

Ref.	CYC	Option A	Option 1	Option 2
Site Size / Capacity	35.4Ha / 845 Homes (845 plan period)	43.53Ha / 845 Homes (All within the plan period)	43.53Ha / 975 Homes (All within the plan period)	57.27 Ha / 1,225 Homes (All within the plan period)
Density / Design Ethos	Strategic Site – 70% net site area at 35dph	Garden Village – Approximately 60% net developable area – 26.4Ha at 32dph	Sub-Urban Garden Village – Approximately 70% net developable area - 30.47 Ha net site area at 32dph	Sub-Urban Garden Village – Approximately 70% net developable area – 40.1 Ha net site area at 32dph
Additional Land Uses / Analysis	<p>A density of 35 dph over the net developable area would result in a development that is similar in density to those currently taking place within the main urban areas of the City i.e. Redrow's scheme at the Grain Stores; Persimmon's scheme at Germany Beck and BDW's scheme at New Lane, Huntington.</p> <p>It does not allow for space/planting between dwellings or further green wedges/planting throughout the street scene. Which is what a Garden Village ethos requires. Which is more aligned to a density of 32dph and a net developable area of 60% to 70%</p> <p>At 32 dph over a 60% developable area, 680 homes could be delivered. This increases to 793 homes over a 70% new developable area.</p> <p>Increasing this to at least 845 homes, would therefore result in a reduction of the land available for the delivery of all of the other essential and desirable uses such as a new primary school, local centre and recreational open space.</p>	<p>The option can deliver: -</p> <ul style="list-style-type: none"> • 0.43Ha of land for a Local Centre • 1.91Ha of land provided for Nursery and a two-form entry Primary Education • 14.79 Ha of Open Space within the site. • The delivery of the required southern access road to Osbaldwick Link Road. • 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. 	<p>The option can deliver: -</p> <ul style="list-style-type: none"> • 0.43Ha of land for a Local Centre • 1.91Ha of land provided for Nursery and a two-form entry Primary Education. • 10.72Ha of Open Space within the site. • The delivery of the required southern access road to Osbaldwick Link Road. • 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. 	<p>The option can deliver: -</p> <ul style="list-style-type: none"> • 0.43Ha of land for a Local Centre • 1.91Ha of land provided for Nursery and a two-form entry Primary Education. • 14.83 Ha of Open Space within the site. • The delivery of the required southern access road to Osbaldwick Link Road. • 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.

Policy SS9 Additional Planning Parameters			
Individual & Cumulative Transport Impact	TW Fields will work alongside CYC and other developers where necessary in order to ensure that the individual and cumulative highways impact on the City is mitigated. Detailed discussions have already taken place with CYC to agree the site-specific access solutions for the development proposals.	TW Fields will work alongside CYC and other developers where necessary in order to ensure that the individual and cumulative highways impact on the City is mitigated. Detailed discussions have already taken place with CYC to agree the site-specific access solutions for the development proposals.	TW Fields will work alongside CYC and other developers where necessary in order to ensure that the individual and cumulative highways impact on the City is mitigated. Detailed discussions have already taken place with CYC to agree the site-specific access solutions for the development 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 spine roads 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. Existing pedestrian and cycle routes located within and adjacent to the site will be	The site's access points and internal spine roads 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. Existing pedestrian and cycle routes located within and adjacent to the site will be	The site's access points and internal spine roads 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. Existing pedestrian and cycle routes located within and adjacent to the site will be

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