

Reynard's Garage can be repaired instead of demolished. Once shored up it can be converted into low-rent workspaces and housing. It is a valuable building. Not necessarily from its form and structure, but because of what it represents: city centre manufacturing, an Art Deco expression of possibility and confidence, and a historical record of activity in that place. In demolishing it, we would not only lose that historical record, but in our short-sightedness pave the way for another public site to be sold off.

While Airspeed may have a short history here, their legacy of production and innovation within the city walls is an inspiration to us in 21<sup>st</sup> century York. We should celebrate the vision, panache and adventurousness of Airspeed's founders by following their lead into a productive future for residents, not tourists. The building today has enormous potential for a visionary redevelopment that shows the council's commitment to using this legacy for the long-term good of the city.

Cities thrive on re-appropriation, rather than paying to destroy and then paying to rebuild. Despite the work recommended in 2009 not being carried out, it is still cheaper to repair the building, even if the great long-term benefits of this approach are discounted. The possibilities for rehabilitation of this type of site are manifold and manifest in many projects I have studied. They are understandable, low-tech and achievable.

For example, Portland Works in Sheffield was to be turned into flats. An 1873 building, where stainless steel was invented, it had many workshops for 'little mesters'; cottage industry master craftsmen. Bought from the landlord by the tenants, funded by the issue of shares, they are now renovating it, employing apprentices and teaching skills to local residents. With knife-makers, silver-platers, bicycle framers, artists, musicians, transformer-winders &c. &c. all renting workshops, they are still oversubscribed, with

a long waiting list.

Vechtklubb in Utrecht was a lorry depot, slated for demolition. A crowd-funding campaign led an enlightened council to reverse their decision and support the conversion of the building into small workspaces. Five years later, they have repaid their debts, have created a thriving local industry in a deprived area and are also oversubscribed.

Sugarhouse Studios in London, by the Architects' collective Assemble, gave tenants a sense of ownership, pride and responsibility in the building by letting them build partition walls and take part in management. This cost #291/m<sup>2</sup>. By comparison, an unimaginative new house is expected to cost between #800-1000/m<sup>2</sup>. Again, this building is oversubscribed.

York lacks these kinds of places. I have come to this meeting in the hope that, with a stay of execution, Airspeed's heritage can be saved, not as a museum, or a blue plaque in the bar of a generic hotel, but as a vital part of the future York.