

Ref.	CYC	Option A	Option 1	Option 2
Site Size /	35.4Ha / 845 Homes (845 plan period)	43.53Ha / 845 Homes (All within	43.53Ha / 975 Homes (All within	57.27 Ha / 1,225 Homes (All
Capacity		the plan period)	the plan period)	within the plan period)
Density /	Strategic Site – 70% net site area at	Garden Village – Approximately	Sub-Urban Garden Village –	Sub-Urban Garden Village –
Design	35dph	60% net developable area –	Approximately 70% net	Approximately 70% net
Ethos		26.4Ha at 32dph	developable area - 30.47 Ha net	developable area – 40.1 Ha net
			site area at 32dph	site area at 32dph
Additional	A density of 35 dph over the net	The option can deliver: -	The option can deliver: -	The option can deliver: -
Land Uses /	developable area would result in a	 0.43Ha of land for a Local 	 0.43Ha of land for a Local 	 0.43Ha of land for a Local
Analysis	development that is similar in density to	Centre	Centre	Centre
	those currently taking place within the		 1.91Ha of land provided for 	 1.91Ha of land provided for
	main urban areas of the City i.e. Redrow's	Nursery and a two-form entry	Nursery and a two-form entry	Nursery and a two-form entry
	scheme at the Grain Stores; Persimmon's	Primary Education	Primary Education.	Primary Education.
	scheme at Germany Beck and BDW's	• 14.79 Ha of Open Space within	 10.72Ha of Open Space within 	14.83 Ha of Open Space within
	scheme at New Lane, Huntington.	the site.	the site.	the site.
	It does not allow for an and the day	The delivery of the required	 The delivery of the required 	 The delivery of the required
	It does not allow for space/planting	southern access road to	southern access road to	southern access road to
	between dwellings or further green	Osbaldwick Link Road.	Osbaldwick Link Road.	Osbaldwick Link Road.
	wedges/planting throughout the street	 The existing views of York 	 The existing views of York 	The existing views of York
	scene. Which is what a Garden Village	Minster and the setting of	Minster and the setting of	Minster and the setting of
	ethos requires. Which is more aligned to	Millennium Way will be retained	Millennium Way will be retained	Millennium Way will be retained
	a density of 32dph and a net developable	and enhanced through a series	and enhanced through a series	and enhanced through a series
	area of 60% to 70%	of green corridors proposed	of green corridors proposed	of green corridors proposed
	At 22 data ever a COV developable area	within the development	within the development	within the development
	At 32 dph over a 60% developable area,	masterplan. Alongside the	masterplan. Alongside the	masterplan. Alongside the green
	680 homes could be delivered. This increases to 793 homes over a 70% new	green corridors, substantial	green corridors, substantial	corridors, substantial areas of
		areas of open space will be	areas of open space will be	open space will be retained
	developable area.	retained between the site's	retained between the site's	between the site's boundaries
	Increasing this to at least 845 homes,	boundaries and existing	boundaries and existing	and existing settlement areas,
	would therefore result in a reduction of the	settlement areas, including	settlement areas, including	including Osbaldwick
	land available for the delivery of all of the	Osbaldwick Conservation Area.	Osbaldwick Conservation Area.	Conservation Area.
	other essential and desirable uses such			
	as a new primary school, local centre and			
	recreational open space.			
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Policy SS9 Additional Planning Parameters						
Individual & Cumulative Transport Impact	TW Fields will work alongside CYC	TW Fields will work alongside CYC	TW Fields will work alongside CYC			
	and other developers where	and other developers where	and other developers where			
	necessary in order to ensure that	necessary in order to ensure that	necessary in order to ensure that			
	the individual and cumulative	the individual and cumulative	the individual and cumulative			
	highways impact on the City is	highways impact on the City is	highways impact on the City is			
	mitigated. Detailed discussions	mitigated. Detailed discussions	mitigated. Detailed discussions			
	have already taken place with CYC	have already taken place with CYC	have already taken place with CYC			
	to agree the site-specific access	to agree the site-specific access	to agree the site-specific access			
	solutions for the development	solutions for the development	solutions for the development			
	proposals.	proposals.	proposals.			
New Access Roads & Public Transport	Three access points are proposed from Stockton Lane (north), from Bad Bargain Lane (West) and from Murton Way (south). Each will be delivered to the standard needed to enable bus penetration through the site, connecting to existing settlement areas. The northern and southern parcels of the site will be connected for bus penetration, pedestrian and cycle access only. An access is required from Bad Bargain Lane in order to ensure permeability and to enhance the site's ability to deliver new homes as early in the plan period as possible.	Three access points are proposed from Stockton Lane (north), from Bad Bargain Lane (West) and from Murton Way (south). Each will be delivered to the standard needed to enable bus penetration through the site, connecting to existing settlement areas. The northern and southern parcels of the site will be connected for bus penetration, pedestrian and cycle access only. An access is required from Bad Bargain Lane in order to ensure permeability and to enhance the site's ability to deliver new homes as early in the plan period as possible.	Three access points are proposed from Stockton Lane (north), from Bad Bargain Lane (West) and from Murton Way (south). Each will be delivered to the standard needed to enable bus penetration through the site, connecting to existing settlement areas. The northern and southern parcels of the site will be connected for bus penetration, pedestrian and cycle access only. An access is required from Bad Bargain Lane in order to ensure permeability and to enhance the site's ability to deliver new homes as early in the plan period as possible.			
Public Transport Upgrades	The site's access points and internal	The site's access points and internal	The site's access points and internal			
	spine roads will be delivered to the	spine roads will be delivered to the	spine roads will be delivered to the			
	standard needed to enable bus	standard needed to enable bus	standard needed to enable bus			
	penetration through the site,	penetration through the site,	penetration through the site,			
	connecting to existing settlement	connecting to existing settlement	connecting to existing settlement			
	areas. The northern and southern	areas. The northern and southern	areas. The northern and southern			
	parcels of the site will be connected	parcels of the site will be connected	parcels of the site will be connected			
	for bus penetration, pedestrian and	for bus penetration, pedestrian and	for bus penetration, pedestrian and			
	cycle access only. Existing	cycle access only. Existing	cycle access only. Existing			
	pedestrian and cycle routes located	pedestrian and cycle routes located	pedestrian and cycle routes located			
	within and adjacent to the site will be	within and adjacent to the site will be	within and adjacent to the site will			



	safeguarded and improved where	safeguarded and improved where	be safeguarded and improved
	required. Connection with existing	required. Connection with existing	where required. Connection with
	bus routes will be enabled and	bus routes will be enabled and	existing bus routes will be enabled
	infrastructure improved where	infrastructure improved where	and infrastructure improved where
	required.	required.	required.
Pedestrian & Cycle Connectivity	Existing pedestrian and cycle routes	Existing pedestrian and cycle routes	Existing pedestrian and cycle routes
	located within and adjacent to the	located within and adjacent to the	located within and adjacent to the
	site will be safeguarded and	site will be safeguarded and	site will be safeguarded and
	improved where required.	improved where required.	improved where required.
Protect Millennium Way	The setting of Millennium Way will be	The setting of Millennium Way will	The setting of Millennium Way will be
	preserved and enhanced through a	be preserved and enhanced through	preserved and enhanced through a
	series of green corridors proposed	a series of green corridors proposed	series of green corridors proposed
	within the development masterplan.	within the development masterplan.	within the development masterplan.
	Including a large strategic	Including a large strategic	Including a large strategic
	greenspace located in the central	greenspace located in the central	greenspace located in the central
	area of the site in accordance with	area of the site in accordance with	area of the site in accordance with
	CYC's proposals.	CYC's proposals.	CYC's proposals.
Minimise Impact on SINC	Ecological mitigation will be provided	Ecological mitigation will be	Ecological mitigation will be
	through the retention of existing	provided through the retention of	provided through the retention of
	features. The site contained a SINC	existing features. The site contained	existing features. The site contained
	located close to the proposed	a SINC located close to the	a SINC located close to the
	southern access point, however, the	proposed southern access point,	proposed southern access point,
	ecological value of this area of the	however, the ecological value of this	however, the ecological value of this
	site has now been lost due to recent	area of the site has now been lost	area of the site has now been lost
	engineering works undertaken by	due to recent engineering works	due to recent engineering works
	Yorkshire Water.	undertaken by Yorkshire Water.	undertaken by Yorkshire Water.
Safeguard views to York Minster, Osbaldwick Conservation Area and Millennium Way	The existing views of York Minster and the setting of Millennium Way will be retained and enhanced through a series of green corridors proposed within the development masterplan. Alongside the green corridors, substantial areas of open space will be retained between the site's boundaries and existing settlement areas, including Osbaldwick Conservation Area.	The existing views of York Minster and the setting of Millennium Way will be retained and enhanced through a series of green corridors proposed within the development masterplan. Alongside the green corridors, substantial areas of open space will be retained between the site's boundaries and existing settlement areas, including Osbaldwick Conservation Area.	The existing views of York Minster and the setting of Millennium Way will be retained and enhanced through a series of green corridors proposed within the development masterplan. Alongside the green corridors, substantial areas of open space will be retained between the site's boundaries and existing settlement areas, including Osbaldwick Conservation Area.