable transport measures will be informed by these outputs which would then reduce the traffic numbers.

- d. This version of the SATURN model had been developed by the Councils consultants with input from the Department of Transport. The MATT tool had been developed by the Council and was specific to York. Ian Stokes confirmed the SATURN Model had been validated by the Department of Transport

5. Open Forum

- a. Cristina Rivas Graver asked whether the model took account of other development. It was confirmed that the model did take account of other development for example the housing development on the former York College site.
- b. Alison Sinclair queried whether the car parking on the site as agreed was taken account of in the masterplan. Peter Callaghan explained that existing car parking on site related to the baseline position.
- c. Linda Hall asked whether the assessment took account of events at the racecourse. Ken Hay explained that the assessment looked at peak hour which imposed maximum strain on the system and at junctions. Once a junction gets close to 85% of capacity, there is a need for further consideration of the impact and possible mitigation measures
- d. Brian Mellors asked for an explanation of the of the 85% figure. Ian Stokes explained that the figure was an indication of the performance of the junction. Up to 85%, junctions are generally considered to operate smoothly. Over 85% and particularly towards 100% the junction begins to foul up.
- e. Cristina Rivas Graver asked whether the model had been tested against an actual scheme. Ken Hay responded that the MATT tool uses local trip generation figures that are continuously updated by the TRICS database.
- f. Andrew Lindsay asked if there was any more information available on the type of traffic outside of peak hours. Ken Hay responded that the focus of the assessment was peak hour traffic.
- g. Cristina Rivas Graver asked whether there were figures available for the amount of traffic in and out of the site. Ken Hay responded that there were ball park figures but these had to be more rigorously tested through the SATURN model. The figures would be available when the draft Transportation Assessment is published in a few week's time
- h. Peter Callaghan confirmed Option 3 was the preferred scheme for the new site access point off Race Course Road but this was subject to feedback from Council officers.
- i. As the choice between the options for the new access was finely balanced, it was agreed that the meeting would not express any preference but leave the matter to Council officers
- j. Tony Lee raised concerns about a blind corner on Racecourse Road and that the road is used for parking. This would have to be taken into account in



deciding on the preferred option. This issue will be addressed in the Transport Assessment.

- k. The new access would serve the commercial parking area to the south of the multi storey factory but there would also be commercial parking on the car park on the east side of Bishopthorpe Road.
- l. Cllr Merrett queried the headline 30% reduction in traffic compared to the previous scheme, when there was only a 6% reduction in commercial floorspace and a 9% increase in the number of houses? Ken Hay explained that the balance of uses has changed compared to the previous scheme. Also the Councils interpretation of the data has changed.
- m. Andy Chase asked whether the strategy for access to the site would change now that the model was predicting less traffic coming from the A64/ Tadcaster Road direction and what measures were being put in place to change the modal split? Peter Callaghan responded that the strategy would still be to direct as much traffic up the Tadcaster road and the Knavesmire Road as this was the strategy in the Development Brief. For traffic coming from the north this could only come down the Bishopthorpe Road or Blossom Street/ Tadcaster Road. Efforts to influence Modal split towards more sustainable travel are better focused at the local level. Approaches have been made to a bus operator to provide a circular service linking the site to Askam bar Park and Ride and the City.
- n. Some people expressed the view that development should not lead to increased parking on surrounding streets. In response Ian Stokes said that the masterplan is very permeable and would encourage people to walk and cycle more. More could be done in terms of providing information to residents and workers on the alternatives to the car. PAC confirmed that such information would be part of the travel coordinators remit.
- o. The car park on the east side of Bishopthorpe Road will be restricted to users of the site. David Meek commented there was room to extend the car park but this was rejected on Green Belt grounds.
- p. Brian Mellors was sceptical about the initial results of the SATURN model. He believed most of the traffic to the site would still come up Tadcaster Road.
- q. Cllr Merrett queried whether the MATT tool could model the specific nature of local office use in York. Ian Stokes responded that use of office can change over time.
- r. Cllr Merrett queried nature of retail use on site. It was confirmed the nature of retail was specialist and would not compete with local shops or city centre retail.
- s. Linda Hall and others queried whether education requirements would be considered and referred to the high demand at the present time for primary school places. Mike Slater confirmed the impact on local schools would be taken into account and covered through a section 106 agreement

6. AOB



CHOCOLATE WORKS

- u. Attention was drawn to the growing amount of information available on the website – www.thechocolateworks.net – which included notes of the community forum meetings and the boards from the public presentation held on the 12/13 June.

7. Next Meeting – To be confirmed



CHOCOLATE WORKS

NAME	INTEREST
Janet Hopton	Independent Chair
Andy Chase	Micklegate Planning Panel
David Meek	St Chad's Church Warden & Church Hall Rep
Carol Weston (Head)	Knavesmire Primary School
Adam Cooper (Asst head)	Knavesmire primary School
Cristina Rivas Graver	Resident & rep 214-260 Bishopthorpe Road
Glynn Drummond	Bishopthorpe Ward
Linda Hall	Albemarle Road
Brian Mellors	Bishopthorpe Parish Council
Andrew Lindsay	Denison Till Solicitors (large employers within city)
Tony Lee	York Racecourse
Cllr David Merrett	Micklegate Ward
Alison Sinclair	Resident
Ann Cox	Church PCC/ Church Hall/ LEA Governors KP School
Katherine Atkinson	CYC Community Planning
Michael Slater	CYC Assistant Director
Derek Gauld	CYC Principal City Development Officer
Ian Stokes	CYC Principal Transport Planner
Peter Callaghan Grantside	Development Director Grantside Limited
Kenneth Hay	AECOM – Highway consultants
Eamonn Keogh	Turley Associates Planning Consultants
APOLOGIES	
Richard Flanagan	York & North Yorkshire Chamber of Commerce